



99 NEWS

# INTERNATIONAL WOMEN PILOTS

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# 99 NEWS

The International Women Pilots Magazine  
(ISSN 0273-608x)

Published by

**THE NINETY-NINES<sup>®</sup> INC.**

International Organization of Women Pilots  
A Delaware Nonprofit Corporation  
Organized November 2, 1929

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## DISPLAY ADVERTISING SALES

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



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# INTERNATIONAL WOMEN PILOTS

THE OFFICIAL PUBLICATION OF THE NINETY-NINES<sup>®</sup> INC.

**November/December 1996**

**Volume 22, No. 6**

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## 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<sup>®</sup> Inc. **Deadline: 9th of month preceding date of publication: Dec. 9, Feb. 9, Apr. 9, June 9, Aug. 9 and Oct. 9.** Spelling of proper names is proofed against information submitted. All photographs submitted are returned to 99s Headquarters.

**THE INTERNATIONAL WOMEN PILOTS MAGAZINE/99 News** is published bimonthly by The Ninety-Nines, Inc., the International Organization 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' members. Non-profit second class postage permit at Oklahoma City, OK, and additional mailing offices.

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### Annual Dues:

U.S. - \$55 Canada - \$47

Overseas - \$44 (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<sup>®</sup>  
Inc., Box 965, 7100 Terminal Drive  
Oklahoma City, OK 73159 USA

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# 1996

## NOVEMBER

19-21 — NBAA Convention, Orlando, Fla., 202-783-9000

30 — Deadline for Intent to Seek Election

# 1997

## JANUARY

11 — South Central Section, Mid-Winter Board Meeting, Kansas City, Mo., Dorothy Dickerhoof

## FEBRUARY

1 — Southwest Section Winter Business Meeting, Scottsdale, Ariz., Peggy Ewert

2 — North Central Section Mid-Winter Meeting, Schaumburg, Ill., Linda Neumann

22 — Mid-Atlantic Section Board and Elections Committee Meeting, Gayl Henze

22-23 — World Grand Prix of Aerobatics, Melbourne, Australia, Lynda Renwick, 41 (39) 261-136

## MARCH

13-15 — Women in Aviation Conference, Dallas, Texas, Dr. Peggy Baty, 513-839-4647

15 — Northwest Section Board Meeting, Marilyn Moody, 360-678-6341

21-23 — Women in Flight Conference, Pima Air & Space Museum, Tucson, Ariz., 520-574-0462

## APRIL

6-12 — Sun 'N Fun Fly In, Lakeland, Fla., Barbara Sierchio, 813-347-8045

12 — West Canada Section, Governor in Council Meeting, Vancouver, B.C., Sonja Wilford

18-21 — North Central Section Meeting, Kalamazoo, Mich., Lake Michigan Chapter, Paula Lupina, 616-394-1152

TBA — New England Section Meeting, Martha Dunbar, 508-478-3808

TBA — New York/New Jersey Section Meeting, Charlotte Shawcross, 716-229-4165

## MAY

2-3 — Mid-Atlantic Section Meeting, Washington, DC, Barbara Rohde, 202-965-7122

2-3 — South Central Section Meeting, Houston, Texas, Space City Chapter

2-4 — Southwest Section Meeting, Airport Hilton, Santa Maria, Calif., Sonja Gerfen, 805-937-4470

16-18 — Southeast Section Meeting, Deep South/North Georgia Chapters, Atlanta, Ga., Judy Hall, 912-987-0041 or Jean Duke, 402-231-1356

TBA — East Canada Section Meeting

## JUNE

8 — Wisconsin Chapter Pancake Breakfast Fly-in, Watertown, Wisc., Linda Neumann

15-22 — Paris Air Show, Paris, France, 609-987-90

24-27 — Air Race Classic, Boise, Idaho, to Knoxville, Tenn., 512-289-1101

## JULY

TBA — Climb Amelia Earhart Peak, Yosemite National Park, Calif., Barbara Evans

9-13 — The Ninety-Nines International Convention, Portland, Maine, Martha Dunbar, 508-478-3808

24 — AE 100th Birthday Party, Atchison, Kan.

30-8/5 — Oshkosh '97 EAA Convention

## AUGUST

15-17 — 2nd International Ladies Cup, Eindhoven Airport, The Netherlands, Thea Geris-Vogels, 00-31-77-466-2255 or Fax 00-31-77-466-1364

## SEPTEMBER

11-14 — Reno Air Races

## OCTOBER

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

8-12 — American Bonanza Society Convention, Wichita, Kan., 316-945-6913

23-25 — AOPA Expo '97, Orlando Fla., Marriott's Orlando World Center

## ATTENTION:

GOVERNORS AND CHAPTER CHAIRS  
To list your 99s events on this calendar page, send information to:

Carolyn Carpp  
International Date Coordinator  
11021 NE 123rd Lane #116  
Kirkland, WA 98034 U.S.A.  
Fax 206-823-9799  
102755.1134@compuserve.com

Please indicate the name and location of the event and the phone and fax numbers of the contact. Deadlines for info are: Dec. 9, Feb. 9, Apr. 9, June 9, Aug. 9 and Oct. 9.



AMELIA EARHART  
*Birthday Centennial*  
1897 - 1997  
*Atchison, Kansas*

*The historic northeast Kansas community of Atchison will play host to a multitude of events over a seven-month period to honor Amelia Earhart.*

MARCH 15—5 p.m. - Benefit Auction for the Amelia Earhart Birthplace Museum Come and/or send an item for the auction to the AEBM at 223 N. Terrace, Atchison, Kan., 66002.

APRIL 12—11:30 a.m. - AE Gala Fashion Show Period and current fashions, Luncheon and fly-in, Kansas City Downtown Airport.

JUNE. 9 - U.S. Air Race Must Stop - Amelia Earhart Memorial Airport, Atchison.

JUNE 20-21 - Friendship Flight - Forest of Friendship On June 20, a specially selected honor fleet of 100 airplanes filled with enthusiastic guests from every state will land at the Amelia Earhart Airport in Atchison. This will open the official celebration at the International Forest of Friendship.

JULY 24 - Birthday Party - Atchison, The downtown mall will be the setting for a huge birthday bash for a very large ice cream social, complete with a giant birthday cake.

July 26 - Dedication ceremonies for the newly-restored Amelia Earhart Birthplace Museum and the Amelia Earhart Earthwork project by Stan Herd.

## PARTICIPANTS WANTED for Friendship Flight

Any currently licensed pilot who would like to participate in this historic Friendship Flight may send his or her name, address, phone number, photo, type of aircraft and a short biography to the Honor Flight Committee, International Forest of Friendship, P.O. Box 99 AE, Atchison, KS 66002.

A drawing will be held on Feb. 14 to determine the 99 lucky pilots who will be invited to participate in this official Friendship Flight. It will not be necessary to be present for the drawing. The 100th pilot will be the oldest licensed woman pilot still actively flying. She will represent the "Spirit of Amelia."

## PRESIDENT'S PERSPECTIVE!



Lois Erickson, President

**S**omeone recently told me that volunteering had gone out of style and that today's women are not as committed to helping others because they have their own careers to consider.

Many 99 volunteers continue to commit themselves to preparation for Chapter and Section activities. EAA Oshkosh and EAA Sun 'n Fun, NIFA regional and national competitions, and the World Precision Flying Championship are just a few examples of volunteer staffed events.

This President's Perspective copy is being written at the site of the AOPA EXPO '96 in San Jose, Calif., where rotating crews of volunteers staffed the 99s' booth to "meet and greet," sell our merchandise and provide information regarding membership.

Others worked with area general aviation groups committed to the preservation of local airports such as Reid-Hillview in San Jose. We are challenged by these volunteers to do even more in preserving the aviation community.

If airports such as Reid-Hillview, at which approximately 500 general aviation aircraft are based, are being threatened with closure, can each of us assume that our local airport will be immune?

As we had the opportunity to network with aviation industry leaders, the recurring discussion topic revolved around this question: How can we do everything possible to save our general aviation airports, not only for ourselves, but also for those who will share our joy of flight far into the future?

Everyone who has a vested interest in preserving the future of general aviation is aware that while promoting new student pilot starts, we must do more to help save the airports which are user-friendly to light aircraft here and now.

Wherever we as individual 99s base our aircraft, belong to

aero clubs or rent from FBOs, each of must take an active part to make our communities aware of the benefits of keeping our local airports open and operational.

The well-known quote, "If it is to be, it's up to me," carries more impact today than ever before. Get involved, do your part, and know that every time you take off or land you have done something to preserve the joy of flight for future generations of pilots, regardless of gender.

When the International Board of Directors convenes in November, Board Members and Section Governors will begin work on Phase Two of the organization's Long Range Plan. The plan is based upon input received from the membership in response to the 1995 survey.

Each of us believes in the Mission Statement which we developed together this past year. While none of us lists flying as a profession, each is an active pilot.

We offer our services—as many of you do on every level—because we love to fly, and we believe that working together to encourage others to learn to fly is an integral part of our overall mission as 99s. The camaraderie and friendship engendered by flying is just one of the things that brings these individual 99s to offer their time and talents as Section or International leaders.

One of my favorite quotes is "The difference between the impossible and the possible is the measure of one's will." We are the oldest and most prestigious organization of women pilots worldwide. Are we going to wait to see what the future brings? Or will we do what we can to provide the vital leadership in our individual communities to save what many have assumed will always be out privilege as pilots to enjoy?

Will we wait for others to solve the problems which face general aviation today? Or will we be an active part of the solution?

**The future is now. The opportunity is ours.**

## WOMEN STUDENT PILOTS WANTED:

**T**EAM 2000 IS A PROGRAM spearheaded by the Aircraft Owners and Pilots Association and the General Aviation Manufacturers Association. Ed Stimpson, president of GAMA, is chair of the program and Phil Boyer, president of AOPA, is president. The program's goal is to revitalize the general aviation market and bring 100,000 new student pilots into flying by the year 2000.

An advertising agency has been hired and advertising will be targeted to 25- to 49-year-olds with an annual household income of at least \$75,000 and some college.

Since industry research shows an increasing interest in aviation by women, the agency indicated it will target about 40 percent of its messages to a female audience via cable TV. Much of the success of the program, said account manager Bob Bishopric, will depend on how well pro-

spective students are handled *after* the advertising program attracts them.

The Ninety-Nines have the ideal networking system already in place: the members of our Chapters. Who knows better than we do the importance of mentoring and continued support to the aspiring new pilots, especially women pilots?

We can offer FBOs and flight instructors the support they will need to reach, teach and keep their students flying long after they earn their coveted first certificate.

No dollar value can be placed on what we know to be true: We fly because we

love it. When we share our kind of enthusiasm with others, the desire to keep on flying never ends. ✧



Molly Martin-Pierce, GAMA, being pinned as new 99 by President Lois Erickson at GA 2000 Meeting in Washington, D.C.



# Museum reaches first-stage completion point!

BY C.J. STRAWN, *Palms Chapter*

**W**E WANTED THE COVER TO BE FESTIVE and magical—an antique aviation poster-style. Betty Bazar Robin, mother of San Fernando Valley member Paula

Sandling, has an extensive collection of paintings by the well-known aviation artist Douglas Ettridge. We obtained permission from both the artist and Betty Bazar Robin to use one of these unique paintings on our cover. This early airfield is an inspiring symbol for our museum.

Douglas Ettridge is a noted British artist who has spent many years in the United States where he flew with many famous aviators. One of his paintings hangs in the Museum of Flying at Santa Monica Airport, Calif.

Mr. Ettridge has agreed to create a painting to commemorate the opening of our museum next summer and from this original work will be printed a limited edition of lithographs to be sold to The 99s. We are thrilled with this news.

My time line stated that when we had collected \$60,000 from our donors (and that goal date was Sept. 1), I would commence the project by building the interiors walls. The money goal reached, I flew to Oklahoma City with sketches and designs.

The next two days I spent gazing at the emptiness of the second floor and at the big windows overlooking the Will Rogers Airport. I refigured my floor plans in order to include more windows and, therefore, more light. I placed masking tape on the bare floor to outline the walls, picked it up, moved it slightly and put it down again. Then

downstairs once again to the beautiful oak round conference table to revise my floor plans.

I met with the construction contractor and after our final bid discussion, I turned the plans over to him and flew back to Santa Monica. I had just under three weeks to design the molding around the doors, pass-throughs, and the picture and crown trim. At least I was sure of the wood and color: We would match that conference table of light oak.

The 99s building is modern, built in the 1980s. How to give the museum a bit of the early 20th Century craftsman look? Perhaps with the linear oak and keeping the trim and molding clean and simple.

Nearly daily, calls were made between the contractor and me as problems arose. Then, as scheduled, I flew back to Oklahoma City on Oct. 1 to work with wall colors, trim and flooring.

The "Second Floor" has now reached the first stage completion point. Meanwhile, I discovered the antique shops in Oklahoma City. What fun it is to browse through them for ideas—or maybe a treasure.

**Here is a short wish list:** We need artists to paint murals of vintage airfields and professional framers for photos and artwork. We need antique lamps and light fixtures as well as track lights, and TV moni-

tors to run tapes of historical documentaries. We need window treatments. Blinds would be great—we have a lot of windows. Please phone or write me if you can help. ✨



*This issue's cover design was the inspiration of Jaye Howes, Susan Theurkauf and C.J. Strawn. Jaye and Susan are members of the San Fernando Valley Chapter and enthusiastic boosters of our "Second Floor" Museum. This is the Chapter that so generously contributed \$5,000 to the project and challenged other Chapters to "Match it or beat it"! Jaye Howes' graphic shop, Cal Photo, provided the finished artwork and layout for the cover.*

## Many thanks to these recent contributors to the "Second Floor" Museum —August 15 to October 15—

### Sections and Chapters

Southeast Section  
Southwest Section  
Oklahoma Chapter

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AOPA

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Barbara Boot  
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Eugenia T. Rohberg  
Jean F. Schulz  
Ruth S. Weiss

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Los Angeles, CA 90066  
(310-397-2731)

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*Portland Head Light - Cape Elizabeth, Maine, a beacon for mariners traveling Maine's challenging and often perilous coastline. It was the first lighthouse to be authorized by the United States, commissioned by George Washington in 1790. There are 70 other lighthouses that still exist along the Maine coast. A U.S. Lighthouse Society offers tours and has extensive information regarding their history.*

Portland is charming, friendly, safe city on a peninsula extending into the Atlantic Ocean. Think lobsters, whale-watching, seagulls and lighthouses—and start making your plans to attend the 99s Convention next July.

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## WPFC: HISTORY MADE!

From information compiled by  
NORMA VANDERGRIFF, PAT WARD  
AND LU HOLLANDER

**T**REES AROUND THE Green Oaks Inn in Fort Worth, headquarters for WPFC competitors, family members, friends and volunteer staff members, suddenly come alive with the cheeping, chirping, quarreling sounds of thousands of grackles. Then comes a thumping on the ceiling above your head... and a short time later, the crash-bang of doors slamming, followed by the hum of buses pulling away from the hotel.

This is the way the days began during the 1996 World Precision Flying Championship. And for most of the 100 Ninety-Nines who organized and worked the event, the days ended in the wee hours of the morning.

### Getting ready

Contestants from 20 countries arrived a week early and volunteer workers came and went, some staying for a few days, others for the duration. Saturday's kick-off parade with floats and competitors stopped downtown traffic. That evening, everyone enjoyed a ride on the Tarantula steam train and dinner at the well-known Fort Worth Stockyards.

The next day, halls and tables at Meacham International Airport's terminal building were strewn with live bodies, equipment, maps, backpacks and sundry other accessories. At first, workers wandered around it all, many not yet sure what their jobs would be. The sounds of unfamiliar languages was enough to make one smile, for sure!

Competitors practiced at their appointed times. To add to the organized chaos, the U.S. president, on the campaign trail, unexpectedly decided to visit Fort Worth, landing at Meacham. To accommodate security measures, all 48 WPFC aircraft had to be moved from their assigned ramp locations from 8 a.m. to 3 p.m. that day. In addition, the airport ter-

minal building was closed. No amount of reasoning or cajoling could change the circumstances.

### Aircraft and licenses

Aircraft for WPFC were rented from schools, FBOs and individuals from Arkansas, Kansas, Oklahoma, Colorado and Texas, commonly for \$60 per hour. When the championship is held in Europe, competitors fly aircraft which belong to their own Aero Clubs to which they pay \$1,200 to \$2,000 annually, plus \$100 to \$120 per hour and \$4 to \$6 per gallon (U.S.) for rental and fuel, respectively.

All competitors received FAA-issued U.S. licenses upon arrival. As long as they maintain a pilot's license in their own country, their U.S. license remains valid.

Only two competitors had 500 or fewer hours of flight time; others held ratings from private through ATP, and from 1,000 to 8,000 hours of flight experience. Many were active in aviation-related career fields.

The first all-woman team—Canadians—though not faring well from a scoring standpoint, enthusiastically represented their country in an exemplary manner.

### Flight planning

As the Championship began, things settled into a serious, quiet, yet bustling state. Volunteers were timing contestants in the Flight Planning room; then, each pilot was escorted to the flight line—with no talking to other competitors. When pilots returned from their flights, timers allowed them five minutes from engine shutdown to exit the aircraft with their flight planning materials. Escorts walked them off the tarmac to a secured debriefing room, and from there to an isolation room to wait for the last competitor to take off.

One day had been devoted to practice landings and another to a practice navigation, then two days of competitive landings and navigation routes.

For the navigation events, judges and



*Members of the winning Polish team pose with the Wilga they transported to the Championship.*



*Volunteers lay out a symbol at a secret location along the navigation route of flight.*

officials traveled to checkpoints before daylight to lay letters and symbols on the ground for competitors to locate in flight, and set up "gates" over which they had to fly in order to be timed.

In addition to gated checkpoints, photos of ground features were provided to each pilot which they had to identify by latitude and longitude. All flights were performed at 1,000 feet MSL and aircraft had to be identified from the ground in order to be timed by ground personnel.

An electronic landing system, consisting of a series of wire sensors stretched across Runway 16R was brought from Germany to measure the pressure from the landing aircraft as main gear or nose or tail wheels depressed the wires. Measurements were registered on a computer and transmitted real-time to spectators and other competitors. The disadvantage: If a competitor's wheels touched down one centimeter before or after a wire sensor, the score was registered at the next highest penalty point.

The Flight Planning room was filled with the sounds of rustling papers, but no conversation, as pilots used no more than 60 minutes to study and calculate their flight along a 100-mile round-robin course in minutes and seconds. A computer-generated flight plan representing a perfectly executed flight was then





A gathering of 99s is ready for the welcome parade to begin. Their red, white and blue attire added a great deal of color to the festivities.



Canadians: Shelly Breedon, Dorothy Berthelet, Anne Starret, Joy Parker-Blackwood, Susan Begg, Heather Burkholder and Dee Brasseur. Not pictured: Susan Kime and Kathy Fox.



With WPFC Director Jody McCarrell are International jury members Rolf Scherer, New Zealand; Heini Schowalder, Switzerland; and Hans Menting, Netherlands, and International Judge Colin Jordaan, South Africa.



Saturday's Welcome Parade featured several creative floats, including a miniature version of the Amelia Earhart Birthplace Museum in Atchison, Kansas.

given to each pilot 20 minutes prior to takeoff, a flight plan against which he or she would have to perform.

In the hall outside, escorts waited, visiting with each other. When the door to the flight-planning area opened, up jumped an escort to take a competitor to the flight line. "Good luck!" could be heard and "Do you need a bathroom stop first?" Another checkpoint at the entrance to the flight line prevented anyone except authorized personnel on the ramp.

Elsewhere in the terminal, computer

keys clicked as content for the next day's newsletter was completed. Via telephone, other 99s recorded calls from ground judges reporting about the planes they had spotted and timed. The scoring room was off limits to all but a few individuals.

Flights and landings were executed without serious incident, and the weather mostly cooperated, although competitors were unaccustomed to the sometimes brisk Texas wind.

A rip-snortin' trip to Texas Lil's Dude Ranch wrapped up the competition, which concluded on schedule in spite of the un-

expected arrival of the U.S. president in Airforce 1. The all-day exposure to Secret Service agents provided conversation for several days.

#### Announcement of winners

On Saturday evening the scores were revealed at a packed banquet hall which reverberated with enthusiasm and cheers as names were announced. Once again, the winning team was the Poles, most of whom are test pilots for the Wilga Aircraft factory in Poland. Second place went to the Czech Republic and third place was earned by Switzerland. Individually, Janusz Darocha from Poland placed first; Mats Warstedt from Sweden was second; and Thomas Hennig from Germany ranked third.

Enthusiastic celebration from the Poles echoed through the area as competitors and volunteers alike said their goodbyes. Will they meet again? The 1998 world championship will be held in New Zealand, pending approval by the Federation Aeronautique Internationale at their upcoming meeting in Switzerland.

—Photos by Poochie Rotzinger, Lu Hollander, Wally Funk, Norma Vandergriff

## Thank you, everyone!

Words cannot say how much I thank each and every one of you who gave so much of your time, money, and most of all, yourselves. I want you all to know we set a record for the number of participants, supporters, workers, judges, and just about everything else.

Old Abe Lincoln said long ago that you can't please everyone all the time, but The 99s came very close to doing just that. I cannot tell you how many times I was told that all of you were so friendly, always had a smile and worked so hard. The airport management, the jury, and the teams were all impressed. I knew all along you could do it; you just did it better than I ever thought possible.

Thanks again for making this record-setting World Competition a historic event. The real winners of the 1996 WPFC were The 99s!

#### And a Special Thank You...

Hidden in the hotel rooms and working late into the night developing film in bathtubs and sinks, Anita Lewis and her hard-working crew of Poochie Rotzinger, Dottie Woods, Judy Hall, Judy Humphries, Pat Forbes, Nancy Jensen, Betty Prakken, Jan Liberty, Michele Cabot, Leanne Jopson, Gene Nora Jessen, Janet Riddle and Sharon Brown put together a slide show which just knocked the socks off our international guests! I later was told that it brought tears to some eyes and, believe me, that production will be hard to top for many a year to come. Thanks to all of you.

*Jody McCarrell*  
WPFC Director



# AEBM Report

BY MARILYN COPELAND

**T**HE AMELIA EARHART Birthplace Museum is looking mighty proud, sporting the new exterior restoration. Several TV crews have visited the museum for filming and interviews for stories, and Kansas Governor Bill Graves met with us regarding arrangements for the Amelia Earhart Centennial in Atchison.

Our focus now is on raising funds for completion of inside restoration since we want the interior to be finished before the Centennial.

**BRICK PROJECT:** We are still taking

The following individuals have contributed to the AEBM in recent months. Because of space limitations, the remaining names of Chapters, businesses and organizations will be listed in the next issue. Thanks to all for the great support.

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contributions of \$100 for personalized bricks for the front walk and courtyard and \$50 for bricks along the side. Put your name on the first line and whatever you wish on the second and third lines (13 characters per line). This is an excellent way to honor someone, including yourself!

**Send brick information and checks to: Carolyn Mohler, 935 Price Blvd., Atchison, KS 66002.**

A contribution of \$1,000 still assures a place on the beautiful NAVIGATORS PLAQUE. A great big thank you to these Navigators to date: Blish-Mize Co., Lockwood Co., Inc., City Of Atchison, Marjorie Sundmacher, Lois Feigenbaum, Bud Cray, Sally Cray, Courtney Turner

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**Navigators send checks to: Marilyn Copeland, 117 S.W. Winterpark Lane, Lee's Summit, MO 64081, or to Richard Senecal, Treasurer, AEBM, 817 Santa Fe, Atchison, KS 66002.**



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## NEW MEMBER APPLICATION

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First Middle Last  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State/Province \_\_\_\_\_ ZIP/Postal Code \_\_\_\_\_  
E-mail Address \_\_\_\_\_  
Residence Phone ( ) \_\_\_\_\_  
Business Phone ( ) \_\_\_\_\_  
Fax Phone ( ) \_\_\_\_\_  
Husband's Name \_\_\_\_\_  
Birth Date \_\_\_\_\_ Application Date \_\_\_\_\_

IF YOU HAVE PREVIOUSLY BEEN A MEMBER, UNDER WHAT NAME? \_\_\_\_\_

Aviation Related Vocations \_\_\_\_\_  
Vocation \_\_\_\_\_  
Advanced Degrees \_\_\_\_\_

### CERTIFICATE INFORMATION:

#### Type of Certificate

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☐ Military

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Issue Date \_\_\_\_\_ Total Hours \_\_\_\_\_

Biennial Flight Review Date \_\_\_\_\_

Newest Rating \_\_\_\_\_ Date \_\_\_\_\_

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## COPY OF AIRMAN CERTIFICATE MUST BE ATTACHED TO THIS APPLICATION

### DUES PAYMENT

A check for \$65 US funds (US funds only by International Money Order, credit card or check drawn on US banks) is enclosed for the year 19\_\_ only. To join under Academic Member category, certification of "full-time academic student" status must be provided by educational institution and attached to this application. Academic \$30 - Canada \$57- Overseas \$54. To further support women in aviation, I hereby enclose \$ \_\_\_\_\_ as a contribution.

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*I hereby apply for membership in The Ninety-Nines, Inc., and I agree to abide by the bylaws of the organization.*

Signature of applicant \_\_\_\_\_ Signature of sponsoring member \_\_\_\_\_

Is new member joining a Chapter? ☐ Yes ☐ No If yes, name of Chapter/ Section \_\_\_\_\_

Signature and Title of Chapter Officer if joining a Chapter \_\_\_\_\_

Any woman shall be eligible for membership in the Corporation if she is of good character, is approved by the Board of Directors, and can show satisfactory evidence that she meets the following qualifications: (1) Holds a pilot certificate of recreational or higher grade, or an equivalent certificate issued by the appropriate government authority entitling her to fly either heavier or lighter-than-air aircraft; (2) Is recommended by a member; (3) Agrees to abide by the Bylaws, Standing Rules and Policies of the Corporation, with no recourse against the Corporation, officers or members thereof; (4) Pays initiation fees, annual dues and Section dues where applicable.

Approval of the membership application entitles the applicant to become a Section Member or Member-at-Large. Chapter membership requires Chapter approval. Annual Membership Renewal is subject to all of the above considerations.

# Women's Air Derby

In a special tribute to women aviators during Cleveland's 1996 bicentennial year, the Cleveland National Airshow reenacted the Ohio legs of the original Women's Air Derby with an open competition for women.

The women took off Aug. 30 from Cincinnati's Lunken Field, raced to Columbus, Ohio (Marysville flyby), then to Cleveland for an impressive arrival at Burke Lakefront Airport to kick off activities for the Airshow.

Bernice Barris, chairman of the race, was supported by members of the Lake Erie Chapter. Timers were Helen Sammon, Dorothy Sturman, Helen Keidel and Marilyn Miller.

The first three places, all won by 99s, were announced at the beginning of the opening ceremonies of the National Air Show featuring the U.S. Navy Blue Angels as they celebrated their 50th anniversary, the popular U.S. Golden Knights, the Red Baron Stearman Squadron, the award-winning aerobatic pilots Patty Wagstaff and Sean Tucker, and a host of others.

Pilot Sophia M. Payton and her copilot Marge Gorman teamed up to win the \$2,500 first-place prize in a Cessna 182. Both joined the All-Ohio Chapter in 1946.

They registered a speed of 18.2959 mph over their plane's handicap of 145 mph to record the win over eight other entries.

Sophia is retired from a career in aviation aircraft sales, charter and management, but obviously not from her love of flying, which she started in 1944. Marge is a commercial and instructor pilot with 54 years in general aviation.

Second place and \$1,500 went to Ruth Maestre, also of All-Ohio Chapter, and Denise Waters, N.Y./N.J. Chapter, in a Grumman Tiger. Third place of \$500 was claimed by Barbara Wolff, North Central Section, and Dottie Anderson, All-Ohio, in a Piper Archer.

The 99s team of Dodie Jewett and daughter Jennifer Syme, both of the Lake Erie Chapter, took fourth place of \$300 in a Piper Cherokee; 5th place of \$200 went to Karen Young and Ashley Caston, All-Ohio, in a Beech Bonanza.

Sixth place: Margaret Ringenberg, Indiana Chapter, and Roxanne Butler in a Beech Baron; 7th to Ruth Lowe Sitler, Lake Erie, and Kris Palcho in a Cessna 172; 8th to Lisa Coyne, Lake Erie, and Christy Papp in a Cessna 172XP and 9th



Race teams pose at Cleveland's Burke Lakefront Airport at the close of the Ohio portion of the Bicentennial Women's Air Derby held in conjunction with the Cleveland Air Show over Labor Day weekend. Bernice Barris, extreme right, coordinated the event for the Lake Erie Chapter.



All-Ohio Chapter members Marge Gorman, copilot, and Sophia Payton, pilot, win first

place to Melissa Tummino and Donata Marie Hunt in a Piper Seminole.

Checks and trophies were presented at a dinner at the Holiday Inn Lakeside in Cleveland.

—Debbie Fragapane and Sophia Payton contributed information for this report.

# Wings of Eagles Airshow

BY JUDY STILES, Finger Lakes Chapter

The National Warplane Museum's 16th annual "Wings of Eagles" Airshow was held Aug. 16-18 at Genesee County Airport, Batavia, N.Y. It is the good fortune of the Finger Lakes and Western New York Chapters to be located only 30 miles from the National Warplane Museum in Genesee, N.Y.

We asked for and were granted the privilege of manning a booth for the event. Having assembled our Chapter banners for a backdrop and decorating both a table and ourselves (see photo of Governor Shawcross), we were hard to resist—despite the competition of the remarkable assortment and performances of the warbirds.

Our booth was nestled between the Air

Force and Coast Guard recruiters, so we had an advantageous position to showcase The 99s. Our "force" consisted of Darla Richter, Dorothy Hake, Diane Seniff, Pat Tolsma and Willy Mattocks from the Western N.Y. Chapter, and Charlotte Shawcross, Anne Roberts, Sandy Brown, Mimi Litsche, Jan Sarbo, Caroline Grimes and I from Finger Lakes.

A main feature of this annual event is a re-enactment of the Tora Tora Tora attack on Pearl Harbor. Pyrotechnics on the ground heighten the drama, and it is truly a moving scene. A stealth fighter made a flyover, plus the Grumman Cats and an F-15 demo excited the crowd. The mix of old and new warplanes promised something for everyone. This airshow is regarded as one of THE best warplane airshows in the world.

The experience of our two chapters planning, working and playing together guaranteed a bonding and sharing of memories.



Anne Roberts and Charlotte Shawcross at Wings of Eagles Airshow in Batavia, N.Y.

It certainly was a "high" for us all.

Further, as a result of the 99s initiating interest in this premier airshow, we have been invited by the Museum to participate in and assist their staff in forming a Women in Aviation section of the National Warplane Museum.



# World Aerobatic Championships

BY CAROL SOKATCH, *Oklahoma Chapter.*

**O**n Aug. 18, the World Aerobatic Championships were held at Page Airport, Yukon, Okla. This was only the second time this competition has been held in the United States. Twenty-one countries had teams competing.

The Oklahoma Chapter provided many volunteers who parked spectator planes, controlled traffic, drove team members from Page to their Oklahoma City hotel headquarters and back, assisted in the OKC and Page offices, monitored access to competitors' tents on the flight line and did whatever and wherever else was needed.

These members were Stacy Bonadio,

Dana Coles, Dana Gibson, Cathy Goodwin (66), Sue Halpain, Helen Holbird, Lu Hollander, Ann Leining, Gladys McCaslin, Helen Moulder, Tia Reed, Elaine Regier, Poochie Rotzinger, Carol Sokatch, Wyvema Startz, Norman Vandergriff, Christa Waehler, Debbie Wilson and Charlene Woolsey. Several 49 1/2s also assisted.

Pam Collings, a 99 from New Zealand, came as a spectator to the WAC, and several Oklahoma Chapter members provided her the hospitality of their homes. Pam flew in the World Aerobatic Championships for New Zealand in 1976 in Kiev, Russia, and in



*Standing: Jack Twig (WAC Volunteer Supervisor), Gladys McCaslin, Dana Gibson, 49 1/2 Jack Sokatch, Carol Sokatch, and Wyvema Startz. Kneeling: Christa Waehler.*

1980 at Oshkosh. It was a pleasure to be with Pam, and we welcomed her sharing her insider's knowledge of this event. ✨

# World Aerospace Education Organization

BY SIGRID RAMELLI

**T**he 9th International Congress of the WAEO was held in July in Casablanca, Morocco. The theme of "Future Challenges of Aerospace" seemed appropriate to this rapidly developing monarchy.

More than 40 aviation educators and decision makers attended the meeting at the Royal Mansour Hotel; half flew in from the U.S. Diane Cozzi and I represented The 99s.

Arrangements had been made for a special VIP tour of the Casablanca "Airport Mohammed V." Surrounded by farmland and almost an hour's drive from the city center, we found a growing development within easy reach of European capitals, the Middle East and the Americas. Casablanca Airport Authority bases its rapid economic growth on King Hassan II's philosophy, strongly focused on the future. "Morocco takes care not to live in the past. It only uses its past as a source from which to draw the great examples and the teachings which can lead it toward the future," he says.

Casablanca is Morocco's road to progress, especially in the realm of aviation. The Casablanca Airport has become a model for the entire kingdom.

WAEO Chairman Kamal Naguib presented his opening remarks in English and H.E. Alsain Ameskan followed in Arabic.

Dr. Ramadan El-Banna gave us insight into the National Civil Aviation Training Organization in Egypt, one of the largest of its kind in the Middle East. Training for aircraft maintenance, air traffic control and pilot training programs are in great demand.

Dr. Karmjit Singh, associate director of corporate affairs for Singapore Airlines, summarized his principle for necessary changes, especially in the fastest growing Asia-Pacific market, by saying: "It is in all our interests—government, airlines, consumers—to free aviation from its regulatory shackles, make our airlines more

competitive and unleash the full economic potential of this important industry."

This subject was enhanced further by Dr. Brent Bowen from the University of Nebraska at Omaha who spoke about the worldwide airline industry.

The conclusion of this year's Congress was highlighted by Mr. Vishwa Bandhu Gupta from New Delhi, India, who presented a slide show of the many spectacular hot air balloon ventures in which he was a planner for and participant.

The next WAEO Congress will be held in Perth, Australia, in 1998. Preparations are in progress for transport, accommodations, programming, optional sightseeing tours and more. ✨



*Our group visiting the Operations of Casablanca Mohammed V Airport.*



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# Flying career alternatives

BY KAREN KAHN

**W**HILE TALKING WITH PILOTS and aspiring pilots about career opportunities, we often encounter people who come to us thinking about a "standard" flying career, usually meaning either corporate or airline flying. In an attempt to give them a good overview of what they can expect, we ask them to tell us about their vision of those jobs to see what illusions they harbor and what type of expectations they have for their aviation future.

One client we counseled waxed poetic for several pages about his goals to fly for the airlines or become a corporate pilot. He ended his epic with the remark that he needed to be home with his family at least four or five nights each week. After reading that comment, we suggested he look at some other flying career alternatives as major airline flying could not guarantee his homebody yearnings. Similarly, if you have some other fixed requirement or a quirk in your background (perhaps a major accident or violation in your flying history), you may want to consider other flying job options that offer more leeway as to lifestyle and hiring requirements.

Perhaps you're just not suited to the typical regional or major airline pilot lifestyle and you'd like to combine some of your other skills with flying. These may include sales, public relations, management training/consulting, travel, accounting, teaching or any one of a number of vocations that can be converted to "flyable" jobs in which you can utilize an aircraft to cover a number of job sites. Or, maybe you'd like to try something completely new, something that requires, or could require, an airplane (or helicopter) to reach new clients or demonstrate new products. Anything is possible with some imagination on your part and a dose of good, old-fashioned hard work.

This type of employment can be a reality for you if you own an airplane or can justify renting or leasing one to accomplish your goals. Start by investigating the company you'd like to represent. Maybe a few hours of volunteer labor at their offices, getting to know their product and personnel, would give you an insight into how they operate and allow you to formulate a good sales plan. Properly presented, you may well be on your way to flying and selling, or flying and accounting, or flying and consulting, or flying and you fill-in-the-blank.

During my early flight training, I recall several salesmen from various aircraft distributors and aviation supply companies who flew around the state, visiting the various FBOs who purchased their products. They delivered orders and demonstrated products (often the airplane they were flying that day) as an adjunct to their primary role of company salesmen. I remember looking at their jobs with envy, thinking how great it would be to be able to use an airplane in your everyday job.

Later, after finishing my Commercial and Instrument ratings, I "sold" my skills to a pilot who owned an airplane and needed, I felt, a good production assistant and corporate pilot for his small film-production business. I showed him how my skills

could complement his new business venture and allow him to make his day more productive. I showed him that by using my organizational talents, my ability to adapt quickly and, most importantly, my piloting skills, his business would grow and prosper.

If working for one company doesn't net you enough flying, consider finding several companies that need transportation for their executives and promote the idea of shared ownership for those with similar travel requirements. You'll need to thoroughly research the travel needs of each group and see where you can coordinate flights to common destinations to save money and effectively utilize an airplane that suits their needs. This concept has

been used quite successfully by jet operators who can't justify the ownership of a whole aircraft, but when shared with others, makes good sense.

We've been talking about finding a need and filling it. Look around your city, county or region and determine what is missing. How could you use an airplane and get paid to do it in the process? One of our clients owned a bicycle shop and asked us how he could build flight time. We suggested he look into a "fly/bike" program to be offered to FBOs who wanted to offer bicycle rentals to their fly-in customers, but didn't want to be bothered with the hassle of purchasing and maintaining the equipment. With a proper-sized aircraft, he could deliver the bikes to each FBO, service and maintain them weekly, combining his ground and airborne skills into one unique, lucrative business.

Any of the make-your-own flying jobs will require a lot of legwork on your part. But, there's lots of assistance available to you. Your search for a good target company can begin with all the aircraft owners you know and then move on to anyone who bases an airplane at nearby airports. You can get a list of

owners from the local tax roles, the airport authority or the AOPA and then contact each owner to discuss what services you could provide. Getting to know your target personally is always a good way to advance your cause—and meet some interesting pilots and aircraft owners in the process.

Whatever route you choose, make sure you've done a thorough job before you present the idea to your prospect. Any plan for utilizing an aircraft must remain flexible. Realize that flying will not always be an alternative. Whether you're scattering ashes, making medical sample deliveries, testing aircraft for a local avionics shop, ferrying ships or owners to/from a paint or overhaul shop, or flying a traffic or environmental watch flight, make sure you conduct yourself in a professional manner, offering quality work with good local references.

Keeping safety as your goal, you'll find there are numerous alternatives to the classic flying jobs that can provide you with interesting flying that constantly challenges your skills as a professional aviator. ✨



Any of the make-your-own flying jobs will require a lot of legwork on your part.

Karen Kahn is a captain with a major U.S. carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFII and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, a career-guidance and interview-counseling company based in Santa Barbara, Calif. Karen may be contacted at 933 Cheltenham Road, Santa Barbara, CA 93105 Tel: 805-687-9493 or via e-mail at CompuServe 76147,135.



# Robyn Williams: Test Pilot, RAAF

BY CAROL BROWN, *North Georgia Chapter*

The crowd listened intently as the young pilot, leaning against a ledge at the old tower cab at PDK in Atlanta told of her adventures. With blue taxi lights as a backdrop, she told one story after another, from the time she flew an experimental aircraft with the controls reversed to flying an old Russian jet, barreling down a short runway with failed brakes.

"The type of flying I do is really pretty boring," she said. Yeah, right!

Squadron Leader Robyn Williams, a test pilot for the Royal Australian Air Force, is currently in Georgia to participate in testing Lockheed-Martin's new C130J. The RAAF is purchasing the redesigned airlifter to update its fleet of transport aircraft. "This is a good assignment," Robyn said. "It's rare to be involved in developmental aircraft since Australia has no major aviation industry."

For most of us, the occupation of test pilot brings a quick association with "The Right Stuff," of Chuck Yeager breaking the sound barrier in the X-1 "Glamorous Glennis."

While there is always an element of excitement and the unexpected, much test flying apparently involves repetitive maneuvers and straight and level flight, thus her description of "boring."

"Test flying involves gathering performance data and testing the suitability of the aircraft for its designed role," Robyn explained. "You must then write a flight manual a half-inch thick."

Robyn took the first steps toward her career by enrolling in the Air Force Academy from school and graduated with a degree in electronic engineering. "I was an engineer for five years before becoming a pilot," she said, sometimes looking wistfully

out the window as women from the U.S. military flew by in C5s and C130s.

The RAAF opened flying to women in 1987, about 10 years after the United States did. Robin was in the first graduating corps of four women pilots. At the time, transport was the only type of flying open, and that was limited to the HS748, a twin turboprop.

In 1990 that role was expanded to include flights in the C-130 and in 1993 qualified women were allowed to begin flying F-18 jets. Just prior to this, Robyn had put in a bid and was accepted to go to test pilot school in Great Britain.

Her 12-month commercial course in Cranfield, England, covered three areas: performance, stability and control and avionics. She flew 20 different types of aircraft, ranging from ultralights to an MiG, and had the interesting challenge of flying aircraft in countries where a language barrier existed and flight manuals had to be translated.

For a final exam, she was given two weeks to learn to fly, test and write a light manual on the Yak 40, a transport aircraft in Moscow. Since graduation in December 1993, she remains the only certified woman test pilot in Australia. Upon her arrival in the U.S., she obtained an ATP "because it was required."

The requirements to become a military or an airline pilot are always high, but for those who are the "first of a group," the requirements are probably higher, the visibility greater, and the pressure is on to perform.

Robyn says she feels "lucky" to have been chosen to be in the first group of women pilots in the RAAF. "I was as good an engineer as I am a pilot, but the opportunity was there, and I grabbed it."

The lifestyle suits her. She loves spontaneity and she makes friends easily. Her husband Tim, a military pilot now studying to be a lawyer, is proud and supportive of his wife's career.

Asked about her self-assurance as a pilot, she explained, "With knowledge comes confidence. The more you realize you can handle, the greater the possibilities."

Robyn will remain in Atlanta until the end of 1997 when testing and production of the C130J are complete. Then she will fly back with the aircraft to pass her knowledge along to the squadron.

And, after that? "Well," she answers with a laugh, "in the military, you'll get three months' notice before the next assignment."✱



Robyn Williams, test pilot, Royal Australian Air Force, in C130J at Lockheed-Martin, Ga.

**On the next pages, you can read about some other 99s who fly in their jobs. We will be featuring additional interesting careers in the next two issues.** (Deadlines Dec 9 and Feb. 9).

If you fly for a living, please write and tell me what you do and how and where you do it. Send a photo if you wish. My fax number is 316-263-7350 or mail to 807 N. Waco, Ste. 22, Wichita, KS 67203. —Betty Rowley, editor

## Jan Shakespeare

Jan Shakespeare, long-time member of the Florida Goldcoast Chapter, has been flying Learjets for a fast-paced air ambulance company in South Florida. The primary mission of the company is transporting members of the University of Miami Organ Transplant Team. At first, according to Jan, it was a bit strange transporting these doctors, as their baggage consisted of hearts, lungs, livers and other organs. Now, she feels a real sense of accomplishment, knowing the recipient of this precious cargo has been given a second chance for a healthier, happier life.

The hours are never certain as this crew is on call day and night. Response time is critical, so Jan has only 30 minutes to be in uniform, at the aircraft, with all the necessary supplies and required clearances. These precious minutes can literally mean the difference between life and death. For example, a human heart has only four short hours of viability between when it's harvested and when it must be transplanted into the recipient. Even with "Lifeguard" priority in the airways, sometimes there is barely enough time, especially when taking into consideration route-planning and weather systems. Close coordination with the helicopter crews that transport the organs from the airport to the hospital is also critical. Sometimes Jan gets a personal view of the donor or recipient which makes her feel more involved with the outcome and success of the missions.

Jan was enthusiastic for aviation early in her life. Unfortunately, young girls were not encouraged about professional flying careers, at that time. Jan spent many years pursuing her family's plan for her to become a professional cellist to accom-

pany her sister's Julliard talents for the violin. One summer while at music camp, she skipped practice sessions after taking an introductory flight. She bought Kershner's *Student Pilot* and spent the rest of the summer studying. Later, Jan soloed in a J3 Cub.

To satisfy her thirst for knowledge about flight and airplanes, Jan earned an Airline Transport Pilot license using the Griner Memorial Scholarship from the Goldcoast Chapter. She thought it would be more economical to buy her own airplane and maintain it herself. Although buying the airplane part didn't work out, she was accepted by the Special Mechanic Training Program offered by Eastern Airlines. This provided a wonderful opportunity to expand her technical knowledge. With the demise of Eastern Airlines, Jan enrolled in the Broward Community College Professional Pilot and Aviation Maintenance Program. While working as a flight instructor, she earned a Bachelor of Arts in liberal studies with a minor in geography.

Jan's plans for the future include moving to bigger, more sophisticated aircraft. After obtaining an abundance of aviation experience, she wants to become an aviation educator. Jan hopes that professional aviation careers in the so-called "nontraditional" areas will be fully open to everyone who desires to put forth the effort.

Jan has been a member of the Ninety-Nines for some time. She finds many of the members to be truly inspirational and supportive. She has held several positions in the Goldcoast Chapter and is presently doing a great job as the Chapter newsletter chairman.

Jan Shakespeare holds the ATP Multi, Comm-ASEL/AMEL, CFI/CFII/MEI, AGI, Airframe and Powerplant and Aircraft Dispatcher.—*Laurie Householder, Florida Goldcoast Chapter*



## Mary Verner

Mary Verner, Intermountain Chapter, is not only a pilot, but she works as the director of natural resources for the Wellpinit Indian Reservation in Spokane, Wash. She is herself a Native American and has made a special project of helping the youth in Spokane and on the reservation. The way she does this is through a labor of love and hard work.

Mary is also a law student at Gonzaga University, planning to use her law degree to help the youth on the reservation. She is an honor graduate from Yale University giving the youth a role model and a direction to follow.

Besides working full time and going to school, Mary flies youth from the reservation on their first flight. She also flies with the EAA in their Young Eagles program. Mary has flown more than 45 children from the Big Brothers and Sisters organization, the Wellpinit tribe and other organizations around the Spokane area to give our youth a firsthand thrill of flight.

Mary was the originator of a youth group on the reservation and has donated much of her time to the St. Vincent de Paul



*Mary Verner with her youth friends.*

Homeless Shelter Transitional Housing Program.—*Gloria Sands, Intermountain Chapter*



# Mary Kelly

**M**ary Kelly, Tulsa Chapter, is a 4,800-plus hour pilot with a commercial license, multi-engine and instrument ratings and more than 3,000 hours of instructing. She is manager of Tenkiller Airpark, a grass-strip tourist airport. She also manages Grassroots Aviation, an FBO/Flight School and is a feature writer for the *Oklahoma Aviator*, a monthly newspaper that she and her husband publish.

Mary is Secretary of EAA Chapter 1040 and a member of Women in Aviation, International. She is past president of the Associated Pilots of Oklahoma and is a member of the board of directors of the National Biplane Association and a former president of the Oklahoma Airport Operators Association. Mary has been inducted into the International Forest of Friendship at Atchison, Kan., and has earned her professional accreditation through the American Association of Airport Executives.

She is a national and world aviation record holder and a former high school teacher turned flight instructor. She has combined her love for aviation with her high school teaching background to offer young people an exciting way to acquaint themselves with aviation firsthand.

Mary and her husband operate a unique summer camp for aspiring pilots called Grassroots AirCamp. The setting high above the east side of beautiful Lake Tenkiller provides a vacation atmosphere with almost 13,000 acres of clear water and 130 miles of scenic shoreline.

The airport office is "base" and serves as a classroom for 10 campers in each of the three week-long sessions. Two sessions are co-ed for ages 14 to 17 and one week is set aside for girls only.

Besides the ground and air training, the setting allows the campers the experience of "living" on an airport for a week. The airpark is surrounded by a pilot community. Several property owners are airline captains and during the week, they share their experiences with the campers. Buddy rides in a Cub, a Great Lakes biplane or an AT-6 are common. Pilots of Army helicop-



'96 campers (l to r) Lauren Gilker, Ft. Smith, Ark.; Talbot Martin, Moraga, Calif.; and J. R. Nance, Tulsa, Okla., celebrate Talbot's solo with Mary Kelly, flight instructor/camp director.

ters, aware of the AirCamp, sometimes drop by for a "show and tell" from the nearby Army Guard facility, Camp Gruber.

Since the camp began five years ago, many of the camp attendees have gone on to solo and obtain their private pilot certificates. Several have enrolled in colleges or universities with strong aviation programs such as Southeastern Oklahoma State University in Durant and Oklahoma State University in Stillwater. Before the campers leave, they are counseled on ways they can continue their flying lessons back home.

Mary's husband, Joe Cunningham, is a public relations practitioner who has been active in Oklahoma's aviation community for nearly 30 years. He serves as a ground school instructor for the AirCamp. Mary and Joe have been called "Mr. and Mrs. General Aviation" by Oklahoma Sen. Jim Inhofe, with whom they shared an around-the-world flight in 1991. The camp has been featured in the *Tulsa World*, *Daily Oklahoman* and OETA public television state news. ✪

## BULLETIN BOARD

### Women in Flight Conference

A Women in Flight conference will be held March 21-23 at the Pima Air & Space Museum in Tucson. The conference is sponsored by the Arizona Aerospace Foundation.

Speakers will be Lois Erickson, 99s president; Capt. Suzanna Darcey, test pilot for Boeing; Dr. Elaine Halbedel, astronomer; Ms. Debbie Harvey, ex-pilot for Braniff and lecturer at Embry Riddle; and Dr. Peggy Baty, president of Women in Aviation, and executive director of the International Women's Air & Space Museum. For more information or early registration, call the Pima Air & Space Museum education department, 520-574-0462.

### Air Show University

The 28th Annual Convention of the International Council of Air Shows will be held Dec. 8-11 at the Riviera Hotel & Convention Center in Las Vegas. In addition to the regularly scheduled sessions, ICAS will offer seminars to help you learn how to orchestrate a successful air show, boost show revenue or secure sponsorship in the changing demographic landscape. For additional information, call ICAS at 517-782-2424.



**NOTICE! PUBLICATION DEADLINES HAVE BEEN CHANGED to Dec. 9, Feb. 9, April 9, June 9, Aug. 9 and Oct 9.**

If you have an interesting and/or educational event to share with your 99 sisters across the world, send it to me.

Fax to 316-263-7350 or mail to 807 N. Waco, Suite 22, Wichita, KS 67203. If you enclose a photo, be sure to tape the who, what, when and where info to the back. —Editor



# GRASS ROOTS



Greater Seattle Chapter members attending the joint Northwest and West Canada Section Meeting in Victoria, B.C., in September included (front) Donna Wilson, Patty Leon, Eva Parks, Iona Funk, Vanecia Adderson, Nichole Vander Ley. (Back) Linda Morrison, Dorothy Anderson, Marian Hartley, Nancy Jensen, Pat Salisbury, Georgianne Ray and Frances Heaverlo.

## Greater Seattle Chapter

Sixteen Chapter members attended the joint Section meeting of the Northwest and West Canada Sections in Victoria, B.C., Sept. 5-8. It was so good to meet so many of our flying sisters from north of the border and enjoy the amenities of always beautiful Victoria. An auction and raffle, combined with Chapter and individual donations, raised more than \$1,900 for the "Second Floor" Museum project at Headquarters.

The Chapter awarded its Barbara Green Memorial Award (to a Section member who has overcome an obstacle in her life to resume (or adapt to) regular activities or take on new ones. Co-recipients were Joyce Harding, Western Washington, and Kathryn Gunther, Greater Seattle.



Laura Smith and Lisa Herron at Owls Head Transportation Museum, Rockland, Maine.

## New England Section

The New England Section had a fly-in to Owls Head Transportation Museum in Rockland, Me, in August. The museum is a beautiful facility with many aircraft from the early years of aviation, most still being flown for weekend airshows at the museum.

Billie Downing, Mary Tait, Lisa Herron, Pat Musser, Koko Harris and Laura Smith attended the event and each got a ride in a 1931 Waco UBF-2 open cockpit biplane. We had an incredible amount of fun, and the flight was the highlight of the day! Rockland is about 210 miles from Portland—site of the 1997 convention.

—Laura Smith

## Colorado Chapter

We held a Companion Flyer Course at the Ft. Collins-Loveland airport. Members Jessica McMillan, Lynette Warren and Julie Boatman led the ground school class, which boosted the knowledge of nine new companion flyers.—Julie Boatman

## Greater Detroit Area

Nine GDA 99s traveled to Cleveland for the North Central Section fall meeting hosted by the Lake Erie Chapter. While there, GDACs attended a seminar on airline safety. With help from members of our Chapter, AOPA put on a safety seminar in Ann Arbor.

—Janet King



## Canadian Rockies Chapter

A rose is a rose is a compass rose. The Canadian Rockies Chapter helped with the airmarking and compass rose at Cranbrook, B.C., a first for B.C. With the possibility of inclement weather, I advised the members of the local flying club to use carpenters' jumbo crayons, as well as line chalk, for the outlines which were done the day before. All day Saturday it poured

with rain and wind, so all the chalk lines disappeared! Sunday was a better day, and with concentrated volunteering of the Cranbrook community, the project was completed in one day.

So fly north over the splendid Rockies to Cranbrook, B.C., not only to admire the splendid work of the 99s but to bide awhile in the nearby pleasant Bavarian ski town of Kimberley.—June Mills.





*Susan Loricchio, Kathy LaSauce, and Marilyn Patierno in front of Amelia Earhart's Lockheed Vega at the Smithsonian Air & Space Museum, Washington, D.C.*

#### North Jersey Chapter

Marilyn Patierno and I were given a unique opportunity at the Smithsonian Air and Space Museum in July when Director Joe Suarez and associate Scotty O'Donnell arranged a two-day VIP tour for us. Docent Kathy LaSauce provided a private tour of the Air and Space Museum, adding a touch of her own experiences in the Air Force—interesting tidbits you'd never find in a tour book. Afterwards, we went upstairs to the archives where just about everything on aviation was at their fingertips.

The second day consisted of a visit to the Paul E. Garber facility in Silver Hill, Md., where more than 100 aircraft are on display. The highlight was the restoration work. In Building 10, one can observe meticulous work on a Hawker Hurricane, A Nieuport 28, and a rare Japanese Aichi Seiran. Various parts of the *Enola Gay* were in view, leaving one to imagine her restored in pristine condition in her new home at Dulles.

One day in September with only two hours notice from Goodyear Public Relations Manager Jerry Jenkins, Kathy Jaffe, three other pilots and I embarked on a voyage down the Hudson River on Goodyear's airship *Stars*

and *Stripes*." Once underway, we were all able to log dual instruction time.

The first noticeable characteristic was the airship's lack of ability to stall, no matter what angle or speed. Its cruise speed is between 30 and 40 mph, barring strong headwinds. When throttled back, however, it is like suspended animation. Envelope Pressure Controls (drawknobs attached to cables) regulate helium and balloon air pressure. This maintains the trim and shape of the airship's envelope. Though there are rudder pedals, the elevator wheel (the size of a bicycle tire) controls pitch. There is no banking in an airship. Because of its enormous size, one must always be ahead on the controls.—*Susan Loricchio*

We had a two-event day at Warwick Municipal Airport (just over the border into New York) in September. We sponsored a safety seminar in the morning and painted a compass rose in the afternoon.

Chapter members and other local pilots participated in our annual Pennies-a-Pound event at Lincoln Park Airport in September. We had beautiful weather and a wonderful turnout of 224 passengers.—*Aileen Trotter*



#### Three Rivers Chapter

A special activity of our Chapter has been a Hearts Together Quilt project for a perpetual A.E. Scholarship fund to honor Alice Hammond. One quilt has been finished and another is being quilted. Members paid \$25 each to have their signature and the date they first soloed embroidered on the quilts. The first quilt was won by Ruth Deerman (far right). She is shown here receiving the quilt at the Forest of Friendship '96 in Atchison, Kan. Holding the quilt are Brooks Powell and Courtney Bargerhuff.—*Lewie Wiese*



*Betty Wittmer, Doris Manner, Joey Connell, Trish Hanna, Lyn McGuire and Mary DeCanter pause to pose with their paint rollers at Independence, Ore., airport.*



*Kathy Jaffe at the controls of Goodyear's Stars & Stripes over the Hudson River.*

#### Indiana Dunes Chapter

Phyllis Webb and Dee Nusbaum presented two Flying Companion Seminars at Oshkosh.—*Janice Topp*

#### Oregon Pines Chapter

Among our other activities, our Chapter was busy this summer with two airmarkings: one to renew Independence, Ore., and the other to re-mark Salem just prior to the International Helicopter Championships held in August.

—*Trish Hanna*





*The Western N.Y. Chapter and the Finger Lakes Chapter joined forces to sell small pilot bears and jewelry at the Wings of Angels Air Show in Batavia, N.Y., in August. Pictured are Dorothy Hake, W.N.Y., and Charlotte Shawcross, Finger Lakes Chairman.*



#### Idaho Chapter

With two 747 types in our little ol' chapter, of course we had to have a captains' party. We roasted 'em pretty good, promised to always salute and address them as "Captain." They promised to always wear their glorious caps with fringe and bells and a flower and to wear their big captain's wings. Karen Marchbanks on the left; Patty Mitchell on the right.

—Gene Nora Jessen.



#### Oklahoma Chapter

Shown here are Dana Coles and Wyvema Startz standing with U.S.A. team member Matt Chapman and his competition plane, a Mudry CAP 231EX, on the new compass rose we painted at Page Airport, Yukon, Okla., in time for the World Aerobatic Championships. And we did it "from scratch." That is, we had only a center and four cardinal directions marked by nails.

We also painted a compass rose in May at Wiley Post Airport, the facility that 99s used when they flew to the Oklahoma City Convention. —Carol Sokatch

#### Women With Wings

We kicked off the autumn season by putting the fun into fundraising. Our Second Annual Chili Cook-Off was held at the Akron/Canton Regional Airport in Ohio. Fun. Fellowship. Fantastic chili! Proceeds donated to a non-profit organization to advance general aviation. —Heidi Dietz

#### Columbia Cascade

As part of the Oregon Aeronautics Section Adopt-an-Airport program, our chapter adopted Nehalem Bay State Airport on the Oregon Coast. We have replaced and painted the tires around the windsock, we'll spread gravel in a small parking area and repaint numbers on the runway. We love the community involvement and the opportunity to fly out together. —Bette Jackson



#### Cape Girardeau Area Chapter

Our Chapter has been trying to reactivate so we had a reunion meeting and almost all of the members from the past 35 years attended. Shown with me and Indiana Chapter Chair Mary Ann Eiff is the first place '96 Air Race Classic winner, Lauren Nicholson, who was our guest speaker. —Lois Feigenbaum

#### Pikes Peak Chapter

Our fly-in to Burlington, Colo., was special because, in addition to the flight itself, we visited a national treasure: the carousel. It has been beautifully restored. The pipe organ plays nostalgic music of a by-gone era and the animals we rode on for 25 cents were restored

to their original colors. We visited the Old Town Museum and Saloon, rang the old church bell, toured turn-of-the-century buildings and enjoyed a wagon ride across town, drawn by two stately Clydesdale horses in magnificent harness. Lunch followed at the Prairie Pines Country Club.

—Onita Winfrey

#### Volunteer 99s at work in community service

In cooperation with Child and Family Services of Michigan, a number of 99s participate every year in an airlift called Operation Good Cheer delivering presents to about 20 airports all over the state of Michigan for distribution to the less fortunate through various agencies. The project began in 1971 and has grown larger each year.

Lynn O'Shaughnessy, Greater Detroit Area Chapter, has been instrumental in coordinating the pilots and flights for the past seven years. This year, almost 2,700 kids will receive about 7,000 gifts through this annual all-volunteer program. There will most likely be more than 100 planes involved in the flights.

There are usually between six and ten 99s who fly and others who help on the ground.



*Shown here offloading gifts with Santa in Flint, Mich., in 1994 is Gini Sutherland.*



## Chicago Air Meet

The Chicago Area Chapter's 48th Annual Air Meet was held at Howell Airport, New Lenox, Ill., in September. Displaying trophies won in the 153-mile proficiency race are first-place winners Marjorie and Herb Sundmacher (left), and Sharon and Frank Schorsch. second. Ellen and Chuck Herring were third. The spot-landing contest was won by Ellen Herring; Patty Cuddie placed first in the flour-bombing competition.

—Deborah Kirschner



## Mile High Air Derby

Colorado Chapter's annual Derby began with clear skies at Centennial (Denver) but fog everywhere else. Finally, at 12:30, weather had improved enough at four airports (Limon, Sterling, Akron and Ft. Morgan) to hold an abbreviated race. The slowest airplanes had to grapple with thunderstorms around Centennial, making a race largely dictated by weather!

The top three winners were Christine Gardy and Suzanne Azar, of El Paso, Texas, in a '79 R172K; Jennifer VanDyke and Karen Johnstone of Aurora, Colo., in a 96 Katana DAZO; and Marvin Guthrie and John Dawson of Clearwater, Fla., in a '76 Beech F33A. —Julie Boatman

## Flying Poker Run

Eastern Idaho's Flying Poker Run was won by Jim Zane, a pilot from Idaho Falls. I won second place with three 8's. We raised \$125 to be used for aviation education and airport service projects. An added feature this year was the flour-bombing contest. Lots of prizes were donated by the aviation community for the event.

The run would not have been as successful were it not for the pilots who filled their planes with good sports, the airports who were gracious hosts and generous contributors, as well as those good-natured souls on the ground who were "guilted" into participating in the festivities. —Sandi Bills

## International Ladies Cup

The Second International Ladies Cup will be Aug. 15-17, 1997, at Eindhoven Airport, The Netherlands. It is being organized by the Eindhoven Aero Club Motorflying, a ladies team, combined with help from the male aviators.

The ILC meetings are to be held biannually, and are meant for women pilots-in-command and student women pilots, accompanied by an instructor (male or female).

For more information, contact Mrs. Th. Geris-Vogels at 00.31.77.466.2555 or Fax 00.31.77.1364.

Submitted by Eindhovense Aero Club Motorvliegen

## 21st Air Race Classic

The route for this all women race will be from Boise, Idaho, to Evanston and Newcastle, Wyo., Jamestown, N.D., Duluth, Minn., Sault Ste Marie, Mich., Elkhart, Ind., Wheeling, W. Va. ending in Knoxville, Tenn.—a distance of approximately 2,700 statute miles. Entries open Jan. 10. Call 512-289-1101 or fax 512-289-6034 for more info.

## Sunflower Rally big success

Fair skies, cool temperatures and almost calm winds combined to make perfect weather for the 15th annual Sunflower Rally. With a field of 22 planes, it was one of the largest rallies and thanks to the terrific organizational efforts, everything went off without a hitch.

Planes began arriving Friday afternoon about five. They were greeted by Karen Tucker and Janet Rine. After registration, the participants went to the Airport Hilton where they headed for the hospitality suite. There was a great selection of food, and everyone had a good time renewing old friendships and making new ones.

Early Saturday morning everyone was on hand for the weather and course briefing. They fly in teams of two. One pilots the airplane and the other is a navigator. As usual, the course was a challenge and NAV points that seemed easy sometimes had a trick or two to them.

The goal of the rally, besides the fun involved, was to test the teams' piloting and navigation skills, the efficiency of their planes and their abilities to accurately plan a flight, fly a course around central Kansas—and answer a series of tricky questions about what they saw on the ground.

That evening at six, the hangar at Yingling Aircraft was filled with about 60 rally participants.

workers, friends, family and guests for dinner where the results of the day's flying were announced. To determine the finishing order, judges calculated time predicted, actual time, speed, fuel efficiency and navigation.

First place was won by Chris Johnson and Bryson Pogson of Oklahoma City in a Cessna P-206. Kirby Ortega and Karen Weirick of Wichita won 2nd place in a Cessna 172, and 99 Carol Lanning with husband John came in third in their Cessna 172.

Not only does this kind of event raise money for our Chapter but it creates goodwill in the community and good publicity for our Chapter. —Marty Benham



Sunflower Rally Chairman Carol Lanning is ready for takeoff.

## Reno Air Races

Under the superb coordination of Pat Orcutt, a great many Reno Area Chapter 99s were involved in a series of events to help get the races off the ground, so to speak. They helped with such things as pilot registration, ticket sales, manning the race information booths, announcer stand and the

coordination of the parade of race winners. It was a busy week. And to add to the festivities, Reno Area 99 Helen Squires married S1 Pitts AirRacer Cris Ferguson at Race Headquarters with a reception following. As far as we know, this is the first time a 99 has married an air race participant.

—Sonya Dugan

## TWO DIRECTOR POSITIONS OPEN

The election of two Directors for the International Board will be held July 12 at the 1997 Annual Meeting in Portland, Maine, USA.

The Bylaws, Standing Rules and Election Procedures can be found in the 1995-96 Membership Directory, pages 266-279. Request the Intent form from Headquarters or copy it from last year's Directory.

Candidates for elected positions in The 99s are required to file an Intent to Seek Election with the Chairman of the Nominating Committee. The Intent

form must be mailed with a legible postmark or courier stamp bearing the date and time the form was dispatched.

All Intent forms must be dispatched no later than Nov. 30. Send five sets to Loretta Gragg at 99s HQ and one set of forms, via airmail, to:

Barbara J. Collins  
P.O. Box 185  
Glen Osmond  
South Australia 5064  
Home: 011-61-88-379-8527  
Fax: 011-61-88-373-0963

### Eastern New England Chapter announces two scholarships

The Chapter is accepting applications for two scholarships for \$1,000 each to be used toward education or training in pursuit of an aviation-related career.

The 10th Annual Aviation Memorial Scholarship is named this year in memory of Isabel Blodgett. It is open to both men and women, high school seniors and beyond. The 5th Annual Anne Bridge Baddour Scholarship is only for women who hold at least their private pilot license. Applicants must reside in one of the six New England States or be studying in one.

For more information, send a stamped, self-addressed business-size envelope to Karla Carroll, Scholarship Chair, ENE 99s, 14 Cooke Place, Warwick RI 02888-4202. Deadline for applications is Jan. 31.

—Karla Carroll

- Jean Schiffman received the NW Section Achievement Award at the NW Section Meeting in Victoria, B.C.
- Cover girl has boy. In September, Lt. Col. Cathy Clothier (cover of 99 News in Nov./Dec. '95), Kansas Chapter, gave birth to a baby boy, Aaron Scott, to add to their family of two girls.
- Columbia Cascade Chapter received the NW Section Aerospace Education Award.
- Elizabeth Hegarty Graham, Pikes Peak Chapter, is a new pilot for America West.
- 1st Lt. Sarah Deal, Women With Wings Chapter, received a gift of an American flag that flew over the U.S. Capitol from Congressman Thomas Sawyer for meritorious service.
- Katie Heuermann, Pikes Peak Chapter, has become Western Pacific Airline's first female mechanic.

*This is a new column designed to carry short blurbs of information about members who have taken on new jobs in the aircraft world or received recognition for their aircraft-related involvement or other accomplishments. These will be published on a "space available" basis. Send your "Touch & Go's" to Betty Rowley, 807 N. Waco, Ste 22, Wichita, KS 67203, or fax to 316-263-7350. Be sure to include your Chapter and/or Section name.*

## NEW HORIZONS

*The 99s extend their prayers and thoughts to the families of the following 99s.*

**LILLIAN WAGER**, charter member of the Columbia Cascade Chapter, started in 1975. Lillian was an instructor and very active in the Chapter. —Bette Jackson

**JODY HILL CHAPPLE**, a charter member of High Country Chapter, passed away Oct. 7, after bravely battling breast cancer for two years. She leaves a 13-year-old daughter, Julie, a faithful chapter "fledgling."

—Judy Humphries

**LYNNE BRICE-PRICHETT**, Greater Seattle Chapter, died Aug. 22 at home in Friday Harbor, Wash., following her battle with a brain tumor. Lynne was born in Darlington, S.C., worked as a flight attendant for Continental, and taught scuba diving.

**ORA STEVENS**, Charter member of both the New England Section and Eastern New England Chapter, died Aug. 22. She was a

very special lady to all and gave generously of her time to the 99s. For many years she ran Taunton, Mass. Airport with her brother. Her family says Ora was so proud of being a 99 that she kept her P.O. Box 99 long after she had mail delivered to her home.

—Martha Dunbar

**Edward W. Laird**, 49 1/2 of Sharon Laird, Eastern Idaho Chapter, died Aug. 21 of cancer in Rigby, Idaho. A loyal supporter, Ed was instrumental in "nudging" our Chapter to participate in the Idaho Department of Aeronautics program of adopting runways. Our aviation community will miss Ed's quiet, yet strong influence. —Sandi Bills

**Robert Heale**, 49 1/2 of Marion Heale, Intermountain Chapter, died Sept. 14 at the Fairchild Air Force Base Airshow in Spokane, Wash., when his aerobatic plane, a CAP 10, crashed during his performance. He had logged over 31,000 hours of flying time and 5,000 hours of aerobatic time. He was a great supporter of his wife's flying and of her Chapter.

—Gloria Sands

### DOROTHY RINEHART NIEKAMP

Aug. 4, 1932 — July 12, 1996

The first thing I always noticed about Dorothy was the twinkle in her eyes.

After flying with her husband, she decided to become a pilot, too, and achieved her license in 1967. Her goal then became the ratings necessary to allow her to participate in the Powder Puff Derby. Her first Derby was in 1975 as TAR 42. In 1973, she achieved first place in another love, proficiency racing.

Dorothy became The 99s first librarian after the original building was completed in 1988. She was the first to receive the AE Research Scholarship Award in 1978 for her invaluable compilation, "Bibliography of Women in Aviation." In 1988, another first: She was a repeat winner for the continuation of the bibliography. These works—tools for researchers, libraries, authors and those interested in women's achievements in the field of aviation—secure her place in history and the hearts of her sister 99s.

A talent the scope of Dorothy's made her many things to many people. To me, she was a long-time friend and advisor who gave freely of her expertise to further the cause of women in aviation.

There were services in Indiana and Tulsa, Okla., before Walt brought her home to 99s Headquarters. On Aug. 30, in the presence of 99s and friends, her ashes were scattered in the grounds on the west side of the complex. A marker will be placed there.

Planes fly overhead day and night, her friends drop by, the office staffs of the 99s and AOPA pause beside her. She rests where she is loved and remembered.

Donations may be made to The Ninety-Nines, Inc., for the Second Floor Museum and the Amelia Earhart Research Scholarship Grant.

—Loretta Gragg, Executive Director





## WELCOME THESE 70 WOMEN PILOTS TO THE NINETY-NINES

Gabrielle Ariadne Adelman	Barbara Ellen Krajnik
Mary Clair Allen	Kathy Minders Kriss
Nancy A. Alsbrook	Bette Irene Lawson
Ellen E. Anderson	Karen Holcombe Leftwich
Leslie Atlan	Jessica Natasha Mazur
Susan L. Ballew	Sandra Lynn McGettigan
Christine Ann Barchie	Cheryl C. Miller
Lori Jeanene Bayless	Kathryn Joy Minner
Selena Billington	Collette Cecile Morin
Erin M. Caolo	Katie Lee O'Neal
Nancie J. Cummings	Astarte Paddock
Marguerite H. Cummock	Sharon E. Parr
Jeanine Marie Czech	Malawan Patamapongs
Jill Patricia Dermott	Sandy D. Paul
Sally Maureen Doll	Molly Martin Pearce
Margaret MacDougall Ehle	Lindsey Radford-Price
Trista J. Fowles	Lisa M. Priest
Martha Mary Geaney	Deborah Jean Raftery
Amie Jo Gillcrist	Roberta Louise Recken
Mari Lynn Gottdiener	Raquel Erin Reid
Roberta Helen Gray	Carol Ann Scanlon
Carol Sue Griffith	Maria Christina Schillen
Anja Rita Gross	Inez E. Schwartz
Susan Dallas Grubbs	Smadar Shechter
Cathy Deline Gunderson	Susan Joy Sexton
Lisa Ann Herron	Bonnie Silver
Amy Elizabeth Hitson	Kitty Sue Smith
Marilyn Hoeffner	Hyeran Song
Kimberly Kathleen Hoffbeck	Julie Anne Swengel
Joanie A. Infusino	Dagmar Theilgaard
Nancy Jane Ireland	Jacqueline Carey Thomas
Linda Ann Jacobs	Karen E. Trembl
Kelly Lynn Jones	Lynda J. Verduzco
Karina E. Junge	Debra Elaine Welsh
	Mary Ellen Woodhouse
	Susan C. Wrigley

## RATINGS AND WINGS

### RATINGS

Stephanie Cruz	Chicago Area	CFII
Karen Marchbanks	Idaho	Boeing 747
Patty Mitchell	Idaho	Boeing 747
Susan K. Bennett	Old Dominion	CFI
Marcia Davidson	Old Dominion	CFI
Donna Stevens	Indiana Dunes	MEI
Katie Heuermann	Pikes Peak	IA
Donna Moore	Women With Wings	Commercial (AE)
Laura Knipmeyer	North Jersey	Instrument
Cynthia Kariolich	Orange County	MEI
Amy Brown	Orange County	Instrument
Kate Anderson	Orange County	MEI (AE)

### WINGS

Trish Hanna	Oregon Pines	Phase III
Mary Elizabeth Samuels	Yavapai	Phase I
Beverly Bixel	Columbia Cascade	Phase VI
Jean Pickering	Women With Wings	Phase XI
Margie Whiteman	Women With Wings	Phase X
Pat Stark	Women With Wings	Phase VI
Joyce Oldaker	Women With Wings	Phase IV
Gaye Wohlin	Women With Wings	Phase IV
Lynn Erbaugh	Women With Wings	Phase II
Cynthia Thompson	Women With Wings	Phase I
Susan Loricchio	North Jersey	Phase V
Eva R. Mejia	Inland Empire	Phase VII

THE INTERNATIONAL WOMEN PILOTS MAGAZINE/99 NEWS

## GIFT SUGGESTIONS

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POWDER PUFF DERBY HISTORY BOOK ..... <del>25.00</del>	15.00	_____	_____
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LAPEL EMBLEM—blue and white ( <i>Compass Rose</i> on one side, world on the other) <del>2.00</del>	1.00	_____	_____
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SWEATSHIRT <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <del>20.00</del>	10.00	_____	_____
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99 Headquarters • Box 965, 7100 Terminal Dr. • Oklahoma  
City, OK 73159-0965 • PH: 405-685-7969 • FAX: 405-685-7985



**Juanita Jo Bailey**, Sacramento Valley Chapter, received the prestigious "Pioneer Woman's Award" from the OX5 Aviation Pioneers at the 41st Reunion Awards Ceremony which was held Aug. 31 in Seattle, Wash.

During her flying career, she accomplished many "firsts" for women pilots and was internationally recognized as an aviatrix with a long list of achievements. Old-timers in the Pittsburgh area will remember her as "The Flying Beautician" because she owned and operated a beauty salon in Clairton, Pa.

She has more than 6,000 hours

in her flying career which began more than 55 years ago at Bettis Field in Pennsylvania.

In addition to her Nicaraguan and Panamanian pilots licenses, Juanita holds FAA certificate No. 222547 with airplane, land, sea and glider ratings. During WWII she served in the Civil Air Patrol, then became a ferry pilot, flying aircraft from the factory to delivery points in Panama, Central and South America, as well as Alaska. These aircraft ranged from 65 HP Cubs to two 450 HP Stinson Gull Wings, none of them radio equipped, for her long flights over open water or dense jungles.

—Doris Lockness

**Dr. Peggy Baty**, Greater St. Louis Chapter, has been named president/CEO of Women in Aviation, International. The new WAI office is located at the Morningstar Airport in West Alexandria, Ohio, just west of Dayton. WIA is a not-for-profit corporation that seeks the involvement of women in all facets of aviation—controllers, engineers, airport managers, business owners, aviation mechanics and others.

**Jean Kaye Tinsley**, Bay Cities Chapter, has received the 1996 Elder Statesmen of Aviation Award.

The National Aeronautic Association selected seven persons to receive the prestigious aviation award for 1996.

Jean began her aviation career in the San Francisco area during the mid-'40s. She has served the industry in the capacity of applications engineer and as technical editor and writer on all types of manuals for operation and maintenance, overhaul and field instruction, as well as many types of brochures. The FAA has designed

her as a written test examiner and an accident prevention counselor.

She is most well known for her work in, and service to, the helicopter industry. She is currently executive director of the Whirly Girls. For this year's World Helicopter Championships, she served as one of the prime organizers, chief judge and as an instructor for judge training sessions. Jean was the first female in the world to obtain a gyroplane rating in a constant speed propeller driven gyroplane.

## NOTAMS

### Directory correction

Tucson Chapter Chairman is Nancy Teel.

### Bylaws & Standing Rules—deadline extended

Proposals to be presented at the '97 Convention in Maine should be sent to Joan Kerwin, Bylaws and Standing Rules Chairman, 1845 Howard St., Wheaton, IL 60187. **Deadline for submission: Dec. 31.**

### Awards Nominations—deadline extended

Deadline extended to Feb. 1

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Lucille Stone: Circa 1930's

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