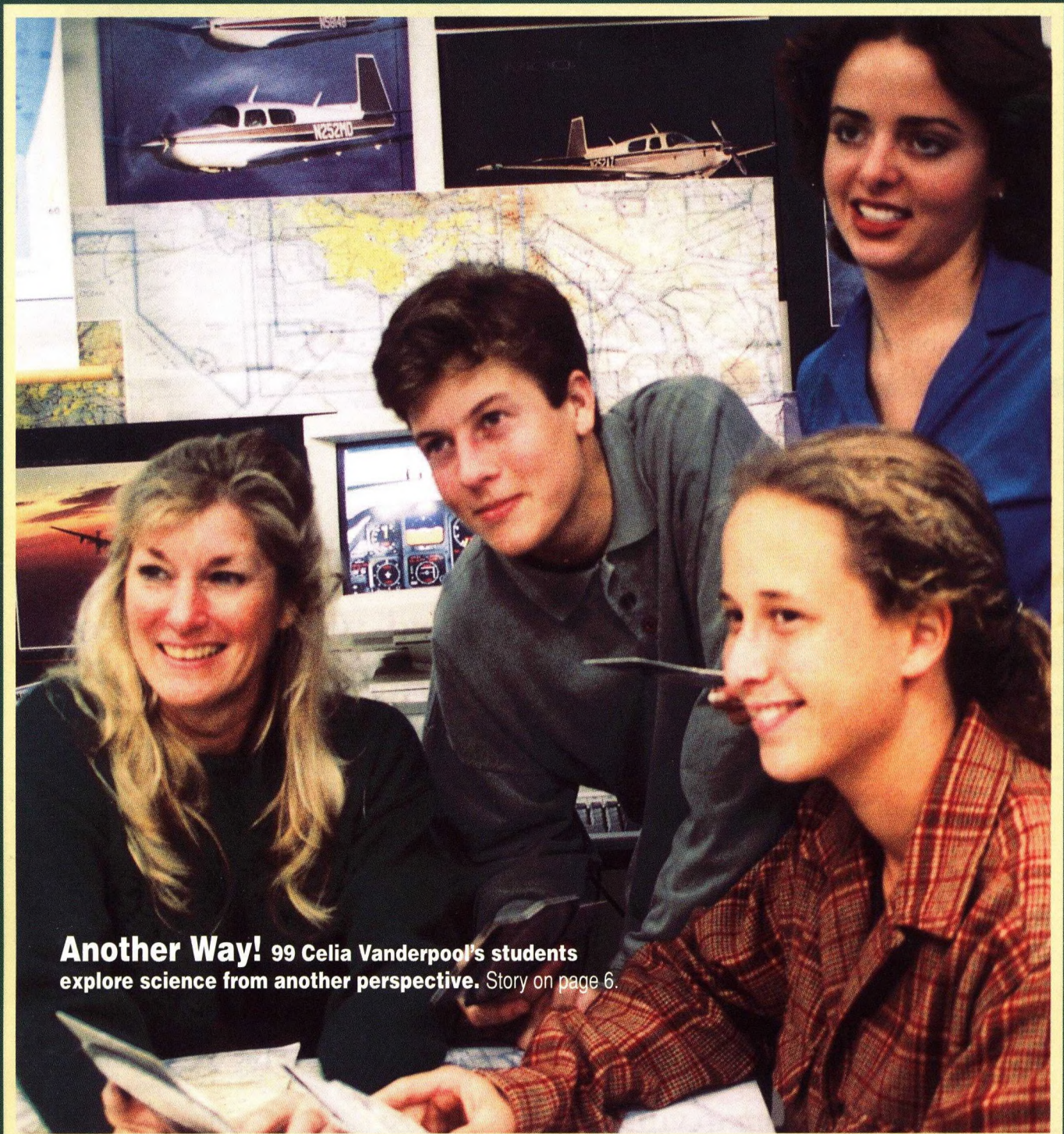




THE INTERNATIONAL WOMEN PILOTS MAGAZINE

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Another Way! 99 Celia Vanderpool's students explore science from another perspective. Story on page 6.

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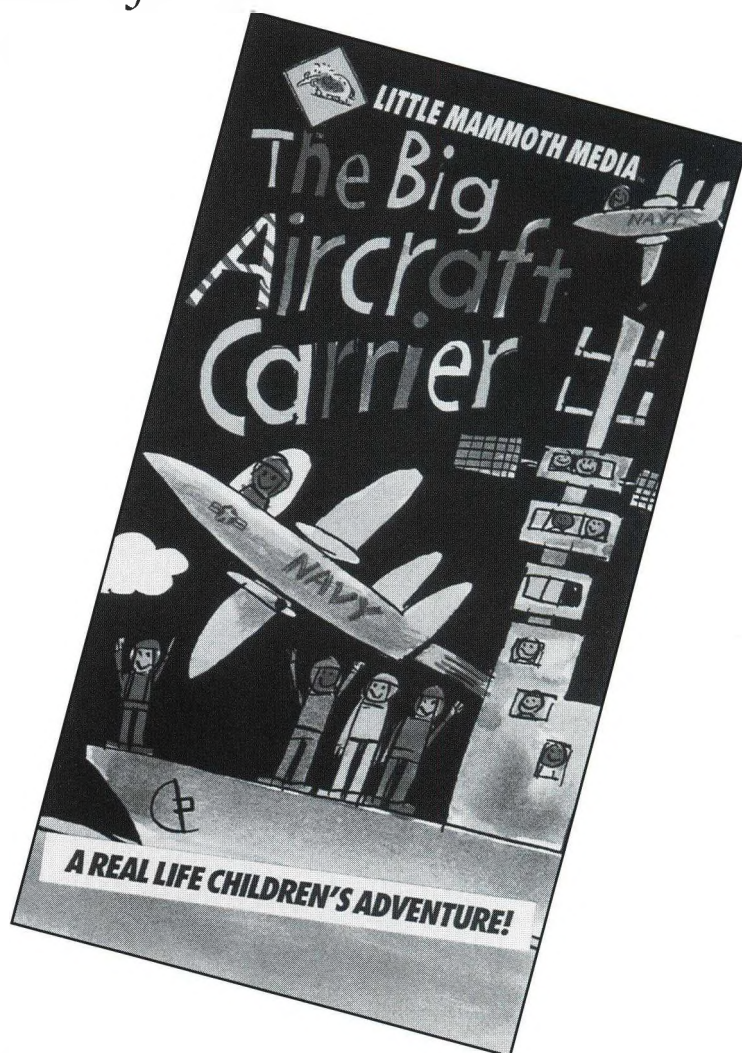
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January/February 1996

Volume 22, No. 1

Cover: Another Way! Celia Vanderpool's students explore science from another perspective. Story on page 6. Photos by Mary Van Velzer, Orange County Chapter.

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STATEMENT OF EDITORIAL POLICY

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1996

FEBRUARY

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

29-3/1 — 30th Annual SMU Air Law Symposium, Southern Methodist University School of Law, Dallas, Texas, Jeff Bryan, Tel: 214-768-2570 or Fax: 214-768-3946

29-3/2 — International Board of Directors Meeting, Oklahoma City, Okla.

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

16 — Northwest Section, Winter Board Meeting, Holiday Inn, Renton Wash., Nancy Jensen, 360-825-6777

30 — NCWA Annual Business Meeting, Phoenix, Ariz., 1-800-727-NCWA

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, and Michelle Cabot, 508-464-5443

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, Vero Beach, Fla., to Freeport, Bahamas, Alexis Koehler, 1-800-247-1006.

JUNE

1 — Garden State 300, Ocean City Municipal Airport, Ocean City, N.J., Barbara H. Para, 609-965-4824

8-13 — U.S. Air Race & Rally, Durango, Colo. to New Orleans, La., 817-491-4055

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

9-11 — Palms to Pines Air Race, Santa Monica, Calif. to Bend, Ore., Claire Walters, 310-397-2731

SEPTEMBER

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

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

12-15 — Reno Air Races, Reno, Nev., 702-972-6663

14 — Mile High Air Derby, Colorado Chapter, Christina Bentley, 303-220-0925 or Jan McKenzie, 303-226-1153

21 — Kansas Chapter Sunflower Rally, Karen Tucker, 316-733-4583

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 or Nancy Jensen, 360-825-6777

OCTOBER

18-20 — AOPA '96 Convention

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

26 — Mid-Atlantic Fall Section Meeting

1997

TBA — The Ninety-Nines International Convention, Portland, Maine

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.

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.

1996: A time to take stock

JOYCE WELLS

ATENDING FOUR Section meetings, the AOPA Convention and the Board of Directors meeting in an eight-week period in the fall was exciting, gratifying and challenging. One of the challenges was to catch up with the mail and faxes that piled up in between trips, as well as the various home tasks and commitments that awaited my homecoming each time.

I have also learned a lot about packing and keeping an eye on weather trends at each destination helps in choosing a wardrobe. Best of all, I have had the opportunity to share meeting times and fun times with so many of you.

In December, I was, once again, privileged to attend the Wright Brothers Memorial Trophy Ceremony in Washington, D.C. as a member of the Board of Directors of the National Aeronautic Association (NAA) and as Ninety-Nines President. Russ Meyer of Cessna was cited for "significant public service of enduring value to aviation in the United States."

It was indeed an honor to be seated at the head table with the honoree and many other dignitaries, the most well known being Kansas Senators Nancy Kassebaum and Bob Dole. I had the opportunity to meet Russ Meyer and both senators. It was a pleasure to personally express the gratitude of The Ninety-Nines for



Joyce Wells and Senator Bob Dole at the Wright Brothers Memorial Trophy Ceremony in Washington, D.C.

the role that Senators Kassebaum and Dole played in securing the historic landmark status of the Amelia Earhart Birthplace and their support of general aviation.

Taking stock of The Ninety-Nines, I see in our members a pioneering spirit as well as an enthusiasm for ideas and innovation. Another quality is excellence in learning and teaching. We have outstanding members who strive for excellence in all they do.

Vision and commitment to high standards can and should replace apathy, complacency and procrastination. Ah! Vision! That's what our founding members had in 1929. Has their vision of mutual support and advancement of women in aviation been fulfilled? We have

many accomplishments; the Headquarters building with its treasure of resources on women pilots, the AE Scholarship Fund, the AE Birthplace home and the 21st Century Fund.

Is it time to expand or create a new vision? Dream a new dream? The 21st Century will soon be here and we'll be looking to our daughters, nieces and granddaughters to lead women in aviation and space. What will be our legacy? Will it be "significant public service of enduring value to aviation in"—the world? Will we still be the world's largest organization of women pilots in 2050? Yes, I believe we will endure.

LETTERS

Thanks, Cindy!

Since 1987 I have held about every office in my Florida Goldcoast Chapter. In the course of doing so and conducting Chapter business, Cindy Rusher, the secretary of The Ninety-Nines, Inc. in Oklahoma City has always been there to answer questions, offer help, send information, or point me in the right direction. She is consistently friendly, courteous, most efficient, and continually goes out of her way to assist me and others I have referred to her for help.

I truly appreciate this woman. She is invaluable for all the effort she has put forward to help me over the years. In addition, I feel she is an excellent reflection on The Ninety-Nines. Many individuals who are not members of the organization and call Headquarters in Oklahoma City have their first contact with The Ninety-Nines through Cindy. I feel she has

done a tremendous job of spreading goodwill on our behalf to the general public.

This is a long overdue thank you to Cindy. She is never taken for granted. I am very happy she is there.—*Pat Compton, Florida Goldcoast Chapter*

Thanks, Ninety-Nines

Thank you, 99s, for your contributions to the National Intercollegiate Flying Association (NIFA). Last year we reached our goal of \$1,500 because one Chapter donation made the difference!

The Ninety-Nines outstanding work and support to NIFA greatly adds to the success of the Safety and Flight Evaluation Conference (SAFECON). The students appreciate your help and look forward to the next annual SAFECON to be held May 1 through 4, 1996, at Daytona Beach, Fla. The host school is Embry-Riddle Aeronautical Uni-

versity. Make your donation checks payable to NIFA and mail to Loretta Gragg, The Ninety-Nines, Inc., Box 965, 7100 Terminal Drive, Oklahoma City, OK 73159-0965

And don't forget the World Precision Flying Championship (WPFC) hosted by The Ninety-Nines, Inc. later in 1996. Make donation checks payable to WPFC and mail to the same above address.—*Pauline Gilkison, NIFA Ways & Means Committee*

AE Scholarship winner

It is with greatest appreciation that I write this thank you note to all 99s everywhere. Without this organization, women pilots would be far fewer and would not have strived and accomplished such great feats in aviation.

I received my multiengine instructor rating on Oct. 5, 1995, and will always be grateful to The 99s for the opportunity to further my

aviation career.—*Kimberly Sloan Coonce, Greater Kansas City Chapter*

Thanks for the publicity

Thank you for your efforts in the field of helping publicize the great women who make up The Ninety-Nines, Inc.—*Virginia Rabung, Aux Plaines Chapter*

Letters to the editor of this magazine are encouraged. We appreciate it when they are typed, but legible handwritten letters are also considered for publication. Spelling of proper names is proofed against information submitted. Send your letters to Betty Rowley, Editor, 99 News, 807 N. Waco, Ste. 22, Wichita, KS 67203. or fax to 316-263-7350.



About half of Celia Vanderpool's Aviation Science and Meteorology class met her at the airport for a tour of the facility. Pilots from the area sometimes take class members for a flight on their own.

The Lone Ranger isn't so lonely anymore

BY PATRIC ROWLEY

Orange County 99 Celia Vanderpool strikes out on her own to bring aviation into the classroom and finds help along the way.

CELIA VANDERPOOL CAN'T REMEMBER A TIME in her life when she didn't have flying on her mind. It's a posthumous legacy from the war hero-pilot father she never got a chance to know. It's an idea that has resonated throughout her growing up years, her married with children years, her single mother years and on into her teaching career years.

For all of these years, it was always the same: There was simply no way to do it. There was never quite the right opportunity or enough time or money to spare—and no one to push her into it but herself. There was certainly no lack of adventure in her soul. She once spent two years sailing the Pacific in a 28-foot boat crewed by her daughter, a friend and herself. Navigating with only a sextant, they ended the voyage in New Zealand after thousands of miles of blue water had slid beneath their keel.

On her thirty-fifth birthday, Celia gave herself a present of a demonstration flight and signed on for lessons. After the third lesson, she took stock of her ability to continue the course as a single mom on a teacher's salary and stopped. At the same time, she vowed that she would somehow get her pilot's certificate and that she would get it before she turned 40. She completed ground school at a local community college in the fall of 1989 and began flight training on Jan. 24, 1990, at Oceanside, Calif. Celia flew nearly every day. She successfully completed her check-ride on May 2, just 14 days before lighting the candles on the cake!

But the private pilot's certificate was to be only the hors d'oeuvre in Celia's flying feast. With financing from loans, she moved on to become a commercial pilot with SEL, SES, MEL and instrument airplane ratings. She also holds an AGI and IGI

certificate. The reality of being a pilot, she soon discovered, was even more fabulous than the fantasy. Along with her skills, her confidence soared and one fine day she packed up her two-day old instrument ticket, her logbook with 500 hours in it and a summer's supply of clothes, loaded it all into a little 150 HP Grumman Traveler and took off for a solo flight to Alaska to participate in wildlife research and fish and game studies as a crew member on a seaplane.

Her growing sophistication with the flying life showed in an interview published in the October 1992 *Pacific Flyer*. "I feel like I didn't learn to fly until I got to Alaska... Alaska pilots rarely even have the use of such a simple instrument as a wet compass due to the wide divergence in magnetic variation. Loran is weak and erratic and VORs are few and far between."

"So how do you navigate?" she was asked. "Oh, you get to know the territory...almost all flying is VFR and most everyone has a seaplane. If the weather gets too bad, you just pick a lake and land until it gets better."

The same account reports that "Even though Celia was out of contact with ATC for something over an hour, when she was finally able to pick up ATC, she was only five miles off course." Something was working right where pilots live.

With her professional discipline, rigorous training and sharp instincts, Celia navigated confidently over wilderness lakes and away from the highway and on her return rocked and rolled through the boiling turbulence over Death Valley. Upon reaching her home field in the tiny Grumman, the first thing she wanted to do was inspect a newly restored black and yellow Cub parked nearby. That's dedication.

But Celia's story is more than about the coming of age of an airplane pilot. Her greatest commitment is to teaching and to her students. At some point amidst her growing passion for piloting an airplane, she clearly caught the vision of incorporating her flying life with her professional career as an educator. She had long been sensitive to the plight of students who, for whatever reason, found little to motivate them to complete conventional science course requirements.

Keeping kids interested in school would take some changes in the curriculum she decided, and that it all could start with her and a new course designed to help under-motivated, under-inspired students see the relationship of science to jobs and careers in the real life setting of aviation.

The only downside to the decision was that when she looked around, there was nobody there to help her. It was her enterprise and she would have to play the part of The Lone Ranger—minus Tonto.

Then the particular deities that smile on Lone Ranger types gave her a break. There was an aviation course already in the curriculum of San Clemente High. No one could recall, first-hand, how long it had been inactive, or much else about it for that matter. But to Celia, it would hold a place in the curriculum until she could present her own design for a contemporary aviation science elective.

Selling the principal on her proposal was surprisingly quick and easy. The next step was to qualify herself to teach the course by gaining the required vocational-technological credentials from the state of California. Then she stepped back to mentally survey the monumental task that lay ahead in preparing a proposal, constructing a curriculum and gaining approval for a course text. She knew that there would be hundreds of details to work out and to stitch together before the new course would gain a rational, workable, presentable shape—and she had to do it all alone. A person of lesser strength and determination would likely have given up then and there. But not Celia.

After 20-plus years, she understood and respected the protocols and she plunged ahead. It was not simple and it was not easy. Unlike the so-called "hard" sciences, a number of cross-disciplines were to be involved in her course. And each relationship had to be carefully worked out and orchestrated as a part of the whole.

Eventually it was done and the class limit of 35 students met their teacher at the beginning of the 1994 spring semester at San Clemente High. The new addition to the curriculum was called "Aviation Science and Meteorology" and was described as "A course designed to investigate basic aeronautics, FAA flight regulations, electronic communication and navigation and in-depth meteorology."

Laboratory and practical experiences were to be provided in the areas of flight plotting, weather data gathering and predic-



Interested parties from the aviation community contribute memorabilia and other useful items for the class.

tions. Accelerated students were given the opportunity to complete all the requirements for private pilot ground school and the FAA exam was provided as a final exam at the conclusion of the course.

In addition, the course description continued, the course was to be a direct feeder class into career paths in aviation at several local community colleges and to serve as an introductory course for students pursuing careers in aerospace, mechanics or as flight attendants.

The textbooks were *Invitation to Fly* and

Field Guide to Weather. The instructor (Celia) was described as an FAA licensed commercial pilot with instrument, multiengine, seaplane and advanced ground instructor ratings.

Never mind that the course description does not dwell on the fact that the instructor is the adventuresome sort who has flown seaplanes in an Alaskan air taxi service, taken cruise ship passengers over rugged mountains and glacial lakes, flown supplies and workers into remote logging camps, ferried commercial fishermen out to their ships, hired out on aerial fish spotting assignments and pretty much pilots an airplane wherever she chooses to go. It still remains an irresistible choice for as many students as it could take—and every semester it has a waiting list.

Some students sign up for the class to fulfill a science or practical arts requirement for high school graduation. Others use it as an opportunity to prepare for a pilots certificate by completing all the requirements for FAA ground school and others find it the right first step in exploring potential careers in aviation engineering, meteorology or related fields.

Whatever their reasons for selecting Aviation Science and Meteorology, Celia's students represent possibly the most motivated 35 students in the entire student body of around 2,100. From the very start, Celia has worked diligently to enrich the course experience by bringing interesting and authoritative aviation professionals into the classroom and by encouraging the class to meet her out in the real world to witness aviation at work.

And suddenly, the Lone Ranger wasn't so lonely anymore. Other area schools began to add similar programs. Local area aviation groups and individuals donated teaching tools and the administration at San Clemente High implemented a similar elective in mathematics. And local interest soared. Even though Celia admits that the 35 students she can take each semester represent only a tiny fraction of San Clemente High's total enrollment, she makes a good case that there is a synergistic effect in the course that makes the total value much greater than the sum of its parts.

Each and every Aviation Science and Meteorology student, she points out, is an active partner in exploring the real world of aviation rather than a passive participant in an academic exercise. Many go into aviation related careers. Today, Celia continues to teach and to enrich Aviation Science and Meteorology in

any way she can. She has lots of company in her enthusiasm for the course.

Other science teachers have shown an interest in cooperative learning experiences and team teaching occasional lessons that coordinate with their curriculum, such as physics. Celia helps other teachers and their students wherever and however she can. For example, she went into a World History classroom and gave a quick 15 minute talk on the planes and air war of WW II.

Also, in conjunction with a geometry teacher, she spent a half-hour showing that class how the E6B can solve wind correction angles and computations as a practical application of the principles those students had been studying. This kind of pop-in lecture is a frequent occurrence.

Aside from furnished textbooks, Celia has a budget of \$70 a year to pay for other materials and teaching aids. She spends more time getting ready to teach than teaching. Students who want to continue studying aviation after completion of this semester course can join the SCHS AERO CLUB. They meet at lunch once a week, have elected officers, and continue the learning process. Celia usually has a navigation problem to solve each week and a regulation interpretation. Members attend local air shows and events and promote aviation on campus.

Contributions of real compasses and old instruments and other aids and memorabilia are welcome. But Celia makes up for what she doesn't have through creative strategies and determination.

Contributions of real compasses and old instruments and other aids and memorabilia are welcome. Contributions of books and other aviation paraphernalia that Celia is unable to make use of are provided as incentives and rewards.

*Send to:
San Clemente High School
Attn: Celia Vanderpool
700 Avenida Pico
San Clemente, CA 92673*

Mostly, she is content with making what she started even better for even more students in even more places. Celia says that she would be more than happy to assist any teacher to develop a curriculum or lab experiments and suggest materials to demonstrate concepts to students of all ages—not just for a full course—but even for an isolated lesson or week-long unit of study.

The FAA has developed an excellent guideline and resource index for students K-12 for short lessons to incorporate into regular education classes—and it's free.

In her successful application for an Amelia Earhart Scholarship in 1993, Celia cites her work in getting Aviation Science and Meteorology approved for credit and implemented into the curriculum at San Clemente High as her most important contribution to aviation.

The proceeds from the scholarship went to finance Celia's CFI and the larger than life role model for a lot of kids at San Clemente High continues to grow and influence the health and well being of aviation.

As we go to press, we have learned that Celia has begun teaching a semester course in Aviation/Private Pilot Ground School at Saddleback College where she took her ground school training.

—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.

WORLD PRECISION FLYING COMPETITION

Sponsored by
The Ninety-Nines, Inc.



WPFC teams will start arriving in Ft. Worth 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.

Jerry Anne Jurenka needs people with experience in working navigation route gates during NIFA Competitions. **Stacy Hamm** needs a lot of general helpers. **Anita Lewis** needs photographers. **Meigs Adams** needs interpreters. Parade date is September 28.

Volunteers should contact
Nancy Wright,
Barbara Sierchio
or **Jody McCarrell**

Make room reservations
through WPFC Meeting
Planner **Pat Mlady.**

The 1996 World Precision Flying Championship is sanctioned by Federation Aeronautique Internationale (FAI) and the National Aeronautic Association (NAA)

WELCOME TO THE WORLD

You or your Chapter can purchase a "Welcome to the World" business-card size ad to be placed in the 1996 WPFC Program.

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



'96 Convention agenda bursting with action

BY LU HOLLANDER

The next issue will contain the full agenda and registration information for Homecoming '96, The 99s' annual convention in Oklahoma City. Here are just a few tempting activities to whet your appetite.



National Cowboy Hall of Fame and Western Heritage Center.

WEDNESDAY, JULY 10. Early arrivals will tour the National Cowboy Hall of Fame and Western Heritage Center or go to the races at Remington Park racetrack where quarter horses will be running.

THURSDAY, JULY 11. Plan to tour the Mike Monroney Aeronautical Center. Located on the west side of Will Rogers World Airport and named for an Oklahoma Senator who was an avid supporter of aviation, the Center was established in 1946. Today, 50 buildings arranged on approximately 1,000 acres are home to more than 5,000 employees, students and contractors on any given day.

Activities at the Center include training, logistics, research and service. The Federal Aviation Academy is the FAA's princi-



Mike Monroney Aeronautical Center.

pal source of technical training. Over the past 30 years, governments from 155 countries around the world have sent more than 9,000 people to the Academy.

Your tour will include a stop at the world's first working computer-generated voice-activated air traffic control cab

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FRIDAY, JULY 12. The evening begins with a reception at your International Headquarters building on Will Rogers World Airport. Admission is free, with one exception: *Each attendee must bring some type of memorabilia to contribute to The 99s Resource Center/Museum.* These items can include, but are not limited to:

- A published article about your Chapter's participation in aviation/aerospace education or other service activities.
- A story about you as an individual.
- Your photo and resume.
- Old Chapter or Section scrapbooks.
- Minutes from early Chapter or Section meetings.
- A special video or film about women in aviation/aerospace.
- Photographs/books/articles about early women in aviation.

All the memorabilia will be displayed in the board room and later placed in the Resource Center archives. After you have had an opportunity to tour Headquarters, buses will take you to Bricktown for an on-your-own evening of food and entertainment.

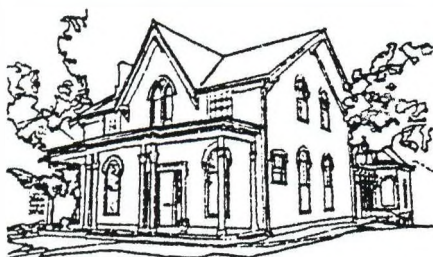
SATURDAY, JULY 12. Spend the afternoon at the Oklahoma Air Space Museum. In addition to a tour and the opportunity to fly state-of-the-art F-16 simulators or spend time in still operational Link Trainers, a series of seminars by top-notch speakers will cover a variety of aviation topics.

Each day of our three-day convention is jam-packed with activities, just waiting for 99s from around the world to enjoy. Watch for complete registration materials in the next issue of the magazine, as well as information about interesting Oklahoma airports that deserve your attention.

See you in July!



Marriott Hotel.



FUNDS CONTINUE TO GROW for The Ninety-Nines' 20 percent share of the Kansas Heritage Trust Fund for exterior restoration of the Amelia Earhart Birthplace. All those involved with the restoration are looking forward to warm weather and the musical sounds of many hammers and saws.

Several meetings of committees, the advisory board and the AEBM Board of Trustees were held in November and December. Restoration plans, public relations, fundraising campaign plans and the Centennial plans for Amelia Earhart's 100th Birthday in 1997 have been prominent on the agendas.

The Atchison PEO Chapter met in the AEBM in December and gave a contribution as well as shopped in the gift shop.

Lou Foudray, AEBM caretaker and tour director, artfully decorated the home and graciously greeted the many guests who visited. The AEBM was included in Atchison's trolley tours and museum open houses, and Lou reports healthy sales in the gift shop.

NEW MAILING ADDRESS

Contributions should be sent to Marilyn Copeland at this NEW address:
P.O. Box 20660
Wichita, KS 67208-6660



Lou Foudray is pictured hosting the Atchison Zonta Club in the AEBM. Marilyn Copeland was the speaker at the recent meeting. The Zontas are planning to announce an exciting fundraiser soon.

ADDITIONS TO LIST OF CONTRIBUTORS

The following have contributed since the report in the last issue:

Bill Prymak
Forrest Hewitt
Marjorie Anderson
Linda Pirman
Dorothy Martin
Lois Sibenik
Suzanne DeWulf
Gail Steger
Darline Sanders
Eleanor Lilieth
Lois Goodrich
Edris Shogren
Ruth Dobrescu
Toni Oitker
Dorothy Jenkins

Mary VanVelz
Bay Cities Chapter 99s
Phyllis Crary
Nebraska Chapter 99s
Virginia Chapter 99s
Doris Lockness
Ruth Weiss
Marilyn Copeland
Sandra Thomas
Maryland Chapter 99s
H. Glenn Buffington
Barbara Feader
New York/New Jersey
Section 99s
South Central Section 99s
Harriet Bregman
Mid-Atlantic Section 99s
Elizabeth Phillips

Far East Section 99s
Tracy Ann Hoover
Los Angeles Chapter 99s
Arkansas Chapter 99s
Claire Brooks Higgins
David & Sherry Hardin in
honor of Ray Hardey
Connie Zook
Wisconsin Chapter 99s
Oklahoma Chapter 99s
JoAnne Nissen in honor of
Geneva Cranford
Hampton Roads Chapter 99s
Penny Moynihan
Kathy McDonald
El Paso Chapter 99s
Gayl Henze

Welcome these 52 women pilots who joined The Ninety-Nines in November and December

Theresa K. Aavang
Brenda Louise Abitz
Vicky Joyce Anderson
Cheryl E. Aurand
Patricia Ann Belliveau
Sandra Waegner Bowen
Amy Lynne Brown
Carylon Marie Castro
Linda Childers
Kimberly R. Clement
Stephanie A. Coleman
Mary S. Cooke
Lisa Bernice Cowlard

Georgia Demetre
Erella Dimentstein
Laura J. Earley
Naomi N. Fedor
Jill Elise Fichter
Patricia Flores
Marie L. Fox
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Linda M. Gray
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Katherine M. Stanley Hirsch
Sheryl Ellen Hoagland

Mary Bernadette Hovel
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Una Rae Johnson
Emily Ann Kenyon
Sherralyn Jean Klein
Elizabeth Melissa Klippert
Teresa Brayson Krass
Ines Perez Gavilan Leon
Olga M. Leudesdorf
Sara E. Narezo
Suzanne Paisley
Evelyn Skeen Perry
Sharon S. Platt

Marie-Christine Ring
Shelley J. Rose
Joan Ellen Rucker
Tanya Lynn Savinsky
Carey Ruth Smith
Frances F. Strubeck
Cynthia Catherine Waugh
Patricia M. Weeks
Joan S. Weightman
Cheryle Ann Wyers
Sandy M. Yarworth
Judy B. Yerian
Angelika Ziegler

The Wright Brothers Memorial Trophy Award

BY KAREN TUCKER, KANSAS CHAPTER

THE EXCITEMENT BEGAN when my husband Sid and I received an invitation to attend the 48th Wright Brothers Memorial Trophy Dinner and Award Ceremony in Washington, D.C., honoring Russ Meyer, Chairman and CEO of Cessna Aircraft. With about 120 others, we would be the guests of Cessna for three days in our nation's capital.

Invited guests departed Mid-Continent Airport on Dec. 14 aboard a chartered Miami Air Boeing 727. The weather was crisp and clear, perfect for viewing the scenery below. Two hours later we landed at Washington National only to find it raining and cold. Somehow, the rain did not seem to matter. Everyone was in high spirits.

That evening Russ Meyer was honored by the Aero Club of Washington with a reception held at the Smithsonian Air and Space Museum. Seeing the museum was a "first" for me. As you enter the lobby, you can see the Wright Brothers Flyer and the Spirit of St. Louis hanging from the ceiling and that's just the start of an incredible collection of aviation and space-related jewels.

As the reception progressed, I found myself seated at a table next to the red Vega that Amelia Earhart flew solo across the Atlantic. The friendly folks sitting at my table cheerfully joined me in toasting Amelia. I was struck with awe throughout the entire evening.

The next day buses transported us between all the usual places that visitors want to see. We had only seven hours in which to see all that we could. Anticipating that we would be walking a lot, I had packed my sneakers. By the end of the day, I was really glad I had!

The newly opened Korean War Memorial was first on the list of places we visited. Its bigger than life bronze statues were very impressive. Someone had placed a pink carnation in the hand of one of the men included in the sculpture which evoked a rush of emotions and tears came to my eyes. One can only wonder who placed it there and for what reason.

The nearby Vietnam Memorial with its impressive spans of black marble inscribed with the names of those who died serving their country was our next stop and Sid was able to find the name of a buddy he knew to be there. We then walked the length of the reflecting pool to the Washington Monument. Because of

my phobia about heights, I chose not to go to the top of the monument.

The Air and Space Museum was next on our agenda. Pilots and aviation buffs that we are, we had to see as much of this fantastic museum as possible. It would take a week to see all the exhibits so we were only able to skim the surface—though I did find time to shop at the large museum store!

The last site we visited was the Holocaust Museum. Our reservation was for a 2:30 p.m. entry. The theme of the museum is evident by its name so we knew what to expect. The exception-

ally unique and well done exhibits were very impressive. They were simple statements of fact. Nothing was left out; nothing was overly embellished. We left with a greater understanding and appreciation of the suffering the Jews and other religious groups went through because of the Nazi regime. In my opinion, this museum is a must for visitors to the capital.

By Friday evening, we were eagerly anticipating the Award Dinner. It would be our pleasure to see Russell W. Meyer, Jr., receive the highest award given in the field of aviation. According to the official citation, Russ was selected to receive this award for his leadership in the revitalization of general aviation, for his effective public service and for active involvement in the creation and support of innovative aviation-related programs and opportunities for the disadvantaged

and disabled. It is widely known that he was instrumental in the passage of the General Aviation Revitalization Act of 1994.

Also attending the dinner with a place at the head table was Joyce Wells, President of The Ninety-Nines. Joyce serves on the Board of Directors of the National Aeronautic Association that administers the nation's most prestigious aviation and space trophies and awards. We were able to chat only a few minutes before she had to do her "head table duties."

Saturday morning we again boarded the chartered Miami Air 727 for the return flight to Wichita. During the flight, we talked about the good memories we will always have of this event. Russ Meyer was a very deserving recipient of the Wright Brothers Memorial Trophy and we feel honored that he chose to let us share the moment with him.



Joyce Wells, President of the Ninety-Nines, congratulates Wright Brothers Trophy Award recipient Russ Meyer, Chairman and CEO of Cessna Aircraft. Joyce serves on the board of directors of the National Aeronautic Association that administers the nation's most prestigious aviation and space awards.

Perceptions

BY KAREN KAHN

IN A RECENT LETTER FROM A 99 working in a southern FBO as a receptionist, she bemoaned the problem of getting recognition for her professional qualifications rather than for her sex. Male pilots, she says, don't take her seriously and her boss just thinks she's a flirt. She finds this "discrimination" to be very frustrating and with most of her ratings completed (COM, ME, CFI), she wonders what she should do.

Mary, as we'll call her, has a perception problem. She's likely not getting the treatment she feels she deserves due to the way she is perceived by her co-workers and her boss. On the one hand, we could tell her to quit and find a new job, but that may not be a long-term solution. Some things will need to change before she commands the respect and recognition she feels she deserves.

No doubt all of us have encountered this situation at one time or another in our past. I recall working at an FBO that had limited opportunities for advancement. I felt I wasn't progressing toward my aviation goals quickly enough and one day decided to ask for a raise with the comment, "If I don't appreciate my own worth, who will?"

I didn't get the raise, but I did bolster my own self-esteem and went on to find a job flying for a small budding firm that owned a light aircraft. I accomplished that step by taking matters into my own hands and telling the owner, who was a customer at our FBO, that "You may not know it, but what you need is me to run your company and fly your airplane!" Chutzpah? Yes! But I had nothing to lose and everything to gain, including a new, interesting job and a lot more varied flying time.

So perceptions work both ways, including how you perceive yourself as well as how others perceive you. Women wishing to be taken seriously in aviation can have a particularly difficult road to travel if they don't understand some of the roadblocks ahead and plan accordingly.

First of all, women in aviation are in the minority wherever they go. I suspect that for every two serious career-minded women pilots, there are five more who just enjoy the flying and have no intention of doing anything other than avocational flying. Many male pilots have the misconception that women hang around airports because that's where the men are! This is certainly true for some, but for the professional woman pilot, it's a perception that has to be overcome not only by words, but by looks and actions, as well.

So how does a good-looking female pilot get others to take her seriously? Well I'd start by dressing the part and making sure I directed a good deal of my time toward upgrading my skills. Dress conservatively and with an "I mean business" air. Think of yourself as a corporate pilot who must appear presentable and businesslike for any situation. A minimum of makeup, a fashionable, but no-nonsense hairdo that won't squash when "headsetted" and clothing that is professional, yet feminine. That means a skirt or slacks, blouse/shirt, coordinated neckwear, blazer

and shoes that allow you to function easily in numerous environments from customer lounges to cockpit.

Conduct yourself courteously and professionally. If you're young and want to impress others with your maturity (after all, who takes a "kid" seriously—we're flying around high-powered executives here), model your actions on those who are doing what you'd like to be doing. Perhaps a bit more serious demeanor, a genuine smile and express your interest in both helping and learning about all phases of the operation, including the specific needs of your customers. After all, isn't this what corporate pilots do every day?

Educate yourself by reading all the aviation publications you have access to...and then ask co-workers or customers for their trade publications when they're done with them. Aviation maintenance, for example, may bore you to death, but having a cursory knowledge of some new interesting developments may be the key to impressing a transient jet crew with your interest in their operation. Get their business card and note any pertinent facts about the aircraft or crew that could help you and them next time you meet.

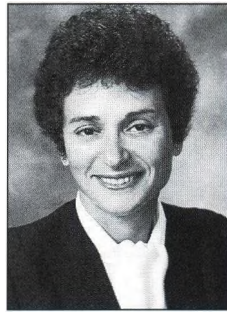
Your job, in a word, is to make a lasting, favorable impression on everyone you meet. Strive to absorb new material daily. Subscribe to publications that detail the job and lifestyle you seek to lead. These may include *Professional Pilot*, *Business and Commercial Aviation*, *Airline Pilot*, *Aviation Week and Space Technology*, *Air Transport World*, *Flight International* and numerous others.

Carry something of interest to read with you whenever you go, be it to the post office (it's a good way to make waiting a useful pastime and when was the last time you *didn't* have to wait at the post office?), an errand for work or whatever.

If you can anticipate an available spare moment, put it to good use. You'll soon get the reputation of someone who's serious about their profession. And isn't that your goal, to be perceived as a professional who's constantly striving to upgrade your skills and knowledge?

So, we've come full circle back to perceptions. You are responsible for your own future. It all starts with perceptions, both your own and those of others regarding you and your career. Assert yourself and act like the professional you aspire to become. If you find yourself in a situation where your talents aren't appreciated, analyze the situation and determine whether it's time to move on to one that does. Or, to put a slightly different twist on one of my old sayings: "If you don't take a serious interest in your own future, who will?"

Karen Kahn is a captain with a major U.S. carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFI and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, a career guidance and interview counseling company based in Santa Barbara, Calif. Karen may be contacted at 933 Cheltenham Road, Santa Barbara, CA 93105 or via e-mail at CompuServe 76147,135.



Your job, in a word, is to make a lasting, favorable impression on everyone you meet. Strive to absorb new material daily. Subscribe to publications that detail the job and lifestyle you seek to lead.

Beech Bonanza 50 years old

The Bonanza holds the distinction of being in production longer than any other aircraft built. Art Wegner, Raytheon Chairman, says that Raytheon will continue to build the Bonanza for as long as the market for the Bonanza continues at a reasonable level. He said that they have begun to look at the potential for a follow-on single engine airplane. But the follow-on (not replacement) will not come to market until after the turn of the century. And it should bring some distinct improvements such as simpler flight controls and power controls and integrated navigation systems that blend global positioning system (GPS) with ground-based positioning system that uses the GPS data to replace radar for tracking. And Wegner said that the follow-on plane would have to cost less than today's base prices of \$260,000 for the smaller F33 Bonanza or \$310,000 for the larger A36 Bonanza now in production.—*Dave Higdon, Wichita Eagle*

Camp Davis info wanted

The historical Society of Topsail Island has a museum which includes an exhibit on the missile program conducted there in 1946-47 and information on Camp Davis which was located in nearby Holly Ridge.

During the early part of WW II, women played a large part in the anti-aircraft training at Camp Davis. It is my understanding they took off from Camp Davis and flew the planes over the ocean. The guns were set up on Topsail Island where the soldiers fired at the target pulled behind the planes. We have some film of these flights.

I would like very much to contact anyone who might have been a part of this duty or may have information we could use in the museum.—*Evelyn Bradshaw, President, Historical Society of Topsail Island*

World's first African-American woman pilot honored with U.S. stamp

BY AGNES BARR, IOWA CHAPTER

A brief ceremony hosted by the Des Moines, Iowa, International Airport honored Bessie Coleman, the first woman to earn an International Aviation License and the world's first licensed black aviator. The Bessie Coleman Commemorative is the 18th in the U.S. Postal Service Black Heritage series.

During the ceremonies, Richard Watkins of the postal service in St. Louis, presented framed enlargements of the Bessie Coleman Stamp to William Flannery, Des Moines airport director and to me as a representative of The Ninety-Nines Iowa Chapter. Members Jane Walter and Martha Matthews also attended.

Bessie Coleman was born in Texas in 1893. During World War I, she read about the air war in Europe. She became interested in flying and became convinced she should be up there, not just reading about it. She started looking for a flying school but what she didn't realize was that she

had two strikes against her: She was a woman and she was black.

She heard that Europe had a more liberal attitude toward women and people of color so she learned to speak French and earned enough money to go to Paris to get her license. She encountered many problems but would not let go of her dream and earned her license on June 15, 1921 from the Federation Aeronautique Internationale. She returned to the U.S. and began teaching other black women to fly, giving lectures and performing at flying exhibitions.

As she gained increasing fame as a barnstorming air circus performer in a flimsy war-surplus Jenny Trainers, she became known as "Queen Bessie." On April 30, 1936, while practicing for a show in Orlando, Fla., the controls on her plane jammed and she plunged to her death.



At the North Central Section banquet in Cedar Rapids, Agnes Barr, Iowa Chapter, presented the enlarged picture of the Bessie Coleman stamp to President Joyce Wells. It has been placed at 99 Headquarters.

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Commercial Rating – The majority of our students add this rating for proficiency. The course syllabus includes weight and balance problems, hot and high density altitude review, short and soft field procedures, and a multitude of in flight performance maneuvers. This three day course is an excellent way to explore you and your airplane's limitations.

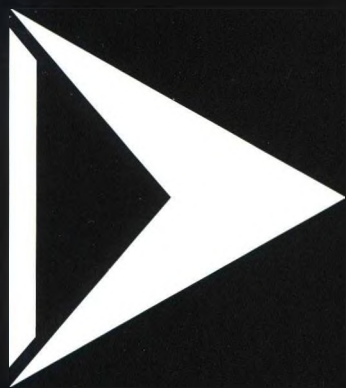
CFI Rating – One of the most difficult ratings to obtain. This syllabus is based on Doug's best selling book, "The CFI Examination Handbook." This seven day course covers the fundamentals of instruction and thoroughly indoctrinates the student in the basics of flight and how to teach them effectively to others. The flight syllabus covers spins (a spinnable airplane is included in the course) and all Recreational, Private and Commercial pilot maneuvers.

CFII Rating – If you are interested in increasing your own knowledge and proficiency as an instrument pilot, the instrument instructor course is an excellent primer. Although most pilots who take this course already hold a CFI, it is not a prerequisite. The five day syllabus covers all facets of instrument flying, including weather awareness, the go/nogo decision, airplane control, and how to teach all instrument approaches.

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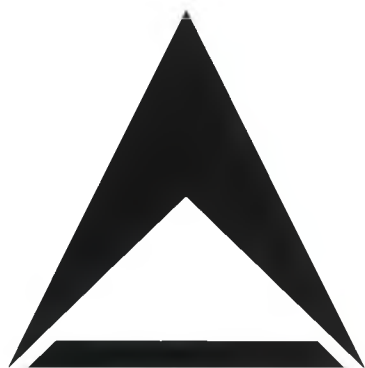


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11. Write a statement of your educational purposes and/or aviation goals. Tell us about yourself, your goals, and why you chose aviation, including any special qualifications you may have. Indicate what you hope to obtain from your further training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

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P. O. Box 3672
Hayward, CA 94540

*** Note: The Deadline Is June 1, 1996 ***

Criteria For Selecting The Recipient:

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

Selection Of Scholarship Recipient(s):

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

Requirement For Applying:

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

Disbursement Of Funds:

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

Recipient's Accountability:

The time to acquire the rating or certificate is limited to two years after the receipt of the scholarship. The recipient must submit a quarterly written progress report to The Santa Clara Valley Chapter of The Ninety-Nines.

Spread the word

ARE YOU PROUD OF BEING A 99? Do you have business cards always available in your purse, briefcase and airplane to give to any new women pilots you meet?

Have you sent your business card or a postcard or a short note to your local newspaper, radio, TV station, Chamber of Commerce, or city leaders to invite them to contact you if they have questions regarding women in aviation, our activities and our history?

Have you invited a reporter from your local radio and/or newspaper to visit one of your Chapter meetings or special activities? Or how about inviting a reporter to lunch to discuss what The Ninety-Nines in your Chapter are doing?

Have you sent a list of your new officers in your Chapter to organizations like the Department of Transportation, the FAA, national and local aviation magazines, local EAA Chapters, and local flying clubs? Make it easy for them to reach you by enclosing a 99s business card.

Publicity is so important to an organization like ours. Here are a few aviation publications you could send special announcements or stories to. Remember to include the who, when, what and where in the first paragraph. ✨

AOPA PILOT

421 Aviation Way
Frederick, MD 21701-4798

FLYING

500 W. Putnam Ave, 2nd Floor
Greenwich, CT 06830

GA NEWS & FLYER

P.O. Box 98786
Tacoma, WA 98498-0786

IN FLIGHT USA

P.O. Box 620447
Woodside, CA 94062

PLANE & PILOT

12121 Wilshire Blvd., Suite
1220
Los Angeles, CA 90025

WINGS WEST

7009 South Potomac Street
Englewood, CO 80112-4029

WOMEN IN AVIATION

P.O. Box 40
Lake Ann, MI 49650-0040

PRIVATE PILOT

P.O. Box 6050
Mission Viejo, CA 92690-6050

Networking Directory

FIRST, SOME HISTORY on the concept of the networking "directory." The original idea was conceived during work on revisions for the job bank application. Jenny Beatty, currently a pilot for Reno Air and I suggested the development of a networking tool to the Board of Directors at that time (1992). Bonnie Gann was assigned as a special BOD liaison for the project. Bonnie's untimely death in the spring of 1993 slowed the project's momentum considerably.



Dr. Jacque Boyd

When Marilyn Smith and I co-chaired the International Membership Committee, these ideas were discussed with her. Marilyn then developed the reporting form which was mailed in the 1995 January/February issue of the *International Women Pilot/99 News* magazine. At that time, there was no clear indication of where or how the information would ultimately be presented.

One of the major hurdles for the "directory" has been developing a format which would use the reported information to the fullest. (Believe me, we have some talented individuals!) Members noted frustration several times concerning the inability to find categories which truly "fit" an occupation. Therefore, when the information was compiled, categories were deleted or added as necessary.

Several suggestions have been made to the present Board of Directors on the direction for presentation of the information. They include:

1. Using the present Membership Directory
2. Developing a specific and separate Networking Directory
3. Formatting for use on The 99s' On-line Forum with CompuServe
4. Programming the information into Headquarter's computer system.

The Board of Directors has been very receptive to the concept of networking. They have established a Board liaison (Lu Hollander) to work on this issue with two Governors (Gayl Henze, Mid-Atlantic Section, and Michele Cabot, New England Section) as a focus area dealing with Chapter issues.

In the meantime, thanks to those of you who have submitted information. During the past year, I have received 220 Networking Directory application forms. Eleven Sections were represented and only three of the applicants could not be verified as 99s. We want your input. Write, call or Fax if you have suggestions or comments which might help make this project more useful.

Dr. Jacque Boyd
1600 Circle Lane, Bedford, TX 76022
Phone: 817-571-3544 or
Fax: 817-545-6950



The Ninety-Nines 21st Century Fund

NOW IS THE TIME TO PLAN for the continuance of our organization into the next century and beyond. We have been very successful with a myriad of projects to benefit others. Now it's time to begin strengthening our own financial base.

The 21st Century Fund is set up as a reserve fund which will be built up over a period of years to help secure the future of our Museum and Headquarters building.

Your help is needed. Get on board. Join your fellow Ninety-Nines in The 21st Century Fund by sending your contribution now for \$9.99 — or 99.99 or \$9,999 to:

21st Century Fund
The Ninety-Nines, Inc.
Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159

The Ninety-Nines Networking Directory—January 1996

(Self-employment is designated as SE)

AIR TRANSPORTATION INDUSTRY

New England

Umphrey, Anne - Helicopter Operations Manager

New York/New Jersey

Babar, Laura - Flight Instructor
Blum, Pat - Pres., Corporate Angel Network
Bonnard Debra - Flight Instructor
Katz, Maureen - Aircraft Dispatcher
Keown-Blackburn, Janis - Airline Pilot
Mertz, Teresa - Flight Attendant

North Central

Creason, Mary - Flight Instructor
Donner, Terri - Airline Pilot
Drescher, Margaret - Aerial Photo Pilot (SE)
Ebert, Nancy - Airline Pilot
Freeman, Gayle - Company President
Gerlach, Darla - Air Traffic Controller
Hanshew, Donna - Aircraft Dispatcher
Lee, Nelda - Flight Test Engineer
McBurney, Mary - Air Traffic Controller
Mueller, Mary Lou - Commercial Pilot
Newhouse, Kathleen - Flight Instructor (SE)
O'Shaughnessy, Linda - Flight Instructor/
Examiner (SE)
Wade, Dianne - Airline Pilot

Northwest

Brand, Lori - FAA Safety Inspector
Church, Nance - International Flight Attendant
di Bernardi, Florenza - Airline Pilot (Retired)
Kuhn, Maria - Marketing/Travel School
Admissions
Mitchell, Patty - Airline Pilot

Mid-Atlantic

Cook, Loretta - Corporate Pilot
Elwell, Sandra - Airline Pilot
Frey, Sheri - Charter Pilot
Gaffney, Michele - Flight Engineer
Grimm, Wendy - Chief Flight Instructor
Henze, Gayle - Corporate Pilot
Wunder, Mary - Air Traffic Controller

Southeast

Ackley, DeAnne - Airline Pilot
Maxwell, Ione - Corporate Pilot
McIntosh, Rosaly - Aircraft Inspection (SE)
Mitchell, Pamela - Airline Pilot
Riddle, Margaret - Chief Flight Instructor (SE)
Shakespeare, Jan - Flight Instructor (SE)
Stone, Ksena - President, FBO
Tunnell, Diane - Fleet Specialist

Southwest

Agriza, Charl - Air Freight Pilot
Clark, Julie - Airline Pilot/Air Show Performer
Clinton, Nancy - Flight Instructor (SE)
Cunningham, Deborah - Flight Instructor
Durst, Kathi - Airline Pilot
Fenimore, Jeanne - Company Vice-President
Fredericks, Ruth - Airline Pilot
Hall, Hopi - Flight Instructor
Hill, Lori - Flight Attendant

Harker, Karen - Flight Attendant/
Air Ambulance Pilot
Kahn, Karen - Airline Pilot
Krauth, Ester - Airline Pilot
Levertson, Irene - Aviation Consultant
Mara, Robin - Flight Instructor (SE)
Ramsey, Maureen - Airline Pilot
Rees, Lorin - Airline Pilot
Schantz, Jetta - Balloon Events Producer (SE)
Smith-Capps, Susan - Air Charter Coordinator
(SE)
Skliar, Janis - Airline Pilot
Titterington, Diane - Aviation Speakers Bureau
Wallace, Nina - Maintenance Controller

South Central

Beatty, Jenny - Airline Pilot
Chay, Andrea - Air Traffic Controller
Gilgulin, Ursula - FBO
Janssen, Beth - Airline Pilot
Kelly, Mary - Flight Instructor/Airport Manager
Meyer, Patsy - Manager, Charter Operation
Small, Shannon - Flight Instructor (SE)
Stanfield, Janice - Airline Pilot
Walton, Melinda - Pilot
Whistle, Eddie - Travel Counselor (SE)

Eastern Canada

Fox, Kathy - Air Traffic Rules Superintendent

Western Canada

Bradbury, Elaine - Airline Pilot

India

Puri, Manisha - Airline Pilot
Deshmukh, Saudamini - Airline Pilot

AGRICULTURE

Northwest

Jenkins, Patricia - Cattle Rancher

ART

Northwest

Rajnus, Sharon - Aviation Artist (SE)

BUSINESS

Mid-Atlantic

Burris, Madeline - SE
Dell'Oima, Linda - Management Consultant
Holliday, Patricia - Marketing Manager
Niles, Joan - Owner (SE)
Oelschlager, Mary Lou - Management
Consultant (SE)
Rancourt, Judith - Writer (SE)
Vinson, Betty - Manager (SE)

New England

Wilson, Claire - Insurance Broker (SE)
New York/New Jersey
Abbate, Doris - Parliamentarian
Balogh, Mary Lou - Real Estate Broker (SE)

North Central

Eldridge, Darlene - Receptionist

Remol, Carolyn - Accounts Executive
Schalk, Barbara - Information Systems Mgr.
Schmidt, Nelda - Human Resources Rep.
Stamp, Coralie - CEO Secretary
Urbas, Jean - Real Estate Broker
Waters, Vivian - Company President (SE)

Southeast

Gilbreath, Virginia - Communications Mgr. (SE)
Maxwell, Judy - Office Administrator (SE)
McGinley-McCarty, Jill - Insurance VP
Sheffman, Tamra - Realtor (SE)
Staudt, Laura - Non-Profit Organization

Southwest

Chabot-Fence, Dene - Business Owner (SE)
Crane, Mardo - Business Owner (SE)
Cross, Nerri - Real Estate Broker (SE)
David, LoriAnn - Topiary Design (SE)
Forbes, Patricia - General Partner (SE)
Haley, Patricia - Housekeeper
Hope, Rosalie - Bed & Breakfast Owner (SE)
Lowers, Patricia - Communications Manager
Rawlings, Mary - Eschrow Agent (SE)
Snyder, Geraldine - Accountant (Retired)
Vickers, Barbara - Real Estate Broker (SE)

South Central

Ash, Ann - Real Estate Broker (SE)
Azar, Suzanne - Sales Agent (SE)
Bland, Jo Ann - Insurance Broker (SE)
Deerman, Ruth - Sales Director (SE)
Hardin - Company VP
Humphries, Judith - Real Estate Appraiser (SE)
Jones, Pamela - Sales Manager

Eastern Canada

Parker Blackgood, Joy - Event Planning

CHEMICAL INDUSTRY

North Central

Dombroskie, Ann "Gibby" - Polymer Synthesis
Technician

COMPUTER

Mid-Atlantic

Sharp, Beverly - Consultant

New York/New Jersey

Emmens, Carol - Sales Manager
Highleyman, Leslie - Business Analyst (SE)

North Central

Morrow, Elaine - Technical Consultant

Southwest

Ferguson, Claudia - Aviation Software Engineer

South Central

Richards, Judy - Network Administrator

EDUCATION

North Central

Foy, Judith - Personnel Data Manager

The Ninety-Nines Networking Directory—January 1996

(Self-employment is designated as SE)

Haynes, Linda - Media Specialist
Marcec, Mona - Elementary Teacher (Retired)
Schlieckau, Ellen - School Bus Driver
Stoke, Sandra - Assoc. Professor of Education

Northwest

Carp, Carolyn - Teacher
Harman, Donna - Teacher
Henley, Shirley - Teacher/Health Care Nurse (Retired)
Sands, Gloria - Counselor (Retired)

Southeast

Fautin, Daphne - Biology Professor

Southwest

Grant, Fran - Aerophobia Consultant (SE)
Wood, Jan - Teacher (Retired)

South Central

Brown-Dawson, Nora - Nursing Instructor
Kurtz, Barbara - Division Secretary
Sisson, Virginia - Geology

Eastern Canada

Bergeron, France - Co-op Coordinator
Ehrlander, Sue - First Aid Instructor (SE)

ENVIRONMENTAL

South Central

Patterson, Camille - Operations Manager

GOVERNMENT SERVICES

Mid-Atlantic

Bennett, Susan - International Transportation

North Central

Melby, Laura - Court Stenographer
Turner, Michelle - 2nd Lt. USAF Reserves

Southwest

Bingley, Diane - Instructor Pilot USAF
Reukauf, Carol - NASA Engineering Manager
Thorp-Crippes, Gabrielle - Pilot, Air National Guard

South Central

Foy, Carol - Landscape Architect

LAW ENFORCEMENT

Southwest

McMahon, Catherine - Management Assistant

South Central

Jorgensen, Trine - State trooper

LEGAL

Mid-Atlantic

Claypoole, Susan - Attorney

Northwest

Fischer, Margaret - Attorney/Psychologist (SE)

South Central

Londeberg, Juanita - Judicial Assistant

MEDIA

Mid-Atlantic

Schwartz, Bonnie - Television Producer (SE)

Northwest

Kester, Elizabeth - Manager, Quality Mgmt. (Telephone)

Southwest

Comstock, Marguerite - TV Multimedia Producer (SE)
Silberman, Leann - Advertising Controller
Strawn, C.J. - Production Designer (SE)

South Central

Sutton, Linda - Television Controller

MEDICAL SERVICES

Mid-Atlantic

Wilson, Kathleen - Radiological Technologist

New York/New Jersey

Alper, Bernice - Mental Health Technologist
Simpson, Margaret - R.N. (Retired)

North Central

Allen, Jean - R.N.
Balcer, Charlotte - Psychiatrist
Lowe, Gayle - Regional Quality Nurse
Mairs, Pamela - Psychologist
Moore, Donna - Quality Management
Neumann, Linda - Pharmacist
Stephens, Myrna - Audiologist
Webb, Phyllis - Immunology Research Scientist

Northwest

Pykonen, Jayne-Alice - Certified Medical Assistant

Southeast

Austin, Louise - R.N.
Patterson, Marla - R.N.
Smith, Sheila - Physician
Vitullo, Dalores - R.N.

Southwest

Rifkin, Lois - Medical Technologist
Wells, Joyce - School Nurse Consultant (SE)

South Central

Casteel, Angela - Clinical Research Associate
Mermelstein, Isabel - Consultant (SE)
Ward, Pat - R.N. (SE)

MUSEUMS

Southeast

Cotham, Lisa - Aviation Curator

NON-PROFIT ORGANIZATIONS

North Central

Hansen, Edna - Executive Administrator
Whitgitt, Wanda - Founder

PETROLEUM & NATURAL GAS INDUSTRY

Northwest

Denson, Dianne - Consultant

PRINTING AND PUBLISHING

North Central

Abel, Mary - Advertising Director

South Central

McMillan, Jessica - Art Director
Miller, Donna - Flight Information Analyst

PROFESSIONAL

Mid-Atlantic

Schreiber, Shirley - Consultant (SE)

New York/New Jersey

Guernsey, Nancy - Project Engineer

North Central

Mayr, Catherine - Management Consultant

Eastern Canada

Thunich, Patricia - Engineering Controller

SOCIAL SERVICES

Northwest

Dregoiw, Judy - Social Worker

UTILITIES

North Central

Matthews, Martha - Support Analyst

OTHER

Mid-Atlantic

Wells, Faye Gillis - Forest of Friendship

North Central

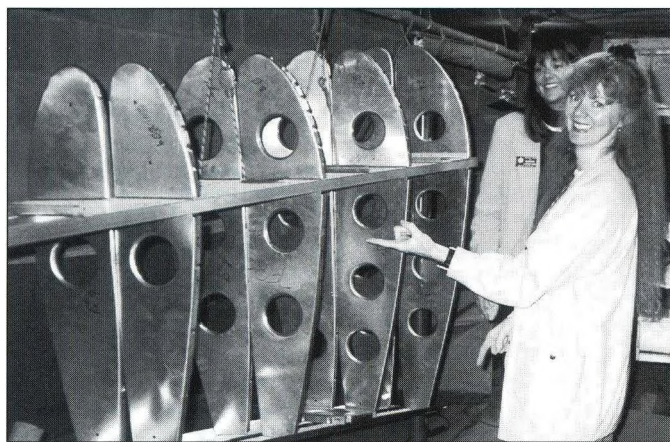
Gillis, Dorothy - Warbirds
Martin, Betty - Retired
Stark, Bette - Retired
Wiscaver, Mary - Religion Catechist

Southeast

Adams, Mary - EAA Volunteer
Payton, Sophia - Air Racing

Southwest

Clarke, Carolyn - Knitting (Aviation Sweaters)
Collins, Jean - Needlecrafts
Grant, Loretta - Retired
Pyysalo, Satu - Foreign Languages

GRASS
ROOTS

Montreal Chapter celebrated its 25th anniversary on Sunday, Sept. 17, with a brunch. Afterwards, France Briere Corriveau invited all participants to view the future Zenair 601, Zodiac, two-seated plane which she and her husband, Air Canada Captain Grant Corriveau, had assembled in the basement of their home in Ile Perrot.

Iowa Chapter

Each Chapter attending the North Central Section fall meeting had been asked to bring with them an item valued at around \$20 to be auctioned off. Delegates from all over the Midwest arrived bearing auction items, many of them wrapped as mystery gifts, arousing everyone's curiosity.

Courtney Bargerhuff of the Three Rivers Chapter, Ways and

Means Chairman of the North Central Section, donned the auctioneer's cap and managed to arouse heated bidding wars over books, clothing, jewelry, artwork and more. She gently pleaded, cajoled, and even dared bidders to go ever higher, until the final successful bids were called out and the winning bidders got their prizes. International President

parking and moving airplanes and loading and unloading passengers.

Robin Gartman-North and LeAnn Silberman of Palomar Chapter, Jill Baker of Mission Bay Chapter and Patty Haley, Palomar Chapter, posing with the restored race plane that belonged to Louise Thaden when she won the Air Derby. It is now owned by Bill and Claudia Allen who operate a private museum at Gillespie Field in San Diego, Calif. This aircraft was flown to Oshkosh for display at the 1995 convention. —LeAnn Silberman

Palomar Chapter

The Aerospace Museum in San Diego held its annual open house for members at their Gillespie facility on October 28-29. The Antique Airplane Association always lends a hand by giving rides to those members who win in the drawings. LeAnn Silberman is a member of the Antique Airplane Association and recruited 99s from the Palomar and Mission Bay Chapters to do volunteer work for this weekend which involved crowd control,



Colorado Chapter members Julie Boatman, Jessica McMillan and Gretchan Jahn are having a good time at SCS meeting.

Joyce Wells was one of the more enthusiastic bidders.

After two hours of intense auctioneering, a hoarse and weary Courtney handed the auctioneer's gavel to Kris Hinterberg from Wisconsin who again whipped the crowd into a frenzy to bid up the final item, 30 pounds of fresh Wisconsin cheese. Lois Feigenbaum, former International President, was the winning bidder for the cheese. Over \$1,109 was raised for the Amelia Earhart Scholarship Fund. —Martha Matthews



Deanna Brasseur, Eastern Idaho Chapter, is assembling a team of Canadian 99s to compete at the 1996 WPFC.

First Canadian Chapter

Kathryn Davidson put a tremendous amount of effort into the preparations for a Young Eagles Day at Peterborough Airport last October. With assistance from Linda Kiff, Lauren Nelson and Debby Logan, 180 children had been pre-registered for the event and 15 pilots and aircraft enlisted to provide the flights. To our dismay, VFR weather conditions did not prevail and the flying portion

of the day had to be canceled. Three separate ground presentations were given instead. Numerous calls were received from individuals saying how much they enjoyed the presentations. Kathryn hopes to organize the registrants into small groups and have them come out on nice days over the course of the winter. —Sue Kime



North Jersey Chapter

A "Meet the 99s" luncheon was held in October in the 94th Bomb Group Restaurant at Essex County airport. By invitation from members of the North Jersey and Garden State Chapters, prospective 99s, friends and family members came to "Meet the 99s." Over 70 people attended the event which was co-hosted by Chapter Chairs Judy Bolkema and Barbara Para.

Special guests were Jill Hopfenmuller, New York-New Jersey Section Governor; Joe Kimble, FSDO Accident Prevention Program Manager; Henry Holden, noted aviation author; and Jack Elliott, aviation newspaper reporter for the *Sunday Star Ledger*.

Our featured speaker was Margaret Ringenberg, a pilot of over 54 years with numerous accomplishments to her credit, including service as a WASP during World War II. Margaret is an instructor and corporate pilot and has been a competitor in 20 Powder Puff Derbies, 19 Air Race Classics (one first place and six seconds), other air races and the Round the World Race in 1994.

Margaret is a dynamite storyteller who held us spellbound with the incredible obstacles she met during preparations for, as well as during, the Round the World Race, such as a last minute search for two new copilots, delays at some stops, unscheduled fuel stops and buzzing by military planes over Iran, just to name a few.

Margaret was an inspiration to all those present to reach higher and farther for our own personal goals in flying. —Aileen Trotter



Margaret Ringenberg, speaker at North Jersey & Garden State Chapter at "Meet the 99s" luncheon. —Aileen Trotter

San Antonio Chapter

Our fundraising stint to benefit our scholarship program was a great success. The beverage booth at the EAA fly-in at Kerrville Municipal Airport was much in demand on the balmy, breezy autumn weekend. With over 400 aircraft arriving for the annual event and temperatures soaring well above the 80-degree mark, sales at our 99 booth also soared. Barbara Froebel, Gloria Blank and Elizabeth Jordan took on the onerous task of setting up the booth and connecting the myriad number of soft drink tanks. The many helping hands of members made this activity a pleasant task. Attendees warmly responded to the 99s animated repartee. It was an excellent public relations activity for the 99s in general and the San Antonio Chapter in particular.

Gloria Blank and Margaret Cosby participated in the NIFA Region IV SAFECON in Killeen, Texas. They attended a pre-competition session for judges and were assigned to Gate No. 1 in the Navigation Event and were on the runway to observe for the "B" card takeoff roll, rotation and liftoff in the Spot Landing Event. With an increase in the crosswind, the Message Drop caused judges to do a lot of hotfooting around the area to be at the next contestant's fly-over.

Central Texas College was a gracious host. Besides Gloria and Margaret, Ninety-Nines participating were Chief Judge Jerry Anne Jurenka, Jody McCarrell, Kelli Hughes and Wally Funk. The enthusiasm that Gloria and Mar-



Lauren Wells, Central Texas College Senior, records time from timekeeper Gloria Blank at NIFA Region IV SAFECON in Killeen, Texas. —Gloria Blank



Lake Erie Chapter members met at Harbor Hill Inn for their Pilot of the Year banquet. Shown here are Dodie Jewett and Helen Keidel with Helen Sammon, Achievement Award winner and Meigs Adams, Pilot of the Year, and at far right, Bernice Barris.

garet brought back with them has inspired other members to participate in the future. Some have already inquired about the next SAFECON and others have already signed up for the WPFC. have their uniforms, and will travel! —Margaret Cosby

Jackson Gold Dust Chapter

Leslie Baldwin of Sacramento TRACON, Pete Sbofford of the Flight Service District Office, J. Johnson of the Stockton FSS, and Mark Oglesby of the Rancho Murieta Automated Flight Service Station spoke at the FAA Seminar we hosted in November. Area pilots found the seminar on communications to be very informative.

—Jo Dieser

Kansas Chapter

Marilyn and Tommy George flew their Glasair IFT down to the AAA Oklahoma City fly-in held in Pauls Valley, Okla., in October. About 20 airplanes flew over to the lodge at Murray Lake east of Ardmore for breakfast. The Glasair captured the Antique Aircraft Association's Headquarters trophy. —Karen Tucker

Old Dominion Chapter

R.J. McGlasson and Maureen Long flew to Albuquerque to attend the Balloon Festival. They stayed with Carol Rayburn. Linda Cain flew in commercial to join them for this exciting event.

Judy Bergman and I flew two Angel flights. The first was to



Northern New England Chapter, Charter Member Bernice Blake Perry receives an Appreciation Certificate and an honorary membership in the Northern New England Chapter from Lorraine Richard, acting Chairman. Bernice, 90 years old, is well and active.

—Lorraine Richard

Hampton Roads to pick up a gentleman with cancer. We flew him to Knoxville. The second flight took us to Boston to meet a very sweet 9-year-old girl (also with cancer) and her mother. We took them to Raleigh-Durham, N.C. Angel flights are a very rewarding way to help others while enjoying an opportunity to fly!

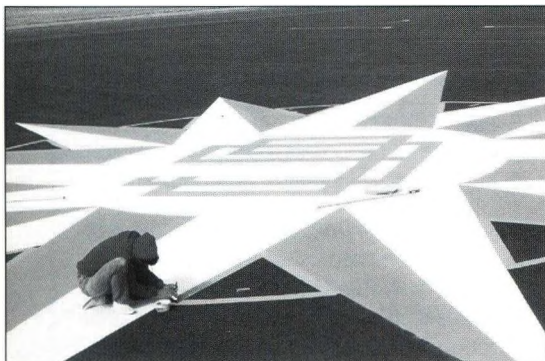
—Susan Bennett

Eastern Idaho Chapter

The last week of September, several brave 99s and their friends, along with some ambitious students from a local high school, gathered and painted a masterpiece: An 80-foot-diameter compass rose located in front of the tower at Pocatello Regional Airport.

We engaged John Bakken, an A&I instructor from Idaho State University, to locate magnetic North for us. John not only located north, he laid out the entire azimuth, including what colors to paint where. An owner of a paint store, a 49 1/2, donated the paint for the project. Free paint and someone to lay out the azimuth were probably the primary motivators of this project.

The *Idaho State Journal* published an article on the event and ABC TV affiliate from Channel 6 televised the activity. We're so excited about our accomplishment, we may repeat it at the Idaho Falls Airport next year. It was a great way to recruit new members. It is amazing what happens when you plan activities, publicize those activities, contact the local FBO to obtain the names of women pilots and student pilots and then call them and invite them to join in and help. —Sandi Bills.



Eastern Idaho members paint compass rose at Pocatello Regional Airport.

Aux Plaines Chapter

Col. Mary (Bunny) Foley (rt) served in the aerospace medicine section of the U.S. Air Force Reserve at Cayton, Ohio, and is honored in the Women's Aviation Museum at Centerville, Ohio. In October, she and Canadian 99 June Mills attended the International Congress in Aviation and Space Medicine held at the Royal College of Physicians in London, England. Mary co-chaired the Human Factors Session with Dr. R. B. Rayman. June and Mary took a number of side trips to the Isle of Jersey, Prague and Brussels, Boscombe Down on the Salisbury Plains and Granfield Aeronautical University, North Luffenham and Heathrow Airport and Brooklands (a combined car race track and airport, with a fascinating museum of vintage cars and aircraft).

In November, Mary attended the Aerospace Medical Association Program Committee Meeting in Washington, D.C., stopping en route to deliver a scientific paper at Wright Patterson Airport. She attends in the neighborhood of three aerospace meetings annually, in addition to being very active in chapter activities and taking part in about 99 percent of 99 Conventions. —Virginia Rabung

Austin Chapter

The Chapter completed its first compass rose project at Burnet Airport (T27). Much planning and preparation went into this project which was accomplished while the windchill was in the teens. Plans are being made for our next adventure! In lieu of donating aviation books to local high school libraries, the Chapter donated *Flight Training* magazine subscriptions. The response by the librarians was great. We plan to do a follow-up survey to see how the students responded.

—Tracie Wilson



Dr. R.B. Rayman and Col. Mary Foley.

Women with Wings Chapter

Our Chapter proudly brings in the New Year with an increase in membership of more than 100 percent since our inception just 18 months ago! Hats off to Donna Moore who has been membership chairman since the Charter and to Marla Gaskill, co-chairman.

—Heidi Dietz



Colorado Chapter. The opening of the Metropolitan State College of Denver Indoor World Airport on Nov. 2 was attended by (standing) Jo Jones, Jennifer Caine, Sandra Reagan, Gail Mock and Bob Mock; (kneeling) Babette Andre and Jessica McMillan. —Jessica McMillan



Eddie Whistle, Colorado Chapter, demonstrates simulator to Girl Scouts.

Orange County Chapter

In November, 39 members and friends participated in a highly successful fundraiser by attending the taping of "Coach" at Universal Studios. En route on our deluxe coach furnished by the studio, we held a White Elephant auction for more fundraising. —Mary Van Velzer



Girl Scouts and Kitty Hawk Chapter mentors at the Great Raleigh Run-Around. "A woman's place is in the cockpit."

Kitty Hawk Chapter

A major project of the Kitty Hawk Chapter is aviation education for North Carolina Girl Scouts. We offer an intensive Women in Aviation badge for Senior and Cadet Scouts as one of the Pines of Carolina Council High Adventures programs.

Kitty Hawk members spend four weekends with the Scouts, visiting airport facilities, doing ground schools and preflight inspections, playing aviation-related games, studying weather and more. It's a total immersion aviation experience. When the Girl Scout-sponsored program is over, Young Eagles flights are available to all participants. By then, enthusiasm is generally so high that all

the girls and their parents are clamoring for rides.

Our second project for the Girl Scouts is an Aviation Careers presentation as part of the Great Raleigh Run-Around. This is a career exploration weekend for high-school aged Girl Scouts from eastern North Carolina and we bring women aviation professionals to talk about their careers, followed by aircraft familiarization tours.

We feel that the most important message we can give young women is that a woman's place is in the cockpit and that a cockpit's a great, fun place to be. We accomplish this by using women pilots and professionals to lead our programs. Their successes in aviation and their love of flying says it all.

—Marilyn Darling



Shreveport Chapter.

The first grade class from St. Mark's Cathedral Day School came for a visit to Downtown Airport and a close-up view of private aircraft. Evelyn Snow supplied the airplane and Rene Sharp McGee (above) answered all their questions. She was well qualified to serve in this capacity as she was a pilot for Royale Airlines before she retired to raise four children.—Helen Hewitt

RATINGS AND WINGS

RATINGS

Mary Ann Abbott	Women With Wings	SEL
Susan K. Bennett	Old Dominion	Commercial
Linda Fish	Northern New England	CFI
Cheryl Casillas	San Antonio	Instrument
Stephanie Martin	San Antonio	CFII and MEI
Deni Gallagher	San Antonio	CFII
Julie Boatman	Colorado	Multi-Comm
Ana Fuentes	Colorado	Comm.
Sissi Brainerd	Greater Seattle	Seaplane and MEI
Edweena Hartley	Greater Seattle	Helicopter Instrument
Pat Moore	Mid-Columbia	Commercial
Linda Morrison	Greater Seattle	ATP
Dot Slaton	Crater Lake Flyers	Helicopter Private
Kate Anderson	Orange County	MEI and CFII (AE Scholar)

WINGS

Jerre Akers	Albuquerque	Phase I
Margaret Cosby	San Antonio	Phase IX
Gloria Blank	San Antonio	Phase VII
Irene Adelson	San Fernando Valley	Phase V
Liz Dinan	San Fernando Valley	Phase V
Lynda Green	San Fernando Valley	Phase I
Jeanne Hillis	Columbia Gorge	Phase V
Jan Liberty	Western Washington	Phase VII
Gloria Sands	Intermountain	Phase III
Marti Tidmore	Old Dominion	Phase II

SCHOLARSHIPS

Marion Barnick Memorial Scholarship

To apply for this \$1,000 scholarship you must be:

- A female with at least a private pilot certificate
- A qualified member of The Ninety-Nines OR
- A student attending San Jose State University, Gavilan College, Foothill College or West Valley College.

The deadline for entries is postmark of June 1. Contact Andrea

Brown, Marion Barnick Memorial Scholarship Committee, 42836 Charleston Way, Fremont, CA 94538. Phone 510-657-8979

Whirly-Girls Scholarship

The Whirly-Girls are offering a scholarship for helicopter training to a licensed woman pilot. Anyone interested should ask Margaret Flynn, Sacramento Valley Chapter, 6151 Freeport Blvd., Ste. 151, Sacramento, CA 95822-3518; Phone 916-427-1888.

THE NINETY-NINES PRIVATE FORUM ON COMPUERVE

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Nancy Bird-Walton

Flying high at 80

In 1936 a young Nancy Bird took part in an air race between the Australian cities of Brisbane and Adelaide. She won the Women's Section and went on to become an aviator of international note. The 60th anniversary Brisbane-Adelaide Air Race is in February and Nancy Bird-Walton will once again take part at the tender age of 80. Nancy Bird-Walton is a patron of the Australian Women Pilots' Association. February's race is being held to commemorate both the 60th anniversary of the first race and the 60th birthday of Australia's Ansett Airline. Already, the race has attracted 80 competitors and this looks set to top 100 by the start on

Feb. 17.

After visiting Adelaide on Feb. 16, competitors will track for Hamilton in the west of the Australian state of Victoria, birthplace of the Ansett Airline.

During the afternoon of Feb. 17, there will be a commemorative flight, a demonstration by the Australian Air Force Roulettes and a visit by an Ansett Boeing 737, a rarity in country Australia.

For more information, contact Graham Soawyer, Executive Officer, 1996 Brisbane-Adelaide Air Race, ph +61 15 334654; Fax +61 55 730444

Broomstick Fly-In '95

Eighteen people who made the trip to RJ and Dan McGlasson's River Valley hideaway for the annual fall Old Dominion Broomstick Fly-In had a wonderful time. Costumes just get better and better. —Marge Shaffer, *Old Dominion Chapter*

Great Southern Air Race

The 12th annual race route will be from Vero Beach, Fla., to Freeport, Bahamas, May 19-25. \$15,000 in cash and prizes. Entries close April 30. Race kits available for \$10. Call Alexis Koehler at 1-800-2479-1006 or write to Florida Race Pilots Assn., P.O. Box 11464, Daytona Beach, FL 32120.

Mile High Air Derby

Planned for Sept. 14, MHAD will fly a non-mountainous route, departing from Centennial and completing the course with a final timing flyby at an uncontrolled airport in the Denver area. Racers will return to Centennial and enter the pattern as normal traffic. This round-robin race will be ideal for local and first time racers. Find a partner and make your plans to enter. Then make your plans to win!

Palms to Pines Air Race

The annual race will be held Aug. 9-11 from Santa Monica, Calif., to Bend, Ore. Race kits will be available after March 1 for \$5. Contact Claire Walters, Coordinator, 13026 Psomas Way, Los Angeles, CA 90066, 310-397-2731.

Rocky Mountain Air Fair

This two-day event on March 9-10 will be held at Wings Over the Rockies Museum at Lowry Air Force Base. Fascinating speakers, over 40 hours of technical seminars on a variety of topics and over 100 aviation related exhibits as well as military, classics, antiques, warbirds, kit planes and general aviation aircraft. There will be a careers forum with professionals from the aviation field and a Hangar Theater featuring the aviation education film, *Fantasy of Flight*, and others.



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U.S. Air Race & Rally

By popular demand, the U.S. Air Race & Rally is being held again this year. It will begin June 8 in the beautiful mountains of Durango, Colo., fly via Roswell, N.M., to Liberal, Kan., Beatrice, Neb., Branson, Mo., Marshall, Texas and end on June 13 in the fabulous, exciting city of Kenner, La. (New Orleans). There is over \$10,000 in prize money to be awarded.

Along the route, flyers will be welcomed with enthusiasm by aero clubs, The Ninety-Nines and people interested in aviation. There will be a first-time racer's clinic for those who have never competed in an air race.

The race is open to all pilots and all types of aircraft with aspirated engines. The focus of the race is camaraderie, to have fun flying across our beautiful country and to promote general aviation. The race will be sponsored by Signal Aviation Underwriters, and by the cities of Durango, Colo. and Kenner, La..

For an entry kit, send \$15 to U.S. Air Race, Inc., 123 Fairway Village Dr., Trophy Club, TX 76262. For info, call 817-491-4055.

—Marion P. Jayne, Dallas Chapter



Marion P. Jayne, U.S. Air Race & Rally Director, is shown with Jack Folmer, Chairman of Signal Aviation Underwriters, holding one of the beautiful wood trophies to be presented to the top five winners.



MARY CREASON, Lake Michigan Chapter, was inducted into the Michigan Aviation Hall of Fame on Oct. 14. She was honored for her significant contributions to safety and education programs for the state of Michigan. She founded the Aviation/Aerospace Education Council of Michigan and the Michigan Aviation Education Foundation.

Since her first solo in 1943, Mary obtained a private pilot license that year and a commercial pilot license in 1946. After raising a family of four children, she obtained flight instructor and instrument ratings in 1964 and began a second career as flight instructor and commercial pilot. She owned and operated Ottawa Air Training and Transport at Grand Haven and Muskegon (Michigan) airports. She has an airline transport pilot license with more than 10,000 flight hours.

In 1977, she was hired as editor of *Michigan Aviation* by the Michigan Department of Transportation, Bureau of Aeronautics. Entering state government management in 1984, she moved from assistant administrator of the Safety & Services Division to assistant deputy director of the bureau. She served the Air Transport Division as reserve pilot, flying the state aircraft both as pilot and first officer.

Always interested in aviation education and safety, she coordinated these programs while editor for the bureau, planning and executing numerous programs. She received the CAP Frank Brewer regional aerospace award in 1979 and was state winner of the FAA Aviation Education Award of Excellence in 1987. She has con-

ducted an aviation academy for young people and most recently, established the Aviation Career Education (ACE) day camp for boys and girls ages 11 to 16 in Grand Haven, Mich. Mary has been a member of the national Citizen Advisory Committee to the FAA and is past president of the Lake Michigan Chapter.

Mary has flown numerous air races and placed in the top 10 in the All Womens Transcontinental Air Race, the Air Race Classic (ARC) and was solo pilot in the 1987 ARC. She has been active in the Michigan SMALL Race as participant, board member and chairman, placing several years in the top five—*Betty Bytwerk, Lake Michigan Chapter*

DORIS LOCKNESS, Mount Shasta Chapter, was selected by the National Aeronautic Association as one of six people to receive the prestigious Elder Statesman of Aviation Award for 1995. The 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 themselves. They must be at least 60 years of age. The award was presented to Doris Oct. 24, at a noon luncheon held at the Capital Hilton and sponsored by the Aero Club of

Washington.

Doris began her flying career in the 1930s. She is now 85 years young, an active pilot and holds all pilot ratings: Airplane, SEL, SES, MEL, Rotorcraft, Helicopter, Gyroplane, LTA, Free Balloon and Glider. She is also a CFI in airplanes and hot air balloons. She was one of the first to join Jackie Cochran's Women's Flying Unit which later became the WASPs. She is a member of the OX5 Aviation Pioneers, the Whirly-Girls, the United Flying Octogenarians and a number of other aviation associations. Doris was the second rotary wing female pilot in the U.S. to receive a commercial type rating in a gyroplane. (See last issue of this magazine for more about Doris.)

MAJOR MARGARET COSBY, San Antonio Chapter, received the CAP's Paul E. Garber Award for outstanding performance. This is the fourth highest of the five available for senior members given by CAP National Headquarters. The presentation was made at the general assembly during the 1995 Texas Wing Conference of Civil Air Patrol in Austin, Texas.

CATHY CLOTHIER, our November/December cover subject, has been promoted to Lt. Colonel.



GIBBY DOMBROSKI, the winner of this year's All-Ohio Achievement Award, started flying in 1991 and completed her private pilot in 1993. That same year she joined The 99s All Ohio-Chapter. At an early age, Gibby flew with her father, Brown Dillard, who later was also her flight instructor. Gibby was involved in the six-state six-stop flight of the five handled ceremonial shovel for the observance of Earth Day 1995. Being part of the first leg of this historic event was a great honor. Gibby belongs to AOPA, EAA, International Women's Air and Space Museum, Flying Angels, Inc. and Dayton Pilots Club. Gibby is lucky in the fact that her husband is a pilot and shares her enthusiasm for flying. —*Connie McConnell, All-Ohio Chapter*



David Hinson, Administrator of FAA, congratulates Doris Lockness, recipient of the NAA Elder Statesman Award. —Photo by Carolyn Russo



SANDY PETERSON, Sacramento Valley Chapter, the 1995 Southwest Section Woman Pilot of the Year. Sandy's plane N4229V won first prize in the neo-classic division at the California Coast Airfair in Half Moon Bay in September.

EAA Aviation Foundation Education Programs

BY CATHIE MAYR

A new residence aviation program for aviation enthusiasts of all ages will bring the dream of flight to life during the 1996 schedule of education programs sponsored by the EAA Aviation Foundation.

The programs will include a mix of aviation and recreational activities for those ages 12 to 14; a full youth aviation experience for older teens; and an intensive hands-on aviation skills program for adults. In addition, the Foundation offers work experience and internship programs for young people and educators.

"We are trying to open the world of aviation to those who want to discover more, regardless of their age or level of experience," said President Tom

Poberezny. "These programs do that, whether the participant is a young person exploring the world of flight for the first time, or an adult seeking the skills necessary to build or restore an airplane."

The Young Eagles Aviation Camps (June 29-July 4 and July 6-11) are week-long programs designed to help kids ages 12-14 explore the world of flight with a balanced mix of aviation and recreational activities.

EAA Air Academy Ground School (July 13-21) offers 15-17 year olds a chance to study aeronautic principles and take the FAA written exam in preparation for actual flight training.

The EAA Air Academy (July 21-Aug. 4) continues the exciting summer aviation experience for 15-17 year olds started in 1984. The Air Academy is an intensive

look inside the world of flight and concludes during the annual EAA Fly-in Convention.

In addition, the popular EAA Air Adventure Days continue to provide one-day, hands-on aviation activities to young people at sites throughout North America. These activities are usually presented by EAA Chapters using tools and materials provided by EAA.

For more information on the Sandberg Summer Internship, the Cliff Robertson Airport Work Experience Program, the Doolittle Work Experience Program or to receive application materials for any of the EAA Aviation Foundation's education programs, write to the EAA Aviation Foundation Education Office, P.O. Box 3065, Oshkosh, WI 54903-3065, or call 414-426-4888.

JUVENILE BOOKS

Sally Ride, Astronaut: An American First.

By June Behrens.
Chicago: Children's Pr., 1984.

Sally Ride: America's First Woman in Space.

By Carolyn Blacknall.
Minneapolis: Dillon, 1984.

Anne Morrow Lindbergh: Pilot and Poet.

By Roxane Chadwick.
Minneapolis: Lerner Publications, 1986.

Jacqueline Cochran: First Lady of Flight.

By Marquita O.Fisher
Easton, MD: Garrard, 1973.

Women Astronauts: Aboard the Shuttle.

By Mary V. Fox.
New York: Messner, 1985.

Skystars: The History of Women in Aviation.

By Ann Hodgman.
New York: Atheneum, 1981.

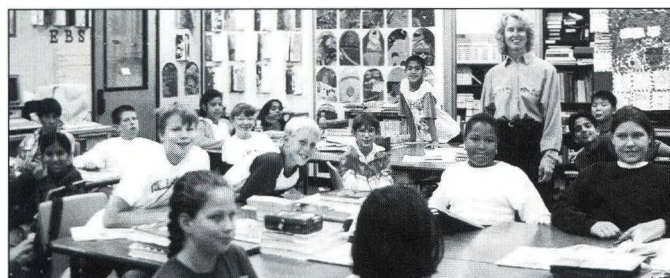
Women of the Air.

By David Monday.
Morristown, NJ: Silver Burdett, 1982.

Women Aloft.

By Valerie Moolman.
Alexandria, VA: Time-Life, 1981.

CORRECTION: In the last issue, we reported the EAA Video, *Women with Wings*, as 179 minutes long. Our mistake, it should have read "17 minutes" —Editor



Marci Mauthe, Orange County Chapter, teaches her fifth grade class about aviation.

Orange County Chapter

The Orange County Chapter is sponsoring a new program developed by *USA Today* and NASA. The program is designed for students in grades 3 through 8 to stimulate and enhance their interest in the fields of exploration and outer space. The program promotes learning by connecting exploration to science, social studies, language arts, mathematics and the arts.

Orange County sponsors member Marci Mauthe, a fifth grade teacher at the College Park School in Irvine, Calif. in this program. Marci received the teacher's guide, *Visions of Exploration: Past, Present, Future Curriculum Guide* and each of her 34 students received an *Explorer's Journal*.

Every week for the entire semester, all students will receive copies of *USA Today*. Two of the Chapter members who visited the class said it was very evident that

the students are eager to learn. Perhaps the past accomplishments of Columbus, Magellan, the Wright Brothers, Lindbergh, Earhart and others will be carried on and future astronauts will come from this group of enlightened students.

—Eleanor Todd,
Orange County Chapter

Aerospace Camp for teens

The 13th annual UND International Aerospace Camp will be held June 23 through July 3 and July 7 through 17 at the University of North Dakota in Grand Forks. This unique summer camp experience brings eighth, ninth and tenth graders (ages 14-16) from all over North America together for a one of a kind "camping" adventure. For nine days, these aerospace enthusiasts experience firsthand career opportunities in the aviation industry. Each session is limited to 32 campers. First come, first served.

During their stay, teenage aviation buffs will log flight time, build rockets, and learn about the past, present and future of aviation. The sky becomes a classroom when they fly with flight instructors in a helicopter, an aerobatic plane, a single engine trainer, a tailwheel airplane and simulators.

For a brochure and registration materials, contact Ken Polovitz at 1-800-2258-1525 or via e-mail: polovitz@aero.und.nodak.edu.

Montana Aviation Art Contest

The 1996 Aviation Awareness Art Contest for Montana school kids is underway. The contest is sponsored by the Montana Aeronautics Division and features three categories: grades 1-4, grades 5-8 and grades 9-12.

A grand prize for entrants 15-17 years old includes paid tuition to the 1996 EAA Air Academy in July and attendance at Oshkosh



North Georgia 99s
Carol Hickey (third from left) with a group of disabled children at Wings and Wheels Weekend, Epps Aviation, Peachtree DeKalb airport in Atlanta.

—Carol Brown

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

BARBARA BAER, San Fernando Valley Chapter, died Oct. 7 in Sherman Oaks, Calif.

IDA F. (SKIP) CARTER, Oklahoma Chapter, died Oct. 20. Skip was a 99 since the 1940s and held most offices and committee jobs. She quit her teaching job to join the WASPs with her best friend, Ruth Jones. Skip retired from the Oklahoma City school system after many years as a science teacher. —Submitted by Carol Sokatch, Oklahoma Chapter

ILSE DEVRIES, San Fernando Valley Chapter, died Oct. 7 in Los Angeles, Calif.

PEGGY MAYO, Florida Panhandle Chapter, died Oct. 20 at Panama City, Fla., after a brief illness. She had been a member for 30 years. She formerly lived in Beloit, Wis., and Sequim, Wash. and belonged to Chapters in both of those areas. She recently served as a timer and starter for the Great Southern Air Race. In addition to her husband Bob of 51 years, Peggy leaves a son and daughter and their spouses, seven grandchildren and five great-grandchildren. —Submitted by Sue Grimes, Florida Panhandle Chapter

JEANNE (BECKY) MCSHEEHY, Mission Bay Chapter.

FRANCES W. NOLDE, Washington, D.C. Chapter, died of emphysema and cardiac arrest Oct. 22 at her home. She began her career as an aviator in 1940. In 1948, Frances won the All Women's Transcontinental Air Race from Palm Springs, Calif., to Miami, Fla. covering the 2,600 mile distance in a flying time of 17 hours and 10 minutes. In 1951, she became the first national director of women in the Civil Air Patrol with the rank of colonel. She had an instructor's license and a commercial pilot's license and during her lifetime logged more than 10,000 hours. Frances had served as vice president of the National Aeronautic Association and as a member of the President's Advisory Committee on Aviation. Submitted by Marge Shaffer, Old Dominion Chapter

CAROLYN SULLIVAN, Memphis Chapter, died Sept. 27. She was a proud and devoted 99 who gave generously of her time and resources. She served at each Chapter officer position and also as Southeast Section Aerospace Chairman, as Section Chaplain and was awarded an Amelia Earhart medallion. She participated in NIFA as a judge and took

part in many Section meetings and International Conventions. Her memorial article in the Memphis newspaper was titled, "No one clipped Sullivan's wings." Those who know and love her know she is still flying high. —Submitted by Cindy Gauthier, Memphis Chapter

Walter Wootton, 49 1/2 of Rio Grande Valley member Christine Rakestraw, was killed in the crash of the world's last flying B-26 on Sept. 28 near Odessa, Texas. Walter was a professional pilot and A&P mechanic, well known for his tireless work on behalf of the Confederate Air Force and the Reno Air Races—Submitted by Sandra Lapsley, Rio Grande Valley Chapter

Eoin "Doc" Smith Harvey, M.D. 49 1/2 of Debby Rihn-Harvey, Space City Chapter, died Nov. 7 of cancer. Doc was her partner in their FBO at LaPorte, Texas, as well as supporting her in every way in her achievements as a member of the USA Aerobatic team for 13 years. He designed and built Debby's Texas Hurricane she flies in International competition. Doc's name is right alongside Debby's on each side of the cockpit that Debby will be flying in the 1996 WPFC in Fort Worth, Texas. Doc's spirit will be in the cockpit. —Submitted by Dottie Wood, Space City Chapter

NOTAM

Assistant Professor wanted

The College of Technical Careers at Southern Illinois University at Carbondale is seeking qualified applicants for an anticipated Assistant Professor position within CTC's Aviation Flight program.

Deadline for application is Feb. 16 or until suitable applicant is found. Female and minority applicants are strongly encouraged to apply.

Send letter of interest, current vitae, flight time summary and names of five references reflecting both flight and academic qualifications to Dr. David A. NewMyer, Chair, Dept. of Aviation Management and Flight, College of Technical Careers, Room 126, Southern Illinois University at Carbondale, Carbondale, IL 62901-6623.

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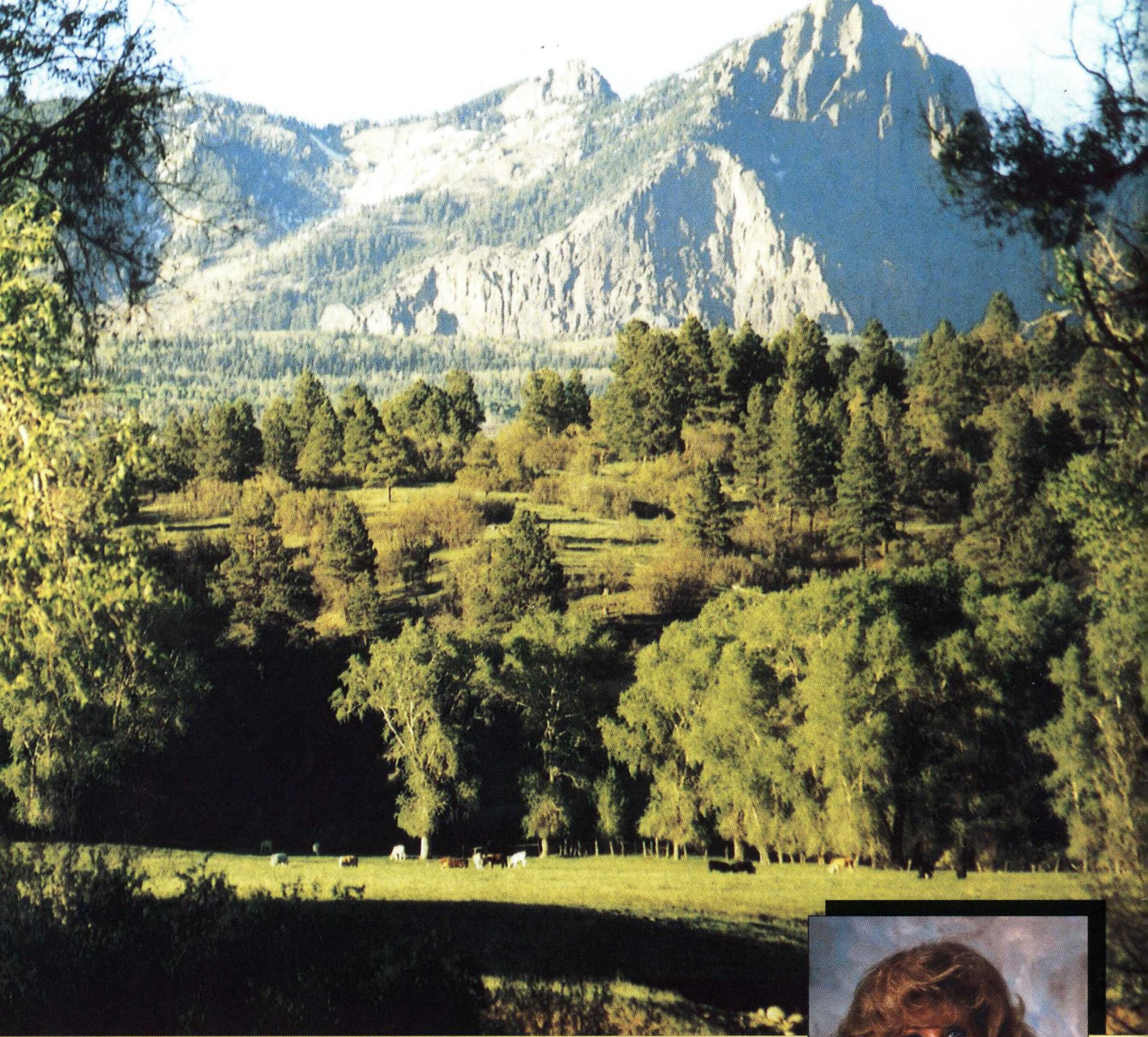
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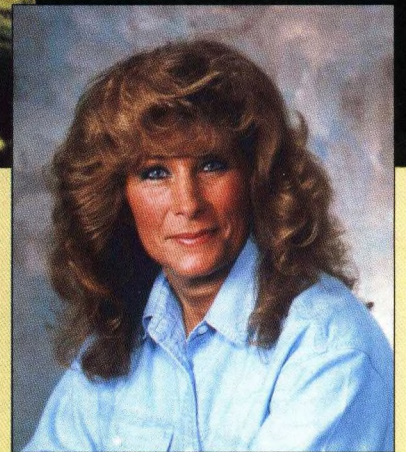


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