



# THE **INTERNATIONAL WOMEN PILOTS** MAGAZINE

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

**1<sup>ST</sup> PLACE WINNERS**



**1996 AIR RACE CLASSIC**

# PILOT AVIONICS

*The New Leader In Avionics*

## GEMINI Self-Contained Communication System



Model: PA 8000

### \* 2 Headsets W/Built-In VOX Intercom \*

Self-Contained VOX Intercom System • Superior Squelch Circuitry  
Noise Cancelling Electret Microphones • SuperCushion Headpads  
Built-In Push-To-Talk Switch • Five Years Unconditional Warranty  
Power By 9 Volt Battery • Headset Wt. 16.2 oz. • Padded Case Included

### PILOT PA11-20

*Performance Series*



15.9 oz.

### PILOT PA11-90

*Professional Series*



12.9 oz.

## TECHNOLOGY DRIVEN

PA 9 Electret Noise Cancelling Microphone  
PA 150 SuperCushion Headpads • Telescoping Flexible Mic Boom  
PA 130 Liquid-Foam Earseals • Ratcheting Mic Boom Adjustment  
Low-Profile, Detent Volume Control • Hand Adjustable Knobs  
Vibration-Proof Circuitboard • Stereo/Helicopter Models Available

### FIVE YEARS Unconditional Warranty

*Call for FREE Brochure*

PILOT AVIONICS 10015 Muirlands Blvd., Unit G, Irvine, CA 92718

Toll Free: 1-800-874-1140 Tel: (714) 597-1012 FAX: (714) 597-1049

[HTTP://WWW.PILOT-AVIONICS.COM](http://www.pilot-avionics.com)

©Copyrights 1995

8-15-96  
H GLENN BUFFINGTON  
78228 DESERT WILLOW DRIVE  
PALM DESERT CA 92211



THE INTERNATIONAL WOMEN PILOTS  
MAGAZINE/99 NEWS

(ISSN 0273-608x)

is published by

THE NINETY-NINES® INC.  
THE INTERNATIONAL ORGANIZATION  
OF WOMEN PILOTS

A Delaware Nonprofit Corporation  
Organized November 2, 1929

EXECUTIVE DIRECTOR

Loretta Gragg

EDITOR

Betty Rowley  
807 N. Waco, Suite 22  
Wichita, KS 67203  
Fax: 316-263-7350

EDITORIAL COMMITTEE

Joyce Wells  
Lu Hollander  
Alexis Koehler

ART DIRECTOR

Jim Simpson

ADVERTISING

COORDINATOR

Cindy Rusher

ADVERTISING SALES

John Shoemaker  
1-800-773-7798, Ext. 3317

PUBLICATION OFFICE

The Ninety-Nines® Inc.  
Box 965, 7100 Terminal Drive  
Oklahoma City, OK 73159, USA  
405-685-7969 Fax: 405-685-7985

THE INTERNATIONAL WOMEN PILOTS  
MAGAZINE/99 News is published bimonthly  
by The Ninety-Nines, Inc., the International Or-  
ganization of Women Pilots, at 4300 Amelia  
Earhart Rd, Oklahoma City, OK 73159. The  
price of a yearly subscription of \$9 is included  
in the annual dues of The Ninety-Nines' mem-  
bers. Non-profit second class postage permit at  
Oklahoma City, OK, and additional mailing  
offices.

Neither The Ninety-Nines® Inc., nor the Editor  
nor the Publisher can accept any responsibility  
for the correctness or accuracy of the matters  
printed herein or for any opinions expressed.  
Opinions of the Editor or contributors do not  
necessarily represent the position of The Ninety-  
Nines, Inc.

Publisher reserves the right to reject any mat-  
erial submitted for publication. Copy submitted  
for publication shall become the property of The  
Ninety-Nines and shall not be returned. Articles  
submitted with accompanying pictures will re-  
ceive publication preference. Pictures will be  
returned to Ninety-Nines Headquarters in Okla-  
homa City for its Archives.

Annual Dues: U.S. - \$45 Canada - \$37  
Overseas - \$34 (U.S. dollars)  
One time initiation fee: \$10

Non-member subscription rates: U.S. \$20  
Canada and other countries \$30 U.S. dollars

POSTMASTER: Send address changes to:

The International Women Pilots  
Magazine/99 News  
The Ninety-Nines® Inc.  
Box 965, 7100 Terminal Drive  
Oklahoma City, OK 73159 USA

Copyright 1996



# THE INTERNATIONAL WOMEN PILOTS MAGAZINE

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

July/August 1996

Volume 22, No. 4

Cover: Winners of the Air Race Classic Lauren Trent Nicholson, Indiana Chapter, and Jacqueline Battipaglia, Purdue University, with their winning Piper Warrior. See page 6.

- |    |  |    |   |
|----|--|----|---|
| 4  | Calendar   | 12 | Memories of my best friend<br>—Marilyn Copeland       |
| 5  | What does the future hold?<br>—Joyce Wells, President                  | 13 | NCASE   |
| 5  | Letters  | 13 | Forest of Friendship                                  |
| 6  | Air Race Classic<br>—Anne Honer  | 14 | AE Birthplace Museum Report<br>—Marilyn Copeland      |
| 8  | A Woman's Place is in the<br>Cockpit: Diary of a Racer<br>—Nancy Sliwa | 15 | Headquarters "Second Floor"<br>Museum<br>—C.J. Strawn |
| 11 | Ruth Jacobs: Around the<br>World in 50 Days<br>—Melanie Hancock        | 16 | General Aviation                                      |

## GRASS ROOTS

- |    |                          |    |                        |
|----|--------------------------|----|------------------------|
| 20 | Section and Chapter News | 23 | New Members            |
| 22 | Ratings and Wings        | 24 | New Horizons           |
| 23 | Races and Rallies        | 24 | Classified Advertising |

## STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in *The International Women Pilots Magazine* are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc. **Deadline: 15th of month preceding date of publication: Dec. 15, Feb. 15, Apr. 15, June 15, Aug. 15 and Oct. 15.**

## BOARD OF DIRECTORS

Joyce Wells  
President

Lois Erickson  
Vice President

Diane Cozzi  
Treasurer

A. Lee Orr  
Secretary

Directors: Carolyn Carpp, Bev Sharp, Pat Ward, Connie Wilds, Past President Lu Hollander

## COUNCIL OF GOVERNORS

United States:  
Mid-Atlantic: Gayl Henze  
New England: Michele Cabot  
New York/New Jersey: Jill Hopfenmuller  
North Central: Cathie Mayr  
Northwest: Nancy Jensen  
South Central: Carole Sutton  
Southeast: Vicki Sherman  
Southwest: Susan Larson  
Canada:  
East Canada: Joy Blackwood  
West Canada: Sonja Wilford

Arabian: Irene Iowa Peper  
Australian: Mary O'Brien  
British: Aileen Egan  
Caribbean: Francesca Davis  
Far East: Rikako Sugiura Carpenter  
Finnish: Mila Maarit Kempas  
India: Chanda Sawant Budhabhatti  
Israeli: Rina Levinson-Adler  
New Zealand: Pamela Marion Adams

# 1996

## AUGUST

17 — **Poker Run and Fly-In Lunch.** Montreal Chapter, Beloeil Airport (SB3). Louise Giacomo, 514-624-4444

23-25 — **3rd Annual EAA All American Sport Aviation Fly-In.** Alliance Airport, Fort Worth, Texas. 817-572-7455 or 817-439-3703

27-29 — **Staggerwing Beech Commemorative Tour.** Gillespie Airfield, El Cajon, San Diego, Calif., William Thaden, 207-439-1161

31-9/2 — **Cleveland National Air Show Bicentennial Women's Air Derby.** 1. Deb Fragapane. 216-781-0747

## SEPTEMBER

2-14 — **NCWA Aviation Education Exchange Trip to Turkey and Greece.** Openings available, 1-800-727-NCWA

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

5-8 — **West Canada & Northwest Joint Section Meeting.** Victoria, BC, Canada, Audrey Webster. 604-859-3696 for West Canada and Liz Lundin, 206-631-3794 for Northwest

7-8 — **Hagerstown Aviation Heritage Week-end Fly-in/Drive-In Display.** Washington County Regional Airport (HGR), June Green, 301-739-0074

11-15 — **American Bonanza Society Convention.** Norfolk, Va., Ken Johnson, ABS Headquarters, Wichita, Kan., Tel: 316-945-6913 or Fax: 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

20-22 — **European Women Pilots Meeting,** Cologne, Germany, Aileen Egan, 011-093287-4264

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

21 — **New England Section Poker Run,** Connecticut Chapter, Laurie Reeves, 860-434-2804

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

27-28 — **NY/NJ Section Meeting,** Vernon Downs, N.Y., Betty Bliss, Central New York Chapter, 315-736-9539

28-29 — **Annual Homecoming AIRSHO 96,** Midland International Airport, Midland, Texas, 915-563-1000

28-10/5 — **World Precision Flying Championships, Ft. Worth, Texas, Jody McCarrell** 501-642-2508

## OCTOBER

5 — **1996 Valley Air Derby,** San Fernando Valley Chapter, Mary Rawlings, 818-888-5360 or 818-727-0202

9-13 — **Silver Wings National Convention.** Hanalei Hotel, San Diego, Calif., Marion Banks-Prophett, 619-272-7914 or 800-554-1437

10-13 — **Southeast Section Meeting,** St. Augustine, Fla., (oldest city in America), Paula Reckson 904-788-8254

11-13 — **Southwest Section Meeting,** Redding, Calif., Nancy Everett, 916-244-9535

18-20 — **AOPA '96 Convention,** San Jose, Calif.

19 — **Back to Basics Race,** Santa Monica, Calif., Los Angeles Chapter, 310-450-2788

25-6 — **San Luis Obispo 99s 2nd Annual SLO Derby,** San Luis Obispo County Airport (SBP), Calif., Esther Grupenhagen, 805-489-6667

26 — **Mid-Atlantic Fall Section Meeting,** Ramada Inn, Newport News, Va., Connie Zook, Hampton Roads Chapter, 804-487-2067

## NOVEMBER

1-3 — **Tucson Treasure Hunt,** Tucson Chapter, Nancy Teel, 520-751-8765 or Fax 520-751-8766

2-3 — **Wings 'n Things Open House and Fly-in,** Sun 'n Fun Air Museum, Lakeland, Fla., 941-644-0741 or Fax 941-648-9264

# 1997

## JULY

9-13 — **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:

Carolyn Carpp  
International Date Coordinator  
11021 NE 123rd Lane #116  
Kirkland, WA 98034 U.S.A.  
Fax 206-820-2999  
CompuServe 102755,1134

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.

## Deadline extended to Sept. 1...

There is still time for you or your Chapter to support WPFC with an ad in the 1996 WPFC Commemorative Program.

Send a check for \$50 and the name(s) you want included to Event Chairman Jody McCarrell, Rt. 1, Box 487B, DeQueen, AR 72832.

## WPFC SCHEDULE OF ACTIVITIES, SEPT. 20-OCT. 6

### SEPTEMBER

20-27	Practice week and training
27 - Friday	Final arrival of competing teams and registration
28 - Saturday	Parade, Opening Ceremony and Welcome Party
29 - Sunday	General Briefing and Official Landing Practice
30 - Monday	Official Navigation Test Practice

### OCTOBER

1 - Tuesday	First Navigation Flight
2 - Wednesday	Landing Competition
3 - Thursday	Second Navigation Flight
4 - Friday	Landings Competition and Western Party Time
5 - Saturday	Reserve date, Closing Banquet and Awards
6 - Sunday	Departures





# What does the future hold?

JOYCE WELLS

Someone asked me at the North Central Section meeting in Louisville if I was counting the days until my presidency was over and I responded, "I've been too busy to think about it."

I can tell you that I am happy that I won't have to meet so many deadlines. And I've enjoyed traveling to all the Section meetings—being with you and working for you—as well as with other aviation organizations.

Though the paperwork is challenging, dealing with it is nevertheless a chore—and stacks of it now fill nearly four file boxes. (I wonder if the Resource Center at Headquarters *really* wants all these letters...some will undoubtedly make very interesting reading to members and researchers in 50 years.)

I have learned that being president is a full-time and demanding job—as my volunteer/conscripted administrative assistant will verify. He has answered the phone, copied faxes and e-mail, been my computer guru and taken care of the home front. In the past two years, I have spent a total of about 163 days away from home, including 36 weekends!

*What does the future hold?* Your Board of Directors and Council of Governors have spent long hours putting together a long-range plan from information compiled from survey forms many of you returned.

This is not a one-time effort. It's a plan that must be an ongoing one, periodically revised in order to perpetuate The 99s.

One suggestion proposed and voiced by many 99s presidents is to have a paid, appointed CEO/president, like many of the other aviation organizations do. I agreed to that idea *before* I became president, and I now support the concept even more as I leave the office.



Joyce and Hal Wells.

Leaders of other organizations have pointed out to me numerous times that they lose continuity in contacts with us because we change presidents every two years and they must adjust to new faces and personalities. Many times, the contact is dropped because the elected president holds down a paying position and cannot take the time away from her work to fulfill the duties required by the office of president.

A full-time president would continue to answer to the Board of Directors and would have the skills necessary for the job, which an elected president doesn't always have. I believe this is an area that should be seriously evaluated in the Long-Range Planning process.

During my travels these past two years I have visited with members of many Chapters

and Sections and read numerous Chapter newsletters and I have noticed that many Chapters are experiencing difficulty in locating members to run for office. That is also occurring at the top level. Often, a member is talked into taking an office just to fill it, and sufficient consideration is not given as to whether she has the necessary skills to meet the demands of the position.

Here we are, a minority segment of the pilot population, viewed as progressive and brave in the eyes of others, but sometimes reluctant to be progressive in our own organization.

However, as I pass the gavel on to the next president, I want you to know that I remain panglossian (extremely optimistic) about the future of The 99s. And I truly believe that "when you cease to make a contribution, you begin to die."

Your contributions, in all forms, are very much appreciated. Thanks for doing your part to keep The 99s a strong and vigorous organization. ✨

## LETTERS

### Louise Thaden Correction

This letter is to correct the article that appeared in the May/June 1996 issue of the *International Women Pilots* magazine. When I scanned what was going to be in the issue and saw that on page 14 there was an article entitled "Jacqueline Cochran commemorative stamp," I thought—hot dog! They're going to correct that Postal Service *misinformation* that Cochran was the first woman to win the Bendix Trophy! Darn near had a barbed-wire tail-cat fit when I read the SAME misinformation repeated—of all places—in the 99s magazine.

I know that Gene Nora Jessen,

brother Bill and myself all wrote to the Deputy Postmaster General to set HIM straight. Now we just need to get it straight with the 99s!

In case you aren't aware of the Staggerwing Beech Commemorative Tour honoring Louise Thaden and the 60th anniversary win of the Bendix in a Staggerwing, I am enclosing a brochure. The terminus of the tour is coordinated with the start of the Staggerwing Museum Foundation, Inc., annual convention being held in San Diego, Calif. Brother Bill has really worked hard for about five years putting all this together, and it should be a grand event. Now, isn't it ironic that here is a big affair

honoring Louise as the first woman to win the Bendix, and Jackie Cochran gets the credit in the text of a First Day of Issue commentary. Geez!

—Patricia Thaden Webb,  
Mid-Atlantic Section

Due to limited staff and time to check the accuracy of what is received from reporters and others, it is good that members take the time to write and set the records straight. The Staggerwing Beech Commemorative Tour is Aug. 27-29. See calendar.

—Editor

### Evelyn Sharp corrections

I read the article on page 21 of the May/June issue on Evelyn Sharp Day. I just talked to Nancy Crews. She was at the event honoring Sharp. She was the WASP who accompanied Sharp's body home. Just want to mention that Sharp was flying a P-38 twin engine fighter. P-51 is a single engine airplane. —Teresa James, Florida Gulf Stream Chapter

In the May-June issue, the story on Evelyn Sharp read "...when the P-51 she was ferrying lost its right engine..." The North American P-51 Mustang was a single engine fighter. Evelyn

*continued on page 15*



## ARC Memories...

My journal brings back the adrenaline, the smiles, the anxieties of another Air Race Classic at another time, before GPS, as I prepare for this year's great race.

*First race day:* The race begins early in the morning, with breakfast and a weather briefing. The crew of volunteers helped push us out onto the ramp, then we lined up on both sides of the runway and were flagged off one at a time. The guy motioning us onto the runway held up a teeny little card that said "Good luck!"

The flight to Winslow was lovely—quite a contrast to the turbulence we had experienced on the way west—and welcome. Had a chance to see what we couldn't see before. Landing at Winslow was so-so—but what an experience the fly-by was!

*Third race day:* The weather man lied. When we woke up, looked outside and saw gray clouds coming in, we were on our way to the airport within a half hour. Performed the regular pre-flight, of course, and we were off, probably the last racers out for hours.

What we saw was ominous—a gray canopy or awning just being pulled across the sky. Lightning to our left and we could see underneath to brightness about 10 miles out. We did beat it and we were legal, but woe to anyone who was trying to land. Just five minutes later would have been too late.

*Mt. Vernon, Ill.,* was *beautifully* clear, relatively speaking, and a challenging leg to navigate. No VORs to guide us, so we just had to get it right and fly the heading!

*York at last.* I made a screaming dive for a finish, bringing old Buttercup almost to red line to get down to the required altitude to the fly-by. Just in the nick of time....

Went out to the airplane to check the oil and pack a bit. Felt good to smell her again. I wonder if she felt like a race plane and liked the attention she got? Now, like Cinderella, she goes back to being "a plane."

And I wonder—why do women put themselves and their planes through this time after time? Why come back?

—Anne Honer

## The Air Race Classic

BY ANNE HONER, *Eastern New England Chapter*



**T**O FLY IN THE AIR RACE Classic is to be a part of a historical tradition that began with some of the most well-known female aviators. The first one, the Women's Air Derby, was flown in 1929. Contestants in that race included Pancho Barnes, Amelia Earhart, Blanche Noyes, Louise Thaden and Bobbi Trout, to name a few.

For some years, the 99s held a Transcontinental Air Race, becoming the All Woman Transcontinental Air Race Inc. in 1950. Although some referred to this race as the AWTAR, others called it the "Powder Puff Derby," a name some think was given it by humorist Will Rogers. The AWTAR continued until 1976 when the nonprofit organization running the race was dissolved.

Air racing, however, could not dissolve. Too many women—and aviation itself—had gained too much momentum to stop. With the blessing and assistance of Board members in the old organization, a new organization was created so that air racing could continue. That organization, the Air Race Classic, was created in 1977 and continues today with two of the original Board members still involved with it and serving on the Board.

As in many pioneering endeavors, the AWTAR spawned a number of procedures that we live with today. For example, the airplanes inspected at the start were sometimes found in "careless" condition. Papers and insurance policies were not in order, etc. As a result, the FAA required more rigid inspection requirements on a regular basis of all airplanes.

In another instance, since racers often

climbed as high as 20,000 feet to take advantage of good tailwinds and clear skies, the rules required the use of oxygen above 10,000 feet. The FAA followed suit and made it a requirement for all airplanes.

### Breaking the bonds of earth.

Racers fly to places they would never visit on their own, and face challenges they probably would not experience in their normal pleasure flights. Over the years, the Air Race Classic has been to 39 states. Those that still have a stop in their state are Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Maryland, Delaware, Virginia, Louisiana, Hawaii and Alaska.

Westerners experience the hazy, hot and humid Eastern states with their many little towns and lakes. Easterners experience the wide-open spaces, early afternoon turbulence and miles between check points.

Mountains, passes, ridges and high-density altitude present their challenges to every pilot, regardless of experience. But most of all, the beauty of the United States as seen from the air at low altitudes is a spectacle to hold in one's memory forever.

There comes a time in every race in some leg when the plane is trimmed, the heading is right, the altitude has been selected when there's a chance to relax for a few moments and look out the window at what is passing below. We do indeed travel "from the mountains, to the prairies, to the ocean white with foam..."

### Competition

Let there be no doubt about it: There is competition, but racers are helpful to each

other, especially the new racers, before and after the race. A "Mother Bird" program, similar to a school's big sister program, gives newcomers a face to know and someone to help guide them through the paperwork and race requirements. There is a limit, however, as to how much is shared! There are *some* things new racers must learn on their own.

Safety is a first concern. Racers must abide by FAA rules, in addition to the ARC rules. Planning for the race must take into account departure and arrival times to ensure that pilots meet the sunrise-to-sunset flying requirements; they must consider the duration of the flight to be sure there is at least 30 minutes of fuel left upon arrival at the destination; and a knowledge of weight and balance is required.

In the air, these mothers, grandmothers, single women, professional and pleasure pilots, farmers, doctors, engineers, managers, stock brokers, accountants, real estate brokers, college students and homemakers all become PILOTS. All must have navigation and piloting skills, and a knowledge of their planes, themselves and the weather. It doesn't matter who has the most credentials to fly, but who does it *best*.

And when the competition is over or put aside, like other pilots around the world, what the air racers enjoy doing most is hangar flying with other women. The intensity of the experience can create (or sometimes break) personal bonds that last for many, many years.

Officially, "winning" is determined by who exceeds her plane's handicap by the most miles per hour (or fraction thereof). Each plane's handicap is determined before the race begins, based on manufacturer's information, actual flight





First place finishers, Lauren Trent Nicholson and Jacqueline Battipaglia.

#### TOP TEN FINISHERS

**First place:** Lauren Trent Nicholson, Indiana Chapter, and Jacqueline Battipaglia, Purdue University, flying a Piper Warrior.

The Purdue team has been in the Top Ten for three years. This was Lauren's second year in the ARC. Copilot Jacqueline expects to return next year as senior team member and pilot. "We were overwhelmed," Lauren said, about their first-place finish. And when asked to what they attributed their win, she smiled and softly answered, "To guardian angels."

**Second:** Dene Chabot-Fence, Southwest Section, and Gloria May, Fresno Chapter, in a Piper PA28-180.

**Third:** Marge Thayer, Arizona Sundance Chapter, and Ruby Sheldon, Phoenix Chapter, in a Cessna 182 Skylane, RG.

**Fourth:** June McCormack, Borrego Springs Chapter, and Toookie Hensley, Rio Colorado Chapter, in a Cessna 172 Skyhawk.

**Fifth:** Pauline Mallary, North Georgia Chapter, and Jacqueline Siegel, Palomar Chapter, in a Beech Musketeer Sundowner.

**Sixth:** Royce Clifford, Southwest Section, and Phyllis Wells, Pikes Peak Chapter, in a Beechcraft C-24 R

**Seventh:** Barbara Vickers, Sedona Red Rockettes Chapter, and Joyce Hilchie, Yavapai Chapter, in a Grumman Tiger.

**Eighth:** Susan Collier and Nancy Toon, North Georgia Chapter, in a Meyers 200.

**Ninth:** Janet Yoder and Bonnie Johnson, Kansas Chapter, and Vicki Hunt, passenger, in a Cessna 182 Skylane.

**Tenth:** Dottie Anderson and Jean Sloan, both in the All-Ohio Chapter, in a Piper Archer.

testing and experience with the planes in the race.

For many, winning is *finishing* and the immense self-confidence and self-esteem that comes with having flown 2,500 miles in all types of terrain and VFR conditions at full throttle.

#### Benefits

In addition to the personal benefits just mentioned, general aviation benefits by the experiences that add to our knowledge of flying, planes and their limitations. The public, through articles written around the country about the races and airports, is made more aware of flying as a recreational activity and as a business through the many pilots who are also in the business of aviation.

Air racing continues to benefit general aviation and individuals involved. It benefits not only the racers, but also the timers, judges, airport personnel and hundreds of volunteers who help with the race every year.

#### Epilogue

The 1996 Air Race Classic, sponsored by Embry-Riddle Aeronautical University, began on June 20 at its Prescott, Ariz., campus and terminated at Embry-Riddle Headquarters in Daytona Beach, Fla., on June 23—a total of 2,381.28 sm.

This year's race was flown in record-

breaking heat all across the country and, for the first time in many years, the weather stayed VFR for the entire race.

Since the top racers have near-equal skills, the better planes made the difference. The racers never did spread out as they often do, staying back hoping for better winds and lower density altitudes along the way. First-timers Judith May, All-Ohio Chapter, and her copilot Cindy Mahafky, were proud of their accomplishment—finishing! At one point, their instruments went out and they were able to fly the course over Texas without their Loran. When asked what they learned, they said that racing takes more than just doing it right—but they haven't yet figured out just what that is. Judith said she particularly liked the fly-bys. "I'll never be able to just come in and land anymore."

Royce Clifford and Jacqueline Siegel, stunned and ecstatic about their first time to finish in the Top Ten, commented about the necessity for teamwork. Although they said that their win was "due to planned luck—you do your best and the rest is luck, like life," they believe that their ability to stay focused throughout the race contributed to their success.

In Roswell, N.M., Margaret Ringenberg and Lois Feigenbaum had an engine fire on the ramp as they were restarting to leave for their next leg. Unhurt

but with an unflyable airplane, they joined Marge Thayer and Ruby Sheldon as passengers—who still went on to place third.

Veteran racer Mardell Haskins, Inland California Chapter, commented that with some of the top racers out of the competition this year, there were several slots open for newcomers. She also observed that since there was no significant weather along the route, superior planes and superior piloting determined the winners.

She offered this advice to pilots considering entering the ARC next year from Boise, Idaho, to Knoxville, Tenn. "Always keep going as if you're winning, regardless of how badly you think you're doing. You don't know how anyone else is doing."

Air Race President Pauline Glasson flew this race with one of her students as copilot and one as a passenger. Pauline has flown in 24 of the 29 Powder Puff Derbies and in all of the Air Race Classics. She has had a greater variety of copilots than any other race pilot. You'll read more about Pauline in the upcoming Convention Issue.

*Anne Honer has been a member of The 99s for nine years. This is her fourth ARC. She lives in Mooresville, N.C. Anne's copilot this year was veteran Esther Lowry, Deep South Chapter. Esther has 6,000 hours flying time and 19 ARC races behind her; experience she happily shares with newcomers.*



## 20th Air Race Classic

June 20-23, 1996

Over 100 avid racers hoped lady luck would be on their side—or at least in their cockpit as they prepared to embark on an all women's cross-country air race. The Air Race Classic (ARC) is a race steeped in tradition whose origin can be traced back to the 1920s with historic aviators like Amelia Earhart. Formerly known as the Powder Puff Derby, it is a race for stock, fixed-wing aircraft which must be flown during daylight hours and under visual flight rules (VFR).

This year's race route of more than 2,300 miles was unique in that the 50 teams of racers took off from Embry-Riddle Aeronautical University's western campus in the mile-high city of Prescott, Ariz., and crossed the finish line at Embry-Riddle's eastern campus in Daytona Beach, Fla.

Embry-Riddle is the first organization in ARC history to spon-

sor the race from start to finish. Embry-Riddle had a dual purpose in sponsoring this event, to commemorate the 70th anniversary of the university and to promote awareness of aviation as a career choice for women. The aviation field is wide open for dedicated females and, although the number of women students at Embry-Riddle has been steadily increasing in recent years, female enrollment is only 16 percent.

Cross-country air racing has captured the imagination of a growing segment of the population. Flying a transcontinental race is the ultimate test of aeronautical skill and the racers are always eager to test their abilities and aircraft in the intense competition. Feelings of accomplishment for having skillfully navigated across the country and having faced the inherent challenges entice participants to come back year after year.

Nancy Sliwa, a racer from Florida, has participated in the ARC for the past three years and she has chronicled her experiences in this year's race from June 16 through June 25.



## A Woman's Place is in the Cockpit: Diary of a Racer

BY NANCY SLIWA, *Florida Spaceport Chapter*

**W**E ARRIVED IN PRESCOTT ON SUNDAY, JUNE 16, well before the 5 p.m. Monday deadline. It was a good thing, as we found that a radio had burned a fuse and our navigation light bulbs needed to be replaced. We were able to take care of those problems and finish our pre-race inspection in good time. (All race aircraft are inspected before the race to make sure they have not violated ARC rules.)

### Pre-race activities

Several events had been organized by the Embry-Riddle sponsors in Prescott to make sure the racers had a good time and enjoyed the special locale and attractions of Prescott. These included a Western-style welcome barbecue on the Embry-Riddle campus, a trip to the beautiful red rock area of Sedona, and a walking tour of historic downtown Prescott with its Sharlot Hall Museum.

The takeoff banquet was a high point of the pre-race festivities. Held in the historic St. Michael's Hotel, a wonderful dinner was accompanied by a speech from Barbara Morgan, Christa McAuliffe's successor as NASA's Teacher in Space candidate, who talked about the challenges of motivating America's youth with aviation and aerospace scenarios. What a wonder-

ful motivator she is! She made us all wish we were back in school with her as our teacher.

The day before the race was spent attending several mandatory meetings, going over the race route in detail, discussing key safety aspects, and hearing about the weather we expected to encounter during the course of the race. There was even a special meeting for those racers who had never flown the ARC before, as it presents many unique challenges even above normal air racing. By the end of the day, we all felt physically and emotionally charged and ready to begin.

### Day 1 - Departing Prescott, June 20

As usual, racing is an early morning activity. The pre-takeoff breakfast began at 6 a.m. The breakfast was excellent and helped to wake everyone up for the first day of racing. We shared our table with some of our friends from California who came to see the race start, as well as the honorary starter, pilot Wally Funk (who had once been tested to be a Mercury astronaut, before NASA decided against women astronauts in those early days).

Flight Service in Prescott gave us a weather briefing for the first day, predicting a few high clouds along the start of the first leg and clear skies



Wally Funk at the starting line.



thereafter, with, of course, the usual mountain turbulence.

By 7:15, we were all at the airport getting ready to go. We had received a fax package from our weather team in Daytona, an Embry-Riddle meteorology class that was providing our weather data and recommendations as part of the final exam for their course. We studied it intensely and agreed with the recommendations to "go high."

The race takeoffs started on time at 8 a.m. Since the first race takeoff is in order of race number and we were in the middle of the pack (No. 31), we took off at about 8:30 a.m. Departures were very smooth, and we had an exciting 160-degree turnout after passing the timing line for our on-course heading to Durango, Colo. The winds were predicted to be reasonably good at altitude, and we flew most of the leg at about 12,000 feet.

Our backseat pilot-passenger, an Embry-Riddle student whom we had brought along for the experience, had never flown in a small plane out west before. She really enjoyed the beautiful red rock mountain scenery, although the light turbulence was a bit stressful in the back seat. Closer to the peaks, we passed several other race planes flying lower than we were and we wondered how much turbulence they were feeling. The fly-by at Durango was very smooth; we arrived with no traffic conflicts and were cleared to land with no delays.

We tried for a fairly quick turnaround at Durango, but with all the race traffic and fire-fighting aircraft, it was about an hour before we got off again. Whenever we tried to contact ground control, they requested we call back in five, 10, 15 minutes. We finally were able to depart, but we were requested to do a right 270-degree turn before heading on course.

This leg was even bumpier, as we didn't fly quite so high and the afternoon heat added thermal lift to the normal mountain airswirls. Our passenger was feeling the effects, so we allowed her to come to the front of the aircraft and handle the controls for a while. The flight was beautiful. We passed over several mesas and reservoirs on the Navajo reservations. We saw only one aircraft on this leg.

The fly-by at Roswell, N.M., was fun as we observed F-111s in the pattern but the ground temperature was hot, hot, hot. The temperature was 104 F and although it was a very dry heat (the Weather Channel said the humidity was only 5 percent), it was very tiring. Most racers were happy to catch their breath and drink lots and lots of fluids, but some hurried through weather updates and went back out for the next leg.

Fortunately, our Weather Service support team told us to hold for the day, which we were happy to do. While we were waiting for a ride to our hotel, one of the race planes had an engine fire during restart, but fortunately no one was hurt. The racers in that plane were able to catch a ride with another team and continued through to race end.

#### **Day 2 - Departing Roswell, N.M.**

Our alarm woke us at 5 a.m. (after losing an hour the previous day) for departure to the airport at 5:30. Fortunately, we had



*Ready for takeoff! Pilot Nancy Sliwa, copilot Marcie Smith and Embry-Riddle student Anita Offerson.*

found a small grocery store the night before, as getting breakfast so early is very difficult. We were second on the takeoff list as we were the second plane into Roswell the day before that had stayed overnight. The F-111s weren't out that early so departures were smooth and we had a good leg to the Kickapoo Downtown Airport in Wichita Falls, Texas.

The course was still mostly over desert, although we had passed the last of the mountains, and the weather continued to be excellent. It was the hottest day of the year so far in Wichita Falls and it was wonderful to get out of the airplanes. We were met by the ground team with glasses of ice water for all three of us.

We contacted the weather team as soon as we were on the ground and they predicted better winds the next day, so we decided to spend the night in Wichita Falls. However, we spent several more hours at the airport, enjoying the wonderful food and beverages provided by the local Ninety-Nines Chapter, chatting with other racers who had made the same decisions, and watching carefully which racers decided to continue on to the next stop.

A number of Embry-Riddle alumni had been able to come to the Kickapoo Airport to help support the racers. It was wonderful to see our student racers interact with these alumni, starting their life-long career and forming new friendships.

#### **Day 3 - Departing Wichita Falls, Texas**

Again, we had an early morning start after losing another hour, and this time we were the first in the departure sequence. This was our busiest day since our weather team had asked us to fly as far as we could. We did three legs this day. The first leg, from Wichita Falls to Conway, Ark., was smooth and we finally started seeing green terrain beneath us as we traveled about 2,000 feet over the ground.

The arrival and subsequent departure at Conway was exciting as there was no taxiway parallel to the arrival runway. This meant that most aircraft had to back taxi on the runway to get to an intersecting taxiway in order to reach the parking area, and



no aircraft could take off or land while the back taxi was in progress.

Additionally, there was no fuel truck; aircraft had to taxi to a fuel pump to get gas, instead of being able to park and have the fuel come to them. This caused a tremendous traffic jam so maneuvering around was a bit tricky.

We were the first to arrive in Conway that day, so our arrival was no trouble, but by the time we wanted to leave, there were several other planes waiting to go and many more coming in. What with the takeoffs, landings and fly-bys all over the same runway, it was quite chaotic for a while.

Fortunately, the professionalism of these women pilots prevailed and all air operations were very orderly. Everyone realized that these snarls are typical in air racing and was able to maintain their patience and poise in spite of the delays.

The second leg of the day took us to Owensboro, Ky. Continued clear skies and hot temperatures followed us there. We were met with sandwiches and cold drinks and a very supportive ground team, again including some Embry-Riddle alumni as well as local Ninety-Nines.

Although we were trying again for a very quick turnaround, when we tried to start the airplane, all we got was a whirring sound—no propeller spinning, no engine roaring to life. Fortunately, it was only a stuck Bendix gear on the starter mechanism and a little lubrication soon had us underway again.

Fortunately, no thunderstorms appeared along our course and, although there was some haze, our good weather held again. This leg saw us flying a few thousand feet over rolling hills, forests and verdant farmland. We did our fly-by and landed at Athens, Ga., and were very happy to hear that the weather in Daytona Beach was terrible, and we couldn't go any further that day. Three race legs in the heat and humidity had really worn us out and the cool hotel rooms that night were heavenly. We were in bed by nine.

#### Day 4 - Departing Athens, Ga., June 23

With only one leg left, we were not as hurried as in the last two days. Although today is the arrival deadline, we have until 5 p.m. and less than two hours of flying time to our destination. Again, we had lost an hour, but we were no longer first on the takeoff list and experienced racers predicted that ground fog would delay our departure, so we slept in a bit (5:30 a.m.) and finally had a real breakfast before heading out to the airport and waiting for the fog to lift.

It finally did around 8:15 and we were out as soon as possible so we could get to Daytona Beach before the thunderstorms built there, as they do most afternoons. The haze was the worst on this leg, but we saw not a cloud in the sky and made our best time on this leg.

We had a great welcome at Daytona Beach and were very happy to have successfully completed the race. It turned out that thunderstorms never did build that day, which was very nice for the few planes who had been held up by mechanical problems and did not arrive until just before deadline.

#### Post-race activities

By arriving in Daytona at 10:30 a.m., we had the rest of the day to relax and get organized. Although we stayed at my home, since I live in Daytona Beach, we went to the racers' hotel, the

**Many people ask us why we air race. It is hot, sweaty, strenuous—and expensive. There are many reasons. The typical ones we talk about are the fun, the camaraderie, the education, the adventure. But in a very strong sense, air racing connects the women aviators of today with the true pioneers in this field: Amelia Earhart, Jackie Cochran, Bobbie Trout, Louise Thaden, and so many more who initiated and won the air races of yesteryear.**

**We become part of the great spiritual river that flows across the decades, connecting all of us with a passion for flight. While being true to tradition, we are—as they were—racing into the future. — Nancy Sliwa**

Adam's Mark, to retrieve our luggage which had been shipped ahead from Prescott. Showers and laundry were the first order of business, then we spent the rest of the day relaxing and preparing for the evening's festivities.

A tropical reception was planned by our Embry-Riddle hosts in one of their new facilities, the Lehman Engineering and Technology Center. When we arrived that evening, the building had been transformed into a tropical paradise, with wonderful decorations and a steel drum band.

Embry-Riddle had several labs in the facility open for displays to show the racers that it is not just a flight school, but a full-service university offering a wide variety of degrees in aviation and aerospace. Their ingenuity and attention to detail certainly paid off that evening. There were many comments that this was the best welcome reception in the history of the air race.

#### A day of relaxation

Tuesday was a day for the racers to relax while the race committee computed the scores and inspected the Top Ten aircraft. Inspections are done to ensure that all the aircraft are indeed stock, as they come from the factory, with no unauthorized speed modifications that may have helped win the race.

While the race committee worked at the airport, the racers enjoyed a trip to nearby historic St. Augustine, the country's oldest city. That evening, an extra special treat was prepared. Since this race celebrated the start of Embry-Riddle as an institution in 1926, a Roaring Twenties Party had been planned, complete with costumes and music from that period.

To complete the theme of "Roots and Wings," the Chapman J. Root family graciously donated the use of their private museum facility for the party. We had a wonderful time as we sipped champagne and wandered through inimitable collections of vintage cars, private trains, teddy bears, quilts, china and Coca-Cola memorabilia. Then we danced the night away to the sounds of big band music.

#### Announcement of winners - June 25

The scores were announced, Wednesday. As usual, there was some glee and some disappointment. We were delighted to accept 15th place, as it was more than two times better than what we've done before. It is fascinating that within the top three finishing teams, the ages ranged from 20 to 80-plus. Air racing is truly an activity that embraces all ages and walks of life.

The awards banquet was a gala affair, complete with special gifts and speeches, a slide show which chronicled the race, and a special guest speaker. Jane Mendolsohn, author of *The New York Times* best-seller, *I Was Amelia Earhart*, related her own adventure by comparing the writing process to that of flying and read passages from her novel. She was warmly applauded by the racers, many of whom offered to teach her to fly.

All the awards were distributed and no one walked away empty-handed, thanks to the generosity of many sponsors who donated consolation prizes.

---

*Nancy Sliwa, Florida Spaceport Chapter, is the president of WebAdept, a web site design company and a private consultant to Embry-Riddle Aeronautical University. She and her husband Steve, president of Embry-Riddle, reside in Daytona Beach.*

---



# Ruth Jacobs: Around the World in 50 Days

BY MELANIE HANCOCK, *Alaska Chapter*

**R**UTH JACOBS, COOK INLET CHAPTER in Alaska, completed a record-setting, round-the-world flight landing on all seven continents. She and Bill Signs of Dallas, Texas, left Dallas on Jan. 1 in Bill's Cessna 210 which had been modified to hold nearly 20 hours of flight fuel (260 gals. in six tanks, including two in the cabin holding 140 gals.) They landed at Love Field in Dallas on Feb. 18, completing "Friendship Flight '96" as the first single-engine aircraft to land on all seven continents. According to Art Greenfield of the National Aeronautics Association, the flight is expected to earn Ruth and Bill a place in aviation history for the fastest trip around the world in a single engine plane. Ruth described the flight as "a fantastic adventure."

Ruth was met by 99s in Bombay, Brisbane, Honolulu, Van Nuys, Calif., and Dallas. She met a 99 from Canada on Tarawa, Kiribati. She signed up 99s for membership in Buenos Aires and Malta.

Ruth said that the "Friendship Flight '96" left her with many varied impressions and memories. She described the Amazon rain forests as amazing, recounting hours of flight without seeing any signs of human habitation, then flying over a clearing with only one or two huts. The Egyptian desert, beautiful in spite of its desolation, would display a pair of tracks in the sand as the only sign of life. Majestic Antarctica was colored almost entirely in hues of black, white and gray.

The people they met were even more interesting. While on a sight-seeing trip by car in Muscat, Oman, Ruth and Bill came across a village in a mountain oasis. The ancient-looking, village reminded Ruth of a scene from the Bible. One of the natives opened his home to them and offered them tea, oranges and grapes. He was disappointed they couldn't spend the night.

Bill encountered a different sort of hospitality at another stop: For \$1,200, he could take his choice of three women home as his wife.

Because Indian authorities had recently apprehended some gun smugglers using a private plane between the former Soviet Union and India, Ruth and Bill experienced a three-day delay for additional documentation to land in Bombay. Other than that, the trip went smoothly with generally favorable weather conditions.

Their total flight time was 220 hours. They made 30 stops. Their longest leg was from Honolulu to Los Angeles - 12 hrs. 24 min. Their normal cruise altitude was at 9,000 through 15,000 feet. Their total flight distance was 38,543 miles.

This was not Ruth's first experience with unusual flights. In 1991, Ruth helped the Alaska Airmen's Association organize a flight from Alaska to Provideniya, Russia, with 34 aircraft, including Ruth's. This is believed to be the largest group of civil aircraft to enter the Soviet Union at one time. Following that



*Aloha Chapter members Lisa Anderson and Angela Augustine with Ruth Jacobs and Bill Signs at reception after landing in Honolulu, Hawaii.*

flight, Ruth assisted several pilots in obtaining permission to fly to or through Russia. In 1992 she helped coordinate Bill's flight around the world with Yuri Kharitonov, the Russian navigator from the 1991 trip.

During 1993, Ruth coordinated, made arrangements and flew a three-Cessna flight (three American women pilots, five American men pilots and two Russian navigators) to Russia and Mongolia. At the last moment, they were denied permission to fly through northern China. The flight took about 21 days and covered 10,000 miles.

In 1994, Ruth flew with Bill in his Cessna 210 to Mexico, Guatemala and Roatan, Honduras.

Ruth is married to Jim Jacobs. She has two sons and four grandchildren. She became interested in flying at age 6 while watching airplanes land and take off from Drew Field in Tampa. In order to be around airplanes, she joined the Civil Air Patrol at 16.

Ruth bought a Taylorcraft L2 in 1969, found an instructor and learned to fly on a grass strip outside of Kalamazoo, Mich. In 1973, she was sponsored by Esther Bennett Wolf and joined the newly organized Lake Michigan Chapter. In 1974, Ruth and Esther (along with Ruth's son and a dog) flew from Michigan to Alaska in her Cessna 182. Since that time, Ruth has flown up or down the Alcan Highway five more times (once by herself in her husband's 170).

The majority of Ruth's flying has been done in Alaska, where she and her husband had their own airstrip next to their home about 100 miles south of Anchorage. The airstrip was gravel, less than 2,000 feet long with trees on one end.

Since joining the Michigan Chapter, Ruth helped organize and charter the Cook Inlet Chapter, which she chaired from its inception in 1977 to 1986. She also served as Chairman of the 1984 Northwest Section Meeting in Alaska.

She has been an active member of the Alaska Airmen's Association, serving on the Board of Directors from 1991 - 1994. She belongs to AOPA, EAA, NAA, OX5 Club and Ladies of the Shrine.

Ruth and Jim moved from Alaska to Fairhope, Ala., in 1995 where they currently reside. ✨



## The best story I never wrote

BY PATRIC ROWLEY

When I accepted the assignment to revisit the life and times of Pat McEwen, I considered it a slam dunk. After all, I had known Pat in college, I knew her family well, and—like most connected to the Wichita aviation community—I knew of her great enthusiasm for, and her considerable experience with, air racing.

Over the years, her participation in races and her leadership involvement with her beloved 99s organization regularly made the local and national news. I knew it would not be difficult to reconstruct the facts of her flying life. I visited with her husband Owen and he was both enthusiastic about the story and willing to supply me with a treasure of news clippings and photos.



*Pat McEwen and Marilyn Copeland ready to depart on another adventure.*

Likewise, her son Drew, a member of the Raytheon (Beechcraft) management team, shared a large volume of facts and memorabilia about his mother. (Drew, by the way, acquired his mother's Bonanza and restored it to its original and unique paint design.)

With all this marvelous research in front of me, I quickly realized that the heart and soul of the story of Pat and her life as a 99 and as an air racer were not truly available to me. It's actually a story of how the bonds of friendship and shared time at the controls of an airplane and the experience of working together to build and

strengthen an organization can bring women pilots together in a special and very meaningful relationship. It's a story that can best be told by someone who has lived it. It was my great good fortune that Marilyn Copeland was available and willing to open up her heart and her memories to write the following story of her good friend and sister 99. Enjoy.

**P**at McEwen, the 1974-1976 International President of The 99s, was my very best friend—and a true red, white and blue 99. Pat even had her favorite airplane, a beautiful new V Model Beech Bonanza, painted in a checkerboard pattern to match her shining personality.

Pat started flying in 1959. She received her private license in 1961 and her commercial and multiengine ratings in 1962. She earned her instrument rating in 1963, and then her instructor's rating in 1965. As she worked her way up in the ratings, she managed a household, assisted her husband Owen in his business career and cared for their seven growing children.

On top of all this, she managed to pursue the art of aerobatics in her Citabria and Zlin, which was modified with a 300 hp Lycoming engine. Even though Pat flew several other Beech planes, (including a Travel Air), she always loved her Bonanzas best. Pat was a personal friend of Olive Ann Beech, who sometimes invited both of us to lunch in her private dining room.

Pat joined The 99s in 1961. I first met her at a Kansas Chapter meeting early in 1962. In those days, it was necessary to be voted into the organization. Pat served The 99s as Chapter Membership Chairman, Chapter Chairman for two terms, Co-chairman of SC

## Memories of my best friend

BY MARILYN COPELAND, *Kansas Chapter*



Means Chairman and International Headquarters committee. In 1971, Pat and I served as co-chairmen of the 99s International Convention in Wichita, "Fun in '71." She and Owen hosted an antique airplane fly-in and buffalo barbecue for the entire convention crowd at their country estate.

Pat served as Chairman of the President's Women in Aviation Advisory Committee. She belonged to the Flying Farmers, National Pilots Association and National Association of Flight Instructors, and served as Secretary for the Aerobatic Club of America. Pat flew her first Powder Puff Derby in 1961 and continued to fly in them for years thereafter. She also participated in International Air Races, Sky Lady Derby, Fair Lady Derby and the Dallas Doll Derby.

I flew with Pat in one Angel Derby and in most of the Powder Puff Derby races. Flying with Pat was fun. One of her trademark questions was, "What is that upcoming body of water?" and, most often, of course, it was a mirage or a reflection. Another was "Where are we?" She flew the airplane and trusted me to do the navigating. Trust was a big component in our short 20-year, best-friend relationship. After racing together several

times, we both thought it was time for me to launch my racing career in my own plane. This meant that we would compete

times, we both thought it was time for me to launch my racing career in my own plane. This meant that we would compete



with one another. However, in the friendly competitions of the Powder Puff Derby, we always shared information because we were and always remained best friends.

Pat and I were a team on many projects pertaining to The 99s and aviation. These projects included the dream, construction and dedication of the first permanent 99 Headquarters building in Oklahoma City in 1978. Past 99 President Susie Sewell was also a key figure in making this project happen.

We worked on early plans for the Kan-

sas Aviation Museum. Even on the day she died, we discussed many ideas and brainstormed for a couple of hours long distance. Pat had the right connections, yes, the right stuff of which dreams become realities.

Pat's short life of 54 years ended Sept. 21, 1981, from a massive heart attack suffered at Snow Bird Resort in Utah while attending a Southwest Section meeting, campaigning for my election for 99 President in 1982. She had visited with me in April, conferring her 99 ring, with my

promise to run for president, and to win. What a promise to fulfill for my best friend.

Pat McEwen was one of a kind—smart, talented in many ways, gracious, hospitable, vivacious and religious. She was a great pilot, had super people skills, was a fine mother, civic leader, as well as a person who embraced a positive attitude, and was my very best friend. She was truly a role model to me and one who helped with the *Wind Beneath My Wings*. ✨

## National Congress on Aviation and Space Education

With nearly 700 other participants, 99s from many states attended the National Congress on Aviation and Space Education (NCASE) this year in Little Rock, Ark. More and more 99s are attending NCASE. It is an excellent opportunity to meet a variety of representatives of the aviation community, especially those in the aviation organizations and associations who support aviation education.

Lt. Cdr. Lori Tanner, FA-18 test pilot based at China Lake, gave a presentation on her military flying career and Mary Feik, one of the pioneer women engineers and an active



Potomac Chapter 99, provided insights into women's early roles in the aerospace industry. A number of teacher workshops were held providing educators with ideas for their classrooms and material for assisting students with career options.

This year's winner of the Brewer Trophy, Tom Connolly, was recognized for over 30 years dedication to Aerospace Education, much of it spent at Embry-Riddle University.

(Photo at left) Richard N. Holbert, right, Chairman of the Board of the Little Rock Aerospace Education Center, was presented the 1996 Amelia Earhart medal by Elizabeth Matarese, co-chair of Ninety-Nines International Aerospace Education Committee. Photo by David F. Clemmer. ✨

## FOREST OF FRIENDSHIP



Ninety-Nines attending 20th Forest of Friendship Anniversary celebration in Atchison, Kansas, on June 22 following the Ninety-Nines' South Central Section meeting on June 21. —Barbara Evans, Livermore Valley Chapter

# *We are on the airport & on the beach!*

Fly-in, tie-down, walk-in.

Comfortable, clean and  
interesting, that's us!

Feast on our  
"Fighter Pilots" breakfast.

\$70.00 per couple

Eureka, California

Call us for a brochure:

**707-445-0765**



**99 OWNED AND OPERATED - REDWOOD COAST FLYERS CHAPTER**

## **Innovative Aircraft Refurbishing**



- Singles, Twins & Corporate Jets
- Full faced leather seating & trim panels
- Plush cut pile carpeting (wool/nylon)
- Hangar at Pontiac-Oakland Airport

**AVIATION  
CREATIONS INC.**  
1519 BRAMBLEWOOD, HOLLY, MICHIGAN 48422  
810-634-5565 PH or FAX  
Voice Mail 810-769-5166

**1-810-634-5565**

## **FOOTSTEPS IN THE SKY**

*By Helen E. McLaughlin*



Over six decades of stories  
of individual men &  
women of United States  
Airlines' in-flight service/  
420 photos.

**\$24.95 / plus  
\$2.50 Postage**

Mail check or money  
order to:

**Helen McLaughlin  
P.O. Box 233**

**Coal Valley, IL 61240**

**309-787-8381**





**Fly high  
with a  
quality  
Airtex  
interior**

**Custom quality at  
reasonable prices.**

- Cushion upholstery sets
- Wall panel sets
- Headliners
- Carpet sets

Free catalog of complete  
product line.

**Fabric Selection Guide**  
showing actual sample colors  
and styles of materials: \$3.00.

**Airtex PRODUCTS, INC.**

259 Lower Morrisville Rd., Dept. CN  
Fallsington, PA 19054  
(215) 295-4115



VISA &  
MASTERCARD  
ACCEPTED



## Buy or Rent

the World's.....

- smallest package 4" x 12" x 14"
- lightest weight 12 lbs.
- least expensive \$995

(Optional survival kits available.)

### Emergency Liferaft

Call Survival Products, the manufacturer, for customer/distributor information.



Phone: (305) 966-7329 FAX: (305) 966-3584  
5614 SW 25 St., Hollywood, FL 33023



**9-13 MAN**  
5" x 12" x 14"  
18 lbs.  
\$1295

## New PMA'd Nitrile Rubber Fuel Cells for Beechcraft



The experience gained from over fifteen years of manufacturing and repairing general aviation fuel cells has given us considerable insight into the flaws and strengths of the various fuel cell constructions. Our goal at FFC has always been to improve on the quality and durability of the old products. All those years of continuous research and development have now evolved into the finest fuel cell available today. Let us show you how our experience really makes the difference.



**A new direction in fuel cell technology**

Call for the distributor nearest you:

**1-800-647-6148**

Floats & Fuel Cells • 4010 Pilot Drive, Suite 3 • Memphis, Tennessee 38118  
Local: 901-794-9431 • Fax: 901-794-7845

# CATCH THE *New* WINNING ATTITUDE AT AvTek!

"Thousands sold, and dependably working every Flying day!"



Quality Products  
Since 1983

## ELECTRICAL FAILURE MEANS:

- NO Nav/comm • NO Outer Marker
- NO Auto Pilot • Dead Panel

Do you really want to shoot an approach with a hand held.  
Standby Electrical plugs into your cigarette lighter.

## AvTek's Back-up Electrical Power System

**"I don't need a standby elec. I'll just shut down what I don't need and descend"...**

*"That's what I thought." I had an alternator failure, my red light came on early. I shut down everything non-essential and contacted center for vectors to the nearest field. My new, fully charged aircraft battery went dead before I broke out. I was very fortunate to have survived the crash. I got another Beech (S-35) and quickly purchased AvTek's system. I have tested it on VFR flights with the master switch OFF. AvTek re-powers my panel every time. I have recommended AvTek to others, and they to have purchased."*

**Dr. Russel Hackler - Castro Valley, CA**

*"AvTek's system enabled my wife and me to safely descend several thousand feet through a 700 foot ceiling for 25 minutes with reserve power after my instrument panel went dead. Be assured I'll never fly without AvTek on board. Thanks AvTek for a good product!"*

**Ward Graham,  
Lt. Col. Ret. USAF - PA**



BACK-UP POWER starting at **\$295<sup>00</sup> to \$695<sup>00</sup>**

**AvTek**

25230 45th Ave. So. • Kent, WA 98032 - CALL (206) 852-1055 [open until 8 pm EST - 5 pm PST]

## FEEL FANTASTIC FOREVER

(or almost ever!)



**MATOL-Km**  
Since 1922  
The Herbal Elixir  
For Energy & Endurance  
Well-Being & Oxygenation  
Quick Workout Recovery  
Biological Balance

**EXECUTIVE FAST FOOD**  
Low-Calorie / Low-fat  
High-fiber  
Bars, Cereal, Shakes  
For Fitness + Regularity  
\* Deterring Disease

**3-DAY DIFFERENCE**  
(lose fat, not muscle)  
The only weight-management  
program meeting the dietary  
requirements of both the  
American Cancer Society and  
American Heart Association.  
- 1995 Penn State Study

*Let's talk.*

SUE MATHIAS . . . TOLL FREE (888) 801-1351 (9718)  
Independent Distributor: Matol Botanical International Ltd.





# Performance Aero

QUALITY PRODUCTS FOR BEECHCRAFT OWNERS

## EXTERIOR DECALS

<b>Bonanza or Baron Exterior Decal Kit</b>	
Kit #1* fits All 33-35-36-56-58 .....	\$115.00
Kit #2* incl 2-13" Tail Logo Decals (Gold or Red) .....	130.00
Kit #3* incl Tail Logo & 3 Oil Strut Decals .....	140.00
*Add \$25.00 to each above price if ordering Baron Kit.	

## OTHER DECALS

"Beechcraft" Tail Logo Decals .....	pr. \$26.00
"Beechcraft" Antenna Decals .....	pr. 9.00
WARNING Decal .....	5.00
IO-550/300 Horsepower Decal .....	pr. 20.00
IO520/285 Horsepower Decal .....	pr. 20.00
McCauley Prop Blade Decal .....	7.00
Hartzell Propeller Blade Decal .....	7.00
Air Conditioned/Radar Equipped Decal .....	ea.15.00
Fuel Strainer Warning Decal .....	9.00
American Flag Decals (5" x 8") .....	pr. 14.00
All Bonanza Fuel Tank Decals .....	ea. 7.00-10.00
Landing Gear Oil Air Strut Decals .....	ea. 6.00
Nose Gear Tow/Turn Radius Decal .....	10.00

## SEALS

<b>Bonanza/Baron Two-Piece</b>	
Cockpit Door Seal .....	\$85.00-\$95.00
Pneumatic Cabin Door Seal .....	368.00 & Up
Cabin Door Windlace .....	39.00
A36 Utility Door Seal Kit .....	335.00
Storm Window Seal-Frameless .....	\$16.00
Storm Window Seal-Frame .....	35.00
Emergency Exit Window Seals .....	\$45.00-\$55.00
Baggage Door Seals .....	\$35.00-\$75.00
Baron Nose Baggage Door Seal .....	119.00
Wing and Tail Root Seals .....	\$38.00-\$45.00
Horizontal Stabilizer Root Seal .....	\$38.00-\$45.00
Fuel Cap Seal Kit (35-F35) .....	16.00
Fuel Cap O-Ring Seal Kit (1 Kit/Cap) .....	9.00

## WINDSHIELD & WINDOWS

FAA, PMA approved with complete documentation.  
Made to OEM specs. Optically perfect and factory coated  
for scratch protection.

\* CALL FOR QUOTE \*

## ENGINE AREA

Standby Vacuum System .....	\$379.00
Standby Pressure System .....	1,650.00
Engine Air-Oil Separator by Walker .....	385.00
Aeroquip Quick Oil Drain Valve .....	127.00
"Clear View" Pneumatic Air Filter .....	\$55.00
Instrument Air Filter Cover .....	52.00
Engine Induction Air Duct .....	\$24.00-\$29.00
JPI EGT/CHT	
Graphic Monitor System .....	\$1,695.00
Air Pump Cooling Shroud .....	\$70.00-75.00
Engine Cowl Door Rub Strip Kit .....	25.00
Engine Access Door Rub Strip Kit .....	15.00
Bonanza Cowl Door Stainless Steel	
Fastener Kit Original Dzus type .....	61.00
or Camloc stainless conversion .....	103.00
Bonanza Engine Access (Gill) Panel Stainless	
Fastener Kit .....	139.00
or Camloc stainless conversion .....	159.00
Baron Engine Panels Fastener Kits .....	Call
IO-520 Oil Cap/Dipstick New Gasket .....	4.00
IO-520 B, BA, BB Oil/Cap Dipstick .....	51.00
IO-550 & IO-520 B, BA, BB 7-Stud	
Oil/Cap Dipstick .....	65.00
Silicone Valve Cover Gaskets .....	63.00
Engine Hi-Temp Red Silicone	
Baffle Material .....	50.00
Exhaust-to-Firewall Link Bolt Grommet Set .....	8.00
Battery Box - polished stainless steel .....	335.00

## Dual & Single Yokes Sold & Purchased

## Model Specific Checklist .. \$15.00 & \$17.00

## Landing Gear Boots ..... \$20.00 ~ \$36.00

## Portable Wheel Axle Jack ..... \$195.00

## Throttle-Mix.-Prop Knob Set ..... \$159.00

## Pneumatic Door Seals ..... \$368.00 & up

## Custom Lighted Chartholder ..... \$163.00

## EXTERIOR

<b>Security Cabin &amp; Baggage</b>		
Door Lock System .....	297.00	
Pulse Lites .....	185.00- 466.00	
<b>GE Landing/Taxi Lights (New low prices!)</b>		
#4522 (14v) .....	29.00	
#4313 (14v) .....	26.00 #4596 (24v) .....	26.00
Wing Tip Strobe Flashtube List \$344.00 .....	\$75.00	
<b>Bonanza Wing Tip Lens</b>		
Large wrap around style - exact PMA reproduction .....	85.00	
Small wrap around style. List @ \$400.00 ea .....	114.00	
Wing Landing Light Lens .....	\$69.00-\$85.00	
Tail Cone Lens (List \$214.00) .....	69.00	
Tail Cone Lens Screw Kit .....	12.00	
Safe See Gear Down Mirrors .....	48.00	
<b>Exterior Emblems - All '76 &amp; newer Bonanzas</b>		
Cowl Door Emblems .....	pr. 55.00	
Aft Fuselage F33A A-36 .....	pr. 55.00	
Aft Fuselage V-35B .....	pr. 53.00	
Beech Crest .....	pr. 18.00	
<b>Exterior Stainless Steel Screw Kit</b>		
Bonanza .....	62.00	
Baron .....	112.00	
Bonanza Fuel Sump Door Winged Stud .....	11.00	
Pitot Tube Cover .....	12.00	
Engine Intake Plugs .....	Bonanza 85.00	
Specify model & 'N' number .....	Baron 175.00	
Bonanza Air Intake Grille Cover .....	17.00	

## LANDING GEAR

Beechcraft Wheel Axle Jack .....	195.00
Grease Fitting Caps (50 ea.) .....	11.00
Zerk Fitting Kit (17 common zerks) .....	17.00
Bonanza or Baron Collapsible Towbar .....	49.00
Bonanza/Baron Nose Gear Tow Pin .....	32.00
Landing Gear Motor Brushes .....	27.00-52.00
Gear Door Rub Strip Kit .....	27.00
Shimmy Damper Seal Kit .....	13.00
Custom Aluminum Travel Chocks .....	20.00
Wheel Jack Adapter .....	93.00
Nose Gear Steering Rod Boot "Heavy Duty" .....	20.00
Nose Gear Retract Rod Boot "Heavy Duty" .....	35.00
L & R Main Ldg. Gear Uplock Cover Set .....	32.00
Anti-Ice Cover Set ('75 & up Baron) .....	75.00
Flap Actuator Wing Access Canvas Covers ...	36.00
Main Landing Gear Uplock & Tension	
Spring Kit .....	17.00
Ldg. Gear Transmission Lubricant (8 oz.) .....	7.00

## SUNVISORS

Rosen 3-Axis Sunvisors .....	\$375.00
------------------------------	----------

## INTERIOR

Bonanza Checklist - Model Specific .....	15.00
Baron Checklist - Model Specific .....	17.00
Bonanza Throttle Locks .....	\$149.00 & \$190.00
Beech Rudder Lock .....	87.00
Checklist - Bonanza or Baron .....	\$19.00 & \$21.00
Slap On Sun Visors - Green .....	pr. 6.00
Beech Control Wheels-New .....	549.00
Ram's Horn Control Wheel LCD Clock .....	140.00
Center Cover Plate-Rams Horn Wheel .....	53.00
Late Ram's Horn Wheel Screw Kit .....	5.00
Early Style Rams Horn Wheel Emblem .....	24.00
Rene Chart Holder - Lighted .....	163.00
Unlighted model .....	101.00
Center Column GPS Holder .....	57.00 & 65.00
Bonanza Aileron Trim Assy. Kit .....	310.00
Beechcraft Key Chain .....	8.00
Throttle-Mix.-Prop Knob Set .....	\$159.00
Bonanza Throttle, Mixture, Prop Push Buttons ..	69.00
Vernier Throttle or Mixture Cable .....	297.00
Vernier Prop Cable .....	315.00
Bonanza/Baron Window Decals	
Storm Window "Caution...145 mph" .....	6.00
Exit Window "Do Not Open in Flight" .....	6.00
Exit Window "Latch Before Takeoff" .....	6.00
Pilot Storm Window Hinges & Latch Kit ....	231.00
Latch and striker only .....	115.00
Hinges only .....	135.00
Glove Box Door "B" Medallion .....	26.00
Instrument Panels Decals - clear background	
Turning Takeoff/Slip Prohibited (W or B) .....	6.00
Yellow Band Fuel Restricted Takeoff (W or B) .....	6.00
Elegant Instrument Panel Wood Grain Decal ....	87.00
Bonanza Vertical Radio Panel Screw Kit .....	10.00
Bonanza Cowl Flap/Heat Control Handle .....	55.00
Gear Up/Down Indicator Face Plate .....	43.00
Landing Gear Crank Handle Cover .....	18.00
Seat Belt Buckle Emblem .....	4.00
Certificate Holder (Airworthiness & Reg.) .....	9.00
Original AF-5 Green Airframe Log .....	10.00
Original EF-5 Red Engine Log .....	10.00

## TAPES, VIDEOS, BOOKS

<b>Rod Machado's:</b>	
Vol. 1 "What They Don't Teach You	
Vol. 2 in Flight School" (6 audio tapes) .....	\$53.00
Aviation Humor (1.0 hr video) .....	33.00
Defensive Flying (1.7 hr video) .....	33.00
IFR Tips & Techniques (1.5 hr video) .....	33.00
Instrument Pilots Survival Manual .....	33.00
Colvin's Clinic (Part 2) Norm Colvin .....	40.00
Those Incomparable Bonanzas / Larry Ball .....	40.00
Anecdotes & development of Bonanzas thru 1971	
They Called Me Mr. Bonanza / Larry Ball .....	40.00
Bonanza anecdotes & descriptions of 1972-90	
Flying The Beech Bonanza / John Eckalbar .....	40.00
Experience the excitement of flying the Bonanza	

## CONTROL YOKE

Control Yoke Security Kit .....	\$25.00
Beech Control Yoke Lock .....	\$95.00
Installs in minutes for permanent anti-theft protection	

## OTHER PRODUCTS

Custom Mahogany Model .....	\$295.00
Soapstone Seal Talc (2 oz.) .....	7.00
Bonanza/Baron Dual Yoke	
Sales/Rentals/Purchase .....	Call

P. O. Box 549  
3640 Sagunto, #208  
Santa Ynez, CA 93460

Specify Aircraft Model/Serial Number On All Orders

**(800) 200-3141**

(805) 688-9966 • FAX (805) 688-8207 8/96  
Monday ~ Friday 8AM~5PM (Pacific)

# **Beechcraft Financing**

RATES STARTING @

# 8.25%

## Fixed First 5 Years

*(Based on 8.25 NY Prime)*

### **NEW & USED**

### **Singles ♦ Twins ♦ Turbines**

### ***Refinancing***

## **Dorr Aviation, Inc.**

**1-800-214-0066**

**FAX: (508) 481-3978**

## **PILOTS! GET A HEAD START ON YOUR JOB**

For \$65\* you can get your flying qualifications in the UPAS database. Update directly with UPAS or online via CompuServe. Save the cost of printing and mailing and let us do the work for you. New custom software now available. Over 35 companies, including TWA, use UPAS. Pay with check or most major credit cards.

**UPAS is giving a 10% discount to all Ninety Nine members.**

**Global • Major • Regional • Corporate  
National • Charter • Commuter • Cargo  
Crew Leasing • Flight Instructors  
High Time • Low Time  
Fixed Wing • Rotor Wing**

**CALL TOLL FREE  
1-800-PILOT APPS  
OR  
"GO UPAS" in CompuServe**



**UNIVERSAL  
PILOT APPLICATION  
SERVICE, INC.**

***Online to the Flightline***

A wholly owned subsidiary of the Air Line Pilots Association, International



# Be outrageous and outspoken!

Northwest's Best, Ltd. 598 Mason Way Medford, Oregon 97501

## From rivets to rockets!

Once held to bucking rivets and ferrying new aircraft, women are now piloting the space shuttle and flying for our country's military. The image on the nose says it all. Get used to it guys, we're here to stay!

"Memphis Hunk" printed in color on a white 100% cotton t-shirt or ash sweatshirt. — Available in sizes M, L, XL.



**T-Shirts**  
\$19 EA.

**Sweatshirts**  
\$29 EA.



## Outrageous!

This t-shirt is for the woman who truly wishes to never be called "old lady." To fulfill that wish, these fun and fanciful, bold and brassy shirts say it all for the woman of the '90's!



"Outrageous" printed in black, wine, and grey on a white 100% cotton t-shirt or ash sweatshirt.

— Available in sizes M, L, XL.

Shipping & Handling per shirt: Continental U.S. - \$3; Canada - \$4 : International - See Below

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY, ST, ZIP: \_\_\_\_\_  
DAYTIME PHONE: ( \_\_\_\_\_ ) \_\_\_\_\_

We'll gladly ship gift items for you. Just add \$2 per item, and we'll box your selection, gift wrap, include a hand written message, and ship to the address you specify. The invoice with the prices will be mailed to you. Include gift addresses on a separate piece of paper.

 	<b>PAYMENT METHOD</b> (check one)	<input type="checkbox"/> VISA	<input type="checkbox"/> MASTERCARD
	CARD# _____	EXP DATE: _____	
	SIGNATURE: _____		

Description	Size	Qty	Item Price	Total
Outrageous t-shirt			\$19.00	
Outrageous sweatshirt			\$29.00	
"Memphis Hunk" t-shirt			\$19.00	
"Memphis Hunk" sweatshirt			\$29.00	
<b>Subtotal</b>				
<b>Shipping/Handling</b>				
<b>TOTAL</b>				

### SHIPPING INFORMATION

Orders are shipped via UPS Ground Service unless otherwise requested. Priority Overnight, Standard Overnight, 2-day Air Service, 3-day Ground Service, and Ground Tracking are also available upon request. For shipments to Alaska, Hawaii, or for international shipping information, please contact our Customer Service Center at 1-800-692-3781 for details.

Call 9am to 9pm 1-800-692-3781 or FAX 24-HRS 1-800-692-3782

Northwest's Best, Ltd. 598 Mason Way Medford, OR 97501

## AEBM Report

BY MARILYN COPELAND  
Chairman, AEBM Trustees

**T**HERE WERE JOYFUL PRAISES regarding the progress being made on the restoration of the AEBM Open House following the Forest of Friendship Ceremonies on June 22 in Atchison, Kan.

Visitors arrived by plane, car, bus, van, trolley, walking and, we expect, even by boat via the Missouri River which flows just below the bluff in front of the AEBM.

The aluminum siding has all been removed and the original wooden weather boarding is being restored and painted a brilliant white. The ornamentation is being restored or replicated as necessary.

The north porch has been undergirded and foundations poured per specifications of the Kansas Heritage Trust and the AEBM architect. The glorious splendor of this Victorian beauty seems to smile at everyone who visits. Exterior restoration is well underway.

The recent mailing to all 99s was sent by the AEBM trustees, prepared and stuffed by the Sisters of Mount St.

Scholastica Monastery, area Girl Scouts led by Diane Liebsch. Lockwood Company President Jim Taylor, AEBM Trustee, arranges most AEBM printing at cost and in-kind contributions. Receipts from 99s' mailing to date total more than \$5,000 and will be used primarily for interior restoration.

We also received \$25,000 from the Courtney Turner Trust, thanks to Dick Senecal, AEBM Trustee and Dick Cray of the Trust. The sale of bricks has contributed over \$7,000, under the leadership of Zontian Carolyn Mohler.

Our heartfelt thanks to all of the above and another great big thank you to all 99s and 49 1/2s for the following gifts and contributions: Michelle Stauffer, two banquet folding tables; George C. Snyder, a Feb. 13, 1937, Liberty Magazine cover and article written by Amelia Earhart titled "Are American Women Holding Aviation Back?"; Marjorie and Arthur Anderson; and Phil and Marian Prophett.



The window air conditioner in the front parlor window does not reflect much beauty, nor cool air. One of the first and most important interior projects will be to duct and install two central air conditioning units to protect the contents as well as provide comfort to visitors. The existing steam heating is economical as well as functional.

## Amelia Earhart's 100th Birthday Celebration!

Plans were recently announced in Atchison for a grand celebration planned to recognize Amelia's 100th birthday. Activities will begin in January 1997 and culminate in a three-day festival July 24 through 27.

Fireworks, an outdoor laser show with an aviation theme, an airplane fly-in, trolley rides, a fashion show of clothing of Amelia's era and a boat parade on the nearby Missouri River that flows past the AE Birthplace Museum are all in the planning stages. **More information as it comes available.**

*Stan Herd, an artist known nationally for his works cut from the earth and grown from the soil, has created the Amelia Earhart Earthwork overlooking Atchison's Warnock Lake. This one-acre portrait is made from native limestone and mixtures of rock wood and permanent plantings. It is Herd's first permanent image.*



## Brick Order Form

An AEBM RESTORATION PROJECT sponsored by the Atchison Area Zonta Club.

All proceeds received from 99s, family memorials, Zontians and all others will go to the restoration of the AEBM.

PLEASE ENTER MY ORDER FOR:

Brick(s) in front walk  
at \$100 each for a total of \$ \_\_\_\_\_

Brick(s) in side areas  
at \$50 each for a total of \$ \_\_\_\_\_

**Make checks payable to AEBM. Send orders with a check to Carolyn Mohler, 935 Price Blvd., Atchison, KS 66002.**

PLEASE LETTER BRICK(S) AS FOLLOWS:

Limit is three lines per brick,  
13 characters per line.  
(Please type or print very clearly.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Deadline: Sept. 1, 1996**

**Contributions for the interior and exterior restoration may be sent to:**

**Marilyn Copeland, P.O. Box 20660, Wichita, KS 67208-6660, OR to AEBM, Attn: Richard Senecal, P.O. Box 3349, Atchison, KS 66002.**



## "Second Floor" Report

BY C. J. STRAWN

Palms Chapter Chairman

The 99s are on a great financial flight path toward creating the museum on the second floor of our headquarters building in Oklahoma City. Chapters and individual members to date have contributed nearly \$45,000.

The biggest single contribution came from the San Fernando Valley Chapter, which gave \$2,500 at the Southwest Section meeting in May, and another \$2,500 was announced at the International Convention in Oklahoma City.

SFV Chapter Chairman Golda Neuman challenged all other Chapters to "Meet it or beat it!" Santa Paula Chapter leaped to its collective feet at the SW Section meet-

ing and accepted the challenge. Competitive spirit is always high among the 99s.

When the fund reaches \$60,000, interior construction begins. Sept. 1 is the target date.

Claire Walters, Fundraising Chairman, is speaking at Section meetings and International Convention about details of the project.

The sister of Carolyn Horton, Palms Chapter, created a beautiful aviation quilt for this special fundraising project. Other projects are being implemented by other Chapters.

Check back in your May/June issue for the three phases of the project and the preliminary plans. It is planned to be completed in June 1997. No time to waste, ladies! ✨



Peg Ewerts, Susan Larson, Claire Walters and Golda Newman at the Southwest Section meeting in May. Golda presented Claire Walters, Fundraising Chairman, with a check for \$2,500 for "The Second Floor" and challenged other Chapters to "MEET IT OR BEAT IT!"

Please send your donations to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066.

Checks should be made payable to The Ninety-Nines, and add on the memo line: "Second Floor."

## Many thanks to these recent contributors to the "Second Floor"

### Chapters

San Fernando Valley	Lake Tahoe
Columbia Cascade	Illiana Cardinals
Rio Colorado	Scioto Valley
Redwood Empire	Crater Lake
San Gabriel	Utah
Alberta	Central Oregon
	Orange County

### Individuals

Verna S. West  
Melanie Carney  
Louise Morrison  
Megann Streeter  
Evelyn McIlveen  
Thelma J. Cull  
Catherine Fraser  
Dorothy Birdsong  
Henry J. Coonrod  
Dorothy C. Robinson

Ruth E. Nitzen  
Leslie Highleyman  
Adelaide Tinker  
Rosemary Williams  
Letfia El-Nadi  
Gail Kass  
Mary Becker  
Isabel Warmoth  
Nancy Stratford  
Darline Sanders  
Altha Carico

Jewell Brown  
Phyllis Tate  
Marcia Buller  
Juanita Newell  
Janice Serfass  
Leah Liersch  
Hilda Savage  
Dorothy Smith  
Ruth O'Connor  
Madaline Boyes  
Catherine Fraser

## LETTERS, continued from page 5

was killed in a P-38 Lockheed Lightning, a twin engine pursuit, after taking off from Harrisburg, Pa.

—Inez Woods, Yavapai Chapter

### Jacqueline Cochran correction

I recently received my May/June edition of the 99 News and leafed through it in the usual manner. It was with great pleasure that I learned that Jacqueline Cochran was honored with a commemorative stamp. As I read the article, I was dismayed, even shocked, to see that she was credited in the 99 News, of all places, with being the first woman to win the Bendix Transcontinental Race in 1938.

Louise Thaden was the first woman to win The Bendix Transcontinental Race, and she accomplished this feat in 1936.

Jacqueline Cochran is an example to us all, in her own right, of great achievement. I am sure that she would not want false credit given her. She did indeed

place first in the 1938 Bendix Race, but there was one who came before her in 1936.

This year, family and friends of Louise have worked to put together a flight of various Staggerwings and other vintage aircraft to honor Louise's win of the Bendix on its 60th anniversary.

The Staggerwing Beech Commemorative Tour will depart Youngstown Elser Metro Airport in Ohio on Aug. 27 and arrive in El Cajon, Calif., on the 29th with festivities planned on each side of the tour over the respective weekends. Stops along the way will be made in Bentonville, Alaska, (home of Louise M. Thaden Field), Wichita, Kan., Bartlesville and Oklahoma City, Okla. (at 99s Headquarters).

Our whole family will be participating in the tour and we look forward to seeing many of the 99s along the way. —Terry L. von Thaden, Katahdin Wings Chapter

## EDITOR'S DESK

### Events at the 1996 Convention

will be covered in the Sept./Oct. issue.

If you joined in the fun and camaraderie at Oklahoma City and took pictures you would like to contribute for possible inclusion in a photo montage, please send them to me by August 25 at 807 N. Waco, Ste 22, Wichita, KS 67203. All names and Chapter information must be taped to the back. Photos will be forwarded to Headquarters for 99s Archives.

### The Nov./Dec. cover and feature will relate to "The Second Floor."

If you want your name to appear in the roster of participants who are helping to make this dream become reality, send your check before Oct. 15 (deadline of the Nov./Dec. issue) to the address in the box at the top of this page.

### Cover Story Credit

Last month's feature story was suggested by Michele Cabot, Eastern New England Chapter, who also shot the cover photo of the R-22 helicopter.

### ATTENTION NEW REPORTERS:

If you do not have a Reporter's Form to use for submitting articles for possible inclusion in the magazine, please let me know.

—Betty Rowley, Editor

807 N. Waco, Ste 22, Wichita, KS 67203 or Fax 316-263-7350.

## Pilot shortage threatens rebound

**A**S CESSNA AIRCRAFT returns to the world of manufacturing single engine piston airplanes, the \$64,000 question becomes: Will the industry be able to attract the people needed to fly those planes?

The pilot population peaked in the late 1970s and has seen a steady decline since. If more people do not take up flying within the next five years, the \$15 billion-a-year general aviation industry will be in serious trouble, say industry leaders.

"Our long-term success depends on being able to rebuild the student-pilot population," said Pat Boyarski, general manager of Cessna's single engine program.

Today, there are about 650,000 private, commercial and air-transport pilots. (Professional pilots make up a small percentage of the overall pilot population and there's no shortage—yet. That situation could shift if the pool of pilots continues to shrink.) That number will fall to 530,000 by 2000 at the current rate of attrition, according to predictions by the General Aviation Manufacturers Association (GAMA).

Why the declining numbers? For one, product-liability lawsuits during the 1980s caused flying to be a much more expensive undertaking. Also, competition for discretionary income increased and scheduled airline service in a deregulated environment grew, lessening the incentive for business people to fly their own planes.

However, led by legislation placing an 18-year cap on product-liability lawsuits, the industry is poised for a comeback. Because Cessna's production is set to start at fairly low levels and there is pent-up demand for piston-engine aircraft, industry observers say the company shouldn't have a problem selling airplanes at first. But without student-pilot enrollment increases, there's difficulty in the long run.

"We're not looking at a crisis in the next two years, but if nothing changes, it will be a crisis in five years," said David Ellis, director of research and development at the National Institute of Aviation Research.

GAMA's goal is 100,000 new student pilots yearly, an objective the report's authors say is needed in order to build a stable pilot population and create demand for piston aircraft. The high number is due in part to the fact that 34 percent of students drop the activity each year and only 14 percent of student pilots earn their license each year, according to FAA figures.

If the industry doesn't work on getting a new generation of pilots hooked on flying, general aviation's anticipated takeoff will remain grounded.

Some in the industry, Ellis said, believe that it may be too late, but he thinks there's time to stem the tide, especially because there is so much latent interest in flying.

That latent market is potentially very large," Ellis said. "According to the studies, it's so large it's hard for some of us to believe."

GAMA's research found that more than 1

million people in the United States, especially professionals in the "baby boomer" category, are qualified to fly and very interested in it.

Cessna officials have said that they will be updating and revitalizing their flight-training system, called the Cessna Pilot Center Program. There are now 493 such centers worldwide.

General aviation, like a number of other fields, can turn itself around with some applied effort, said Shelly Snyder, GAMA spokeswoman.

Surveys show that the "romance of flying" is the major drawing card to the activity. Yingling Aircraft Inc. in Wichita, Kan., held a recent open house which attracted more than 2,000 visitors. (Forty-two of them paid \$25 each for a short introductory flight.)

Will the kind of interest shown at Yingling continue and translate into people willing to invest the time and money (about \$3,000) to earn a private pilot's license? Yingling Flight Department Manager Dan Buerki thinks it will. "I don't know if we can match those days of the late 1970s, but I know we can get somewhere between the boom and the dismal days," Buerki said.

*Excerpted from an article by David Dinell in June 7, 1996, issue of the Wichita Business Journal.*

## GAMA releases report on results of General Aviation Revitalization act

Following passage of the General Aviation Revitalization Act on Aug. 17, 1994, the general aviation industry has seen renewed growth with an increase in jobs, new products and the reopening of aircraft production lines. The current status of the general aviation industry is highlighted in a *Report to the President and Congress: The Results of the General Aviation Revitalization Act*. Since the liability-limiting legislation was signed into law, the industry has experienced many positive results. This report demonstrates those changes and emphasizes the bright future ahead for general aviation.

The full-color, four-page report, produced by the General Aviation Manufacturers Association, can be obtained by contacting GAMA, 1400 K St., NW, Suite 801, Washington, DC 20005.

## Free info from AOPA

A new era of growth and prosperity in general aviation is underway. AOPA has produced a publication to show how you can get on board. Write to *AOPA/Communications Resources for You*, Department 3, 421 Aviation Way, Frederick, MD 21701. Or order by fax: 301-695-2375.

## Instructor pilot wanted

The Boeing Company Customer Services Division is currently requesting candidates for Instructor Pilot with these qualifications: Significant heavy jet experience in past 5 years. Instructor and/or check airman status and experience. Flight time meeting or exceeding the minimum required for airline transport certificate. Type ratings in current generation Boeing airplanes desired. Contingent on FAA Class I Medical and Boeing Company physical. Ref. 71ES-MA-BCAG-F73496. Candidates should send resumes with flight time to The Boeing Company, Flight Training Personnel, P.O. Box 3707, MS20-80, Seattle, WA 98124-2207, or fax resume to 206-662-7892.





# World Precision Flying Championship

## Registration form for WPFC workers, exhibitors and guests

Although it is not necessary to register for any of the WPFC activities to be involved in the workings of the competition, you may want to attend some of the events. For the convenience of those who wish to participate in some of the functions with the team members, the following registration applies. **Please complete and return to: Pat Mlady, 9505 Villa Ridge Drive, Las Vegas, NV 89134**

PLEASE PRINT CLEARLY

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Country and Postal Code (If not USA) \_\_\_\_\_  
 Phone: (Home) ( ) ( ) ( ) (Bus.) ( ) ( ) ( )

### CHECK ALL THAT APPLY:

☐ Worker ☐ Exhibitor ☐ Guest  
☐ Ninety-Nine  
 Chapter \_\_\_\_\_  
 Section \_\_\_\_\_

### ARRIVAL/DEPARTURE INFORMATION

By Commercial Airlines: Arrival \_\_\_\_\_ Airline Flight No. \_\_\_\_\_ Airport \_\_\_\_\_  
 Departure \_\_\_\_\_ Airline Flight No. \_\_\_\_\_ Airport \_\_\_\_\_

By Private Airplane at Fort Worth Meacham International Airport: Type A/C \_\_\_\_\_ N# \_\_\_\_\_  
 Arrival Date \_\_\_\_\_ ETA \_\_\_\_\_  
 Departure Date \_\_\_\_\_ ETD \_\_\_\_\_

By Automobile: Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

I (we) would be available to provide transportation if needed. Yes ☐ No ☐

### WORK ASSIGNMENTS

I (we) have already been given an assignment. Yes ☐ No ☐ Please give me a work assignment. Yes ☐ No ☐

### REGISTRATION INFORMATION

**Deadline for advance registration: Sept. 10, 1996.**

**All other registrations will be handled on an availability basis upon arrival in Fort Worth.**

**SATURDAY, SEPT. 28 - OPENING EVENT.** Includes transportation, Tarantula Train to Fort Worth Stockyards Station, Mexican Fiesta including margaritas/beer/soft drinks and entertainment.

No. of tickets \_\_\_\_\_ @ \$35.50 per person \$ \_\_\_\_\_

**FRIDAY, OCT. 4 - EVENING AT TEXAS LIL'S DIAMOND A RANCH.** Includes BBQ meal, beer/wine/soft drinks, wagon rides, country/western band, line dancing with dance instructor, rolo-roper, quickdraw competition, show rodeo, transportation to and from ranch, and other surprises.

No. of tickets \_\_\_\_\_ @ \$60 per person \$ \_\_\_\_\_

**SATURDAY, OCT. 5 - AWARDS BANQUET**

No. of tickets \_\_\_\_\_ @ \$30 per person \$ \_\_\_\_\_

**FULL REGISTRATION.** Includes all of the above plus five dinners during the competition week and bus transportation to and from the Meacham Airport on competition days.

No. of registrations \_\_\_\_\_ @ \$250 per person \$ \_\_\_\_\_

**Make checks payable to World Precision Flying Championship and mail to: Pat Mlady, 9505 Villa Ridge Drive, Las Vegas, NV 89134**

**TOTAL \$ \_\_\_\_\_**

\_\_\_\_\_

***Please make reservations for me (us) at the Competition Hotel Green Oaks Inn and Conference Center, Fort Worth, Texas.***

Name: (please print) \_\_\_\_\_

Rooming with \_\_\_\_\_

---

---

**TYPE OF ACCOMMODATION**

Check all that apply:

Single ☐ Double ☐ Triple ☐ Quad ☐ 1-4 people in room - \$76.00 (including tax)

Queen/King Bed ☐ Two Beds ☐ Smoking ☐ Non-Smoking ☐

Check all that apply:

Single ☐ Double ☐ Triple ☐ Quad ☐ 1-4 people in room - \$76.00 (including tax)

Queen/King Bed ☐ Two Beds ☐ Smoking ☐ Non-Smoking ☐

Arrival Date: \_\_\_\_\_ Departure Date \_\_\_\_\_

[illegible]

☐ VISA/MasterCard    ☐ American Express    ☐ Other    Expiration Date \_\_\_\_\_

Signature as on card \_\_\_\_\_

**AIRLINE RESERVATIONS:**

American Airlines has been designated the official domestic airline for the World Precision Flying Championships. It is offering the following discounts:

5% off applicable fares or 10% off Y26 seven-day advance purchase tickets.

NOTE: All fare rules apply. These discounts are not for use with any other discounted fare, i.e., senior, child, military/government. A \$50 administrative service charge will apply for reissues and full or partial refunds.

Please call American Airlines at 1-800-433-1790 or your local travel agent to make reservations. Refer to STAR No. S3296LB when making reservations.

**RENTAL CARS:**

Avis Rental Car has been designated the official rental agency for the World Precision Flying Championship. It is providing a 5% discount off its best available rate.

Reservations may be made either through American Airlines when making airline reservations or by calling Avis at 1-800-331-1600. Please refer to File No. D003475.

Cars may be picked up at Dallas/Fort Worth International Airport or at the Downtown office at 801 West Weatherford in Fort Worth. The Fort Worth office will reimburse up to \$5 on cab fare from Fort Worth Meacham International Airport or from the hotel.

**REGISTRATION SERVICES:**

Registration Services will be open at appropriate times beginning Sept. 18.

**SEND THIS COMPLETED FORM TO PAT MLADY, 9505 VILLA RIDGE DRIVE, LAS VEGAS, NV 89134**



# First Time Ever In Northern California!

## AOPA EXPO '96

*Thousands of the latest products and services.  
You've got to see it to believe it!*

### HIGHLIGHTS:

- ▶ Over 350 Of The Latest GA Exhibits
- ▶ In-Depth Seminar Program
- ▶ Wide Variety Of Airplanes On Display At Reid-Hillview Airport
- ▶ Informative Product Demonstrations
- ▶ General Sessions Covering The Hottest GA Topics
- ▶ Over 25 Other Aviation Group Meetings
- ▶ Guest Programs And Tours
- ▶ AOPA Night At Great America Theme Park
- ▶ Register In Advance Or On-Site
  - One-Day Passes Available In Advance Or On-Site At The San Jose Convention Center
  - 2-Day And 3-Day Advance Registration Packages



*Fly-in procedures available upon request.*

# October 17-19 San Jose, California

Call For Details And Registration Information: **Mention Code: 9634**

# 1-800-942-4269

# GRASS ROOTS



## Mid-Atlantic Section Meeting

By Edith Fischer

Hampton Roads Chapter

Beautiful, historic Charleston, S.C., was the site in May of a joint meeting of the Mid-Atlantic, Southeast and Caribbean Sections. About 80 members and guests attended.

A welcome reception on Thursday was followed with a breakfast buffet on Friday and a long-range planning workshop dealing with the future of the 99s. Governors Gayl Henze and Vicki Sherman along with International President Joyce Wells and International Board Members Connie Wilds and Beverley Sharp presented an overview of the organization's current status as reflected by the survey of members taken last year, followed by a discussion and Q&A session. The long-range planning workshop ended on a positive note.

A number of other workshops were held on Friday, then a shift in the pace of the day brought an evening of relaxation as we toured

old Charleston in horse-drawn carriages through the historic Market Square area; we then enjoyed dinner and entertainment at the Old Exchange and Provost Dungeon building on East Bay Street—a truly delightful experience.

A gala luncheon was topped off by a delightful keynote speaker from Kentucky Blue Grass Chapter, Sheri Coin Marshall. Sheri kept us spellbound as she talked about her book, *One Can Do It*, her remarkable story of a determined young female who lost an arm at age 3. She became a licensed pilot and has gone on to encourage and teach other physically impaired people to fly. In addition to other licenses and ratings, she is now in training to get her Part 135 license.

Altogether, the Joint Section Meeting was a huge success. We were informed, we learned, we exchanged views and we experienced the camaraderie which is so important and a significant aspect of member benefits.



Shown enjoying dinner at a joint meeting of the Mid-Atlantic, Southeast and Caribbean Sections in May are (Front row) Philip Fuller, ATCT Hub Manager, West Columbia, S.C.; Donna Moore, Women with Wings Chapter; Vicki Sherman, Florida Spaceport Chapter; and Lee Orr, Blue Ridge Chapter. (Rear) Gayl Henze, Eastern Pennsylvania Chapter; Doris Abbate, Long Island Chapter; and Connie Wilds, Florida Goldcoast Chapter.

## Greater Seattle Chapter

Members held a Saturday fly-in auction which raised \$570 for a scholarship fund to be administered by the Chapter. The first \$200 was turned over to Auburn Flight Service for Melissa Thomas, a high school student enrolled in the early morning flight studies taught at her high school through the efforts of the FBO.

Through the program, students receive ground school aviation history and 16.5 hours of dual flight at Auburn Airport. They cannot solo under the school district's policy. The Chapter's donation will help Melissa reach her goal. She plans a medical career and hopes to use flying in conjunction with medicine.



Greater Seattle Chapter members award \$200 to Melissa Thomas, Federal Way High School, to help toward solo at Auburn Flight Service. Left to right: Doug Houghton, instructor; Melissa, Nancy Jensen, Northwest Governor; Connie Eubbe; and Marian Hartley, Chairman.



## South Central Section

Pat Ward, International 99s Director; Marilyn Copeland, AEBM Chairman; Lois Erickson, International 99s Vice President; and Carole Sutton, SC Section Governor at South Central Section meeting in Atchison in June.



## East Canada Section

Words of encouragement and donations are starting to come in from Canadian 99s for the Canadian Precision Flight Team. Major sponsors for the team are still being sought, in particular, a donation of aircraft.

—Dorothy Berthelet

Grace Morfitt, new Governor of the East Canada Section, and Joy Parker Blackwood, former Governor, at East Canada Section Spring meeting in Montreal. —Louise Giacomo, Montreal Chapter



### Alaska Chapter

Mary Reid-Jensen was honored at a retirement ceremony for her 30 years of service to the Civil Air Patrol. She retired as a Lt. Col.

Mary learned to fly in the early 1960s in a Piper Colt. At that time, she was a single parent with four children. She had learned the majority of the background for the written private exam through CAP. In 1964, she purchased a Taylorcraft on floats for \$1,750. She continued her flying activities in the CAP as a mission pilot until 1990.

Mary worked at Anchorage radio stations KBYR and KFQD selling radio advertising for 30 years, during which time she flew clients out on fishing trips. —*Melanie Hancock*



*Col. Mike Pannone, Commander, Alaska Wing, Civil Air Patrol presents Retirement Certificate to Lt. Col. Mary Reid, Alaska Chapter.*

### Colorado Chapter

On Sept. 28 there will be a Companion Flyer event at Ft. Collins Loveland Airport. Cost: \$40. Contact Jessica McMillan at 303-494-1312.



*Colorado Chapter members Mira Goel and Jessica McMillan fly 747 simulator at Metropolitan State College of Denver World Indoor Airport Aerospace Science Department.*

### Women With Wings

Members were delighted to have 38 Girl Scouts attend their meeting to complete work on their Aero Space Badges. The girls were treated to lunch and participated in paper-airplane races. Karen Reed introduced female high school students from Wadsworth, Ohio, to commercial aviation with a "Shadow Day." Mary Leahy presented three preschool classes to a day of aviation fun, which included a field trip to a local airport. Chairman Mary Ann Abbott and her husband Dick were featured in the May issue of *AOPA Magazine*. Mary Ann en-

rolled as a student in May of '95 in AOPA's Project Pilot. Dick, a 40-year pilot, served as her mentor. Mary Ann successfully completed the program by earning her private pilot rating in October of '95. She found the Project Pilot program to be helpful at every step and recommends it to any student pilot.

On May 25, at Skypark Airport in Ohio, members co-sponsored many events, including more than 120 airplane rides. They raised \$1,150 and assisted in preflight briefing, by making pancakes, selling tickets, etc. Those helping were Bonnie Morehead, Pam Sprang, Martha Case, Chris

### Kitty Hawk Chapter

At our March meeting, we hosted two Girl Scout aviation activities. Jane Tyner, an FAA Aviation Safety Inspector, presented a program on career opportunities in aviation for the girls participating in the annual Great Raleigh Run-Around (a career exploration weekend for cadet and senior-level scouts) as well as participants in the Pines High Adventure Program, "Women in Aviation," an intensive introduction into aviation conducted over two weekends.

In April, our Chapter members assisted FAA and NCDOT at the spring Wings Weekend in Greensboro, N.C. Members parked aircraft, registered participants and several members with CFIs gave flight instruction. The Chapter was recognized at the banquet on Saturday evening for its ongoing service to the aviation community.

Kris Kurth-Weninger will be leaving her post as Chief Flight Instructor at Atlantic Aero in Greensboro, N.C. to become a First Officer for Continental Express. —*Patricia Greenwell*



*Janet Davis, Kitty Hawk Chapter, presents some cockpit familiarization to Girl Scout participants of the "Women in Aviation" Pines High Adventure Program.*

Gurnick, Donna Moore, Pam Morrison, Amber Sichau, Karen Reed, Mary Leahy and Frances Frederick.

Bonnie Morehead and husband Jim have established a scholarship, primarily for girls interested in aviation as a career, in honor of their daughter, Whitney.

—*Heidi Dietz*

### North Jersey Chapter

Linda Scully acquired the Lincoln Park Aviation Flight School early this year, on the heels of achieving her ATP rating last December with the help of her AE Scholarship. Linda has been a flight instructor at this flight school, using her own Cessna Aerobat taildragger for spin training, emergency maneuvers, basic aerobatics and tailwheel transition. She has recently been appointed Teterboro (N.J.) FSDO Aviation Safety Counselor.

### Eastern Ontario Chapter

A new record for this year's Poker Run was set! \$1,500 in gross sales. Half of the net proceeds was donated to the Canadian Precision Flight Team. Marlene Jacob won the first annual "Barrie C. Gomer Memorial Scholarship" at Rockcliffe Flying Club. She was chosen in recognition of her dedication towards aviation in the past and her interest in pursuing a career in aviation. She will use the \$3,000 award to earn her IFR.

### Hudson Valley Chapter

Barbara Barrett, a member of the Board of Directors of Piper Aircraft, will speak on July 21 at our Safety Seminar at Dutchess County Airport, Richmon Aviation, Poughkeepsie, N.Y. On Sept. 7, the theme of our Safety Seminar will be "How Aviation Assists Humanity." Representatives of the

*continued on page 22*



Corporate Angel Network and the Cessna Citation Airlift will be speakers. For more info, contact Susan Sullivan at 914-462-4622.

### Pikes Peak Chapter

Clancey Maloney, outgoing chairman, found that her pilot job was abolished due to the recent disbanding of the charter operation for whom she had flown. Not to be outdone by fate, she quickly found a pilot's dream: She's flying for the Forest Service. Clancey enjoys mountain flying and is well qualified for the position. She served as instructor in the Mountain Flying Workshop for the Bonanza/Baron Pilot Proficiency Program, Inc. With the Forest Service, she flies a Cessna TV 206. She was initiated into the Forest Service with a rash of forest fires—was on duty for 12 consecutive days without a break assisting the team in pinpointing the slurry drops. A solution was found to finance our budget by accepting advertisements in our Chapter newsletter—\$50 per ad. We are happy to report that our finances are now in the black. —Onita Winfrey

### Orange County Chapter

Members conducted an extremely successful Flying Companion Seminar at Orange Coast College in Costa Mesa, Calif. The classroom was filled to capacity with 47 flying companions, plus our own Chapter members. Our speakers were Valerie Perkins, CFII from O.C. Flight Center at JWA; Brenda Jackson, 99 and former Center Controller; Barbara Ward and Eleanor Todd, CFI; Shirley McFall, Advanced Ground Instructor; Lori Lubline, ATC Controller at Ontario Airport; Diane Myers, Captain for Continental Airlines on DC-10s; and our hostess with the mostess, Chris Stulik, who orchestrated the whole affair as well as being one of the speakers. This is our biggest fundraiser of the year, and so rewarding when the companion evaluation sheets all came back in "E" for Excellent. Our companions left the seminar much more informed, excited about flying and with their interest piqued. We can all say, "Mission accomplished."

—Mary Van Velzer



Joyce Wells with Jody McCarrell, Coordinator of WPFC '96, and Joan Brockett, Hampton Roads Chapter, enjoying dinner at the joint meeting of Mid-Atlantic, Southeast and Caribbean Sections held in Charleston, S.C., in May.



Diane Bartels, Merce Marti (Nebraska Chapter adoptee) Linda Sutton, Patsy Meyer, Carole Sutton (SCS Governor), Sally Van Zandt (Chapter Chairman), Betty Edison and Eleanor Lilienthal at Forest of Friendship.

### Wildflower Chapter

The Chapter sponsored a trip to Space Camp in Huntsville, Ala., for young authors of the best essay on "Why I want to go to Space Camp."

The winner of the essay contest was Nanette Neal, age 12, of Denison, Texas. She will be provided with tuition to Space Camp and her airfare, worth approximately \$1,200, which was raised by pancake breakfasts, concessions stands and local dues. The winners of the best essays from each town in which an active Wildflower Chapter member resides were given Space Camp T-shirts for their efforts. Nanette is shown here being presented with a plaque and certificate by Pat Wright, Chapter Chairman.



### Kansas Chapter

Volunteers Cathy Clothier, Jackie Sauder and Phyllis Blanton working at the 99s booth at the First Annual Air Capital Air Show in Wichita. A crowd of around 10,000 attended the two-day benefit for the Kansas Aviation Museum.



### Nebraska Chapter

Among the highlights of the activities in Atchison in June was the opportunity to meet our adopted member, Merce Marti from Barcelona, Spain, who was inducted into the Forest of Friendship.

Merce, 27 years old, had just finished the Air Race of the Americas flying with fellow 99 Karole Jensen from Myrtle Beach, S.C. They flew a Rocket-converted Mooney called "Silver Bullet" and despite some problems, including a fuel transfer problem while hundreds of miles over the ocean, they were victorious in winning the race.

Our experience with Merce is a great example of what other Chapters might gain from adopting a Member at Large.

## RATINGS AND WINGS

### RATINGS

MayCay Beeler	Kitty Hawk	ATP
Linda M. Morrison	Greater Seattle	Boeing 737
Chris Wellons	Colorado Chapter	CFI
Starr Krottinger	Fort Worth	Instrument (ASEL)
Louise Giacomo	Montreal	Private helicopter
Camille Arsenaault	Eastern Ontario	Instructor
Bonnie McClintock	Women With Wings	IFR written
Linda Scully	North Jersey	ATP
Stephanie Fryer	Phoenix	Instrument and CFI
Jackie Whitford	Phoenix	Commercial Glider
Sandy Duffy	Phoenix	CFII

### WINGS

Gaye Wohlin	Women With Wings	Phase IV
Sara Parmenter	Virginia	Phase IX
Dodie Riach	North Jersey	Phase II
Marilyn Patierno	North Jersey	Phase IV
Wally Funk	Long Beach	Phase XIV



## Mile High Air Derby

On Sept. 14, the annual Mile High Air Derby sponsored by the Colorado Chapter will be held. Send \$5 for race kit to Linda Horn, 14437 W. 32nd Ave., Golden, CO 80401-1475.

## Garden State 300

Six North Jersey 99s participated in our sister Chapter's Garden State 300 in June. Judy Bolkema (pilot of her Cessna 172) and Jean Scibetta (copilot) won first place overall and first 99s, two perpetual trophies, and best fuel consumption score.

Aileen Trotter (pilot of her Cessna 172) and Marilyn Patierno (copilot) were fifth overall. Jackie Siegel and Doreen Tighe were copilots in Bonanza A36 and Cessna 195. —Aileen Trotter



Judy Bolkema and Jean Scibetta with first place trophies from Garden State 300 race in June.

## Poker Runs

Louise Giacomo and Gayle Conners participated at **First Canadian Chapter Poker Run** on May 25 at Brampton, Ontario. Gayle won a beautiful food basket. The chapter will sponsor a Poker Run and Fly-in Lunch in Beloeil Airport (SB3) on Aug. 17. For information, contact Louise Giacomo, 514-624-4444.

**North Jersey Chapter** had a very successful (200 hands) Poker Run with a new twist and further fund-raiser: a cafe at the last airport which offered homemade desserts and beverages.



## U.S. Air Race Inc.

A group of 63 people from 14 states flying 26 different make and model aircraft flew in the second annual U.S. Air Race held June 8-13. This interesting, challenging cross-country event is flown during daylight hours under visual flight rules. Each individual aircraft is timed over a measured course and given a handicap,

which makes all aircraft equal at the start of the event.

This year, the slowest aircraft was 130 mph and the fastest 285 mph. Thirty-one aircraft started in Durango, Colo., and ended in Kenner, La. There was excellent competition, camaraderie and loads of fun.

\$10,000 in prize money plus beautiful wood trophies were awarded to the pilots and copilots for the top five place winners. Fifth place this year went to Lake Michigan 99s Mary Creason and Maisie Stears.—*Information supplied by Marion P. Jayne, President/Race Director*

## Sunflower Rally

The 15th Sunflower Rally Annual cross-country proficiency race sponsored by the Kansas 99s, will be held on Sept. 21 at Yingling Aircraft, Mid-Continent Airport, in Wichita, Kan. The Rally is open to all licensed pilots. There are cash prizes and many other awards. Cost is \$35 per team of a pilot and navigator. (Only single or multi-engine stock aircraft with a standard airworthiness certificate and insurance are permitted per the 99s insurance policy.) Entry deadline is Sept. 17. For race kit, send \$5 to Sunflower Rally, 170 Hillsdale Drive, Wichita, KS 67230.

## Cover Girl follow-up

**Celia Vanderpool**, cover girl, Jan./Feb. 1996, has been contacted by Saddleback College in Orange County regarding drafting a curriculum for college students and teaching a class on Saturdays. Then, miracle of all miracles, Edwards AFB proposed a program whereby she would serve as a liaison between high school teachers all over the U.S. and NASA, drafting a curriculum whereby Celia would teach teachers how to teach aviation science to their students. The last I heard, Celia will be teaching this class of teachers this summer at Edwards AFB. Isn't that exciting!

—*Mary Van Velzer, Orange County Chapter*

**Jetta Schantz**, 99s cover girl Nov./Dec. 1994, was shown in the "Faces in the Crowd" column of the April 1 issue of *Sports Illustrated*, which acknowledged her accomplishment of breaking the women's aviation duration world record in her hot air balloon.

## WELCOME THESE 82 WOMEN PILOTS TO THE NINETY-NINES

Bettye C. Adams  
Nancy Carol Anderson  
Mary D. Ball  
Patricia Ann Ball  
Elizabeth A. Bann  
Marie Saunders Batten  
Angela Eller Beasley  
Catherine Masterson Benoit  
Linda Bess Black  
Lisa Marie Booker  
Lisa Booth  
Patricia Anne Bouvier  
Kristin Kendall Brawley  
Kathleen Brunsahan  
Leslee DeAnn Clark  
Romy Merrit Connor  
Sherry D. Cooper  
Gloria B. Dalton  
Emily Susan Dawson  
Jane V. Depra  
Daniele Suzanne Dunphy

Barbara Ann Ferguson  
Jiska Marlies Ford  
Vivian Foote  
Wendy Harshman Freeze  
Farnes Maxine Frederick  
April Darice Graddy  
Laura Margaret Groves  
Noor Azizah Hamzah-Braybrook  
Amanda Jean Hartzler  
Charlene Dee Haskell  
Rosalind Margaret Heinemann  
Karen P. Hopson  
Barbara Ann Huffman  
Georgia I. Ioannou  
Karen Raye Israel  
Keito Ito  
Cynthia Jean Johnson  
Lorraine Judd  
Mary Anne Juillerat  
Marcia L. Kardatzke  
Gayle Louise Kase

Elicia M. Kemp  
Joanne S. Kohen  
Kathy Lankford  
Kathy M. Lashchuk  
Kimberly I. Lindner  
Grace M. Lloyd  
Sally D. Patricia Lyn  
Dr. Angelika A. Machinek  
Cynthia S. Magidson  
Christine Sue Malcomson  
Tracy Lynn Marshall-Johnson  
Sandra Spradley McKenna  
Helen Frances McMahan  
Ramona Lynn Miller  
Noriko Date Moss  
Janet Vee Phelps  
Danielle Pinneri  
M. Gabriela Pugliese  
Monica Therese Radzin  
Kelli Dawn Reep  
Alison Lea Salerno

Nancy Aedes Scheer  
Kathleen Ann Schlachter  
Beth Yvonne Scholder  
Nancy E. Schubert  
Norma Skoos  
Pamela S. Smith  
Heidi Lynn Southworth  
Bonnie Elizabeth Triplat  
Maria Joanna Vermoelen  
Katherine Ellen Wallace  
Ann Elizabeth Walsh  
Teresa A. Walton  
Carol Ann Waxmundsky  
Victoria L. Weaver  
Robyn Debra Williams  
Donna Forsyth Wilt  
Deborah C. Yarbrough  
Kathleen Ann Yodice  
Teresa L. Zagaria

## NEW HORIZONS

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

**DOROTHY PRICE GILLIS** died June 17. She was an enthusiastic 99 who took great pride in her Detroit Chapter's annual Companion Flyer Course. Dorothy was a familiar sight at Oshkosh where for 30 years she and husband Ken flew and exhibited their string of WWII War Birds: AL5-G "Sentinel," an L2-A "Grasshopper," an IO-A "Bird Dog" and a 1940 Piper J3 Cub. Dorothy logged many thousands of miles over the United States, Canada, Alaska and Hawaii. From north to south, over highest and lowest elevations, she crossed and recrossed the country. She met the challenge of cancer as she did her aviation career: with courage and determination. The aviation world has lost another courageous lady. —*Brooks Powell, Northeast Kansas Chapter*

**Joe Carrigan**, died from cancer on June 14. Joe was a great supporter of The 99s, the Amelia Earhart Birthplace Museum and a cofounder of the Forest of Friend-

ship in 1976. He was born in 1916 and moved to Atchison when he was 3 years old. He was an executive for Midwest Solvents Company Inc. and active in many Atchison civic organizations.

**Thomas Peckham**, father of Linda Peckham Scroggs, was a life-long aviation enthusiast, career pilot, aircraft owner and builder and headed the Houston (Texas) EAA Chapter for several years. His name is to be added to the EAA Memorial Remembrance Wall and his family plans to donate his WWII replica SE-5A biwing to the EAA's Sun 'n Fun Museum in Lakeland, Fla.

**J. Franklin Park**, 49 1/2 of Mary Harwell Park, Colorado Chapter, died April 16 in Boulder, Colo. He was a first lieutenant in the Army Signal Corps during World War II and received his private pilot license in 1974. He and Mary owned a Cessna 182 Turbo RG which they flew to Alabama to visit family several times a year. Frank worked as a timer in the 1995 Mile High Air Derby.

—*Jessica McMillan*

**99s History Book** - If you have not placed your order for *The Ninety-Nines History Book* containing 368 full pages of bios and history, contact Headquarters for more info or to order.

## BULLETIN BOARD

**Airshows on the Web** - International Council of Air Shows now has a site on the World Wide Web at <http://www.airshow.org>.

**AOPA Convention** - The 99s Booth at the AOPA Convention in San Jose, Calif., Oct. 18-20 needs volunteers.

Call Peggy Ewert at 408-245-4687. A 99s' Breakfast at AOPA will be held on Oct. 19.

**Request for info on "firsts"** - Roger Nordyke, U.S. Army Aviation Corps. (ret.), is conducting research for a book highlighting women throughout aviation history. He is looking for any and all stories, logs, journals, dairies, etc., that document facts concerning the first woman to fly lighter-than-air craft such as balloons and dirigibles, first private pilot (by state), first commercial pilot (by state), first first officer (by airlines), first captain (by airlines), first officer to make captain (by airlines), first stewardess, first trans-Atlantic/Pacific solo, round the world, first astronaut, first in space.

If you have material of this nature which you are willing to loan to him, contact him at Great NorthWest Publishing, P.O. Box 99568, Tacoma, WA 98499-0568.

## '96 AE PHILATELIC COVER

The 1996 AE philatelic cover commemorates the 20th Anniversary of the Forest of Friendship in Atchison, Kan. It is the original cover issued in 1963 with a 50-cent Jacqueline Cochran stamp—and a 32-cent Bessie Coleman stamp plus a gold seal added. It is signed by Fay Gillis Wells and was postmarked in Atchison on June 21, 1996.

The cover is available for a \$20 donation to the AE Memorial Scholarship Fund (AEMSF). Send donation along with a self-addressed No. 10 stamped envelope to Barbara Evans, 4307 Quail Run Lane, Danville, CA 94506-5850

## CLASSIFIEDS

### WOMEN PILOT'S CAREER GUIDANCE - KAREN KAHN

**Ninety-Nines helping Ninety-Nines**  
Personalized career guidance, time building tips and practice interviews from experienced airline captains. In-person or phone consultations to accelerate your progress and avoid expensive mistakes. **25% discount for 99s.**

#### AVIATION CAREER COUNSELING

933 Cheltenham Road  
Santa Barbara, CA 93105  
805-687-9493

### BURT RUTAN BIOGRAPHY

**Burt Rutan Biography** by 99 Dr. Vera Rollo. The women he loves inspire this genius who's "reinventing the airplane." Hardback: \$22. MHPress, 9205 Tuckerman St., Lanham, MD 20706.

### FUTURE AIRLINE PILOTS:

**FAPA members and all future airline pilots — military and civilian.** Compare before you buy or renew. AIR, Inc. offers a top quality complete airline pilot career development system delivered on time by experienced professionals for only \$156/1st Yr., \$85/renewal. Get all the hiring information you need to land one of the 9,000+ jobs in '96! Service includes: Job Monthly newsletter detailing 200 airlines - Majors/Nat'l's/Regionals/Pax & Cargo. Plus Application Handbook, Career Guide - hiring forecast/job search planning/interviewing. Airline Address/Fleet & Sim Directories, unlimited 800 career counseling. Optional - Lifetime resume service. National Career Seminars/Job Fairs - DFW Sat. MAR '97,

## ADVERTISE IN THE INTERNATIONAL WOMEN PILOTS MAGAZINE/99 NEWS

*Reach 6,500 women pilots and their flying friends and families!*

### Classified Advertising

\$1.00 per word. Minimum charge: \$20. Enclose check with ad. No charge for name, address, telephone/fax. Send to:

The Ninety-Nines, Inc.  
Box 965, 7100 Terminal Drive  
Oklahoma City, OK 73159  
USA

**For a display advertising rate sheet, call:**

John Shoemaker  
Village Press  
Traverse City, Mich.  
1-800-773-7798, ext. 3317

### FLY THE WEST

Irene Leverton, 25,000 hr CFI  
520-636-5197  
P.O. Box 24  
Chino Valley, AZ 86323



GIFTS, CHARTS, EDUCATIONAL MATERIAL, ASA PRODUCTS, GAMES, BOOKS, PILOT SUPPLIES, FLIGHT APPAREL

GIFTS, CHARTS, EDUCATIONAL MATERIAL, ASA PRODUCTS, GAMES, BOOKS, PILOT SUPPLIES, FLIGHT APPAREL

GIFTS, CHARTS, EDUCATIONAL MATERIAL, ASA PRODUCTS, GAMES, BOOKS, PILOT SUPPLIES, FLIGHT APPAREL

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

Katharine Hepburn



Lucille Stone: Circa 1930's

We would like to recognize women's contributions to aviation. The Aviator's Store is a complete outfitter for jackets, jumpsuits, jewelry, books, gifts and pilot supplies. Please call for your free catalog, and ask about our chart subscription service.

***The Aviator's Store* INC. 800-635-2007**

7201 Perimeter Rd. S., Boeing Field, Seattle, WA. 98108 (206) 763-0666, FAX (206) 763-3428

GIFTS, CHARTS, EDUCATIONAL MATERIAL, ASA PRODUCTS, GAMES, BOOKS, PILOT SUPPLIES, FLIGHT APPAREL



# *Thanks for the Memories*



**EMBRY-RIDDLE**  
**AERONAUTICAL UNIVERSITY**

Proud sponsor of the 1996 Air Race Classic

1-800-222-ERAU

[www.db.erau.edu](http://www.db.erau.edu)