



99 NEWS

INTERNATIONAL WOMEN PILOTS

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



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Highway Patrol



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INTERNATIONAL WOMEN PILOTS

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

January/February 1997

Volume 23, No. 1

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1997

FEBRUARY

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

22 — Flying Companion Seminar, Northwest Aviation Conference and Show, Western Washington Fairgrounds, Puyallup, Wash., Susan Pal, 206-364-5711

22 — A Weather Workshop, Brackett Airport, Calif., San Gabriel Chapter, Penny Moynihan Ilse, 818-967-5882

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

MARCH

6-9 — International Board of Directors Meeting, Ninety-Nines Headquarters, Oklahoma City, Okla.

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

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

16 — Poker Run/Barbecue, Fox Airfield, Lancaster, Calif. Sponsored by the Antelope Valley Chapter, Ellen Coussens, 805-256-4357

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

APRIL

4-6 — Sundance Air Race, A Cross Country Speed Race, Falcon Field, Mesa Ariz., Marge Thayer, 602-832-1492

7-10 — NCASE (National Congress of Aerspace Education), Houston Texas

12 — AE Gala Fashion Show and Fly-in, Kansas City Downtown Airport, Marilyn Copeland

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

27 - 05/04 — Twelfth Annual Great Southern Air Race, 800-457-1006

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., Santa Maria Valley Chapter, 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, Wis., Linda Neumann

15-22 — Paris Air Show, Paris, France

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

JULY

9-13 — The Ninety-Nines International Convention, Portland, Maine, Mary Tait, 209-935-4266

21-26 — Climb of Amelia Earhart Peak, Sierra Mountains, Yosemite National Park, Calif., Livermore Valley/Monterey Bay Chapters, Donna Crane-Bailey, 408-688-9760

24-26 — Amelia Earhart Birthday Centennial Celebration, Atchison, Kan., Stan Lawson, 800-234-1854

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

30-8/5 — Oshkosh '97 EAA Convention

AUGUST

15-17 — Federation of European Women Pilots at 2nd International Ladies Cup Rally, Eidhoven 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

DECEMBER

8-11 — Convention of International Council of Air Shows, Las Vegas, Nev., 517-782-2424

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 Birthplace Museum

99s 501(c) (3) No. 730632928

YES: I want to see the preservation work continue on the interior of the AE Birthplace Museum to get it ready for the BIG CELEBRATION of AMELIA'S 100TH BIRTHDAY, JULY 24. Here is my tax deductible contribution.

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Maine-ly Fun

MARCH/APRIL issue
will contain registration
information on
'97 Convention in
Portland, Maine, July 9-13

AERO, ERGO, SUM ... I fly, therefore, I am.



Lois Erickson, President

Each of us remembers the first day we climbed into the cabin of "that airplane" and found a whole new world opening to us. After my first four hours of instruction in a Piper Cherokee 180, I came back from a lesson to be greeted by my husband who excitedly told me that "we" had just bought a great airplane called a 140. My first thought was: "What on earth is that?"

Imagine my surprise when he opened the hangar door and I discovered that this particular airplane had the wing on the wrong side of the fuselage and the nose wheel was on the back side. That was when I found out about an airplane called a Cessna 140.

As flying magazines began to accumulate in our home, I learned about airplanes called Beechcraft, Mooney, Luscomb, Taylorcraft, helicopters, experimentals, and on and on. A whole new and exciting world to learn about and experience.

As I learned to be a safe pilot, I was fortunate to have the support and encouragement of all the men on the field. My instructors at the FBO, the flight service station personnel, the corporate pilots in the pilots' lounge, all of them to a man nurtured me as I embarked on the greatest adventure of my life. You see, I was the original "Baby Bird" because at that time I was the only female student pilot on the west side of the state of Wisconsin.

When I finally earned that coveted certificate I had worked so hard for, the examiner told me that I needed to contact and join The Ninety-Nines because "women talk airplanes differently than men do."

Soon after I began my association with The 99s—some 26 years ago—I found that we were homemakers, doctors, lawyers, engineers, teachers, nurses, bankers, accountants, mathematicians, dentists, professional flight instructors, balloonists, glider pilots, fixed base operators, aircraft mechanics, air traffic controllers and on and on and on. Each of us has had at least one mentor

along the way who was there for us when we needed it most.

Today, we have another opportunity to do our part as members of this most prestigious organization of women pilots. We can support the industry-wide general aviation effort to encourage new student pilot starts in collaboration with all the components of the aviation industry and the GA 2000 team.

Our own Long Range Plan marketing effort has been focused not only on promoting student starts, especially among women, but on keeping them flying. Our efforts will be concentrated at the Chapter level where our networking has proved to be so successful.

Each Governor present at the fall Board of Directors meeting was asked to suggest one or more Chapters in her Section to be the "pilot study groups" in our plan to reach out to FBOs and flight instructors to offer our services as mentors to their student pilots.

Once a pilot, always a pilot, even if you are no longer actively flying. You can still be a part of the dynamic process we envision will evolve from this effort. Every aircraft needs a ground crew, and we hope you will be as enthusiastic about this as we are.

Through our participation with the Air Bear and Young Astronaut programs in the school systems, to the Girl Scouts, Explorer Scouts, National Intercollegiate Flying Association, Fear of Flying clinics, FAA Safety Seminars, and our involvement with local general aviation support groups, The 99s have always led the way in aerospace education.

It's not what we do once in awhile; it's what we do day in and day out that will make the difference. As we begin this new year, determined to make that difference, we sincerely hope that you will do what you can, where you can, and when you are able.

We hope you can share the excitement and the enthusiasm that you feel about being a general aviation pilot with other women, and join us as we implement just one part of The Long Range Plan - Phase Two.

Two. ✨

We can support the industry-wide general aviation effort to encourage new student pilot starts in collaboration with all the components of the aviation industry and the GA 2000 team.



President Lois Erickson with 99 Doreen Richter, Kitty Hawk Chapter, and Treasurer Beverley Sharp at Wright Brothers First Flight Celebration at Kitty Hawk, N.C.

Marla Gaskill combines *hobby* with a *job*

BY ROZ HUTCHINSON

Marla K. Gaskill, Women With Wings Chapter, obtained her pilot's license in November 1994. She did so with the idea that flying would be a recreational activity. A year later, however, it also became the 33-year-old Ohio State Highway Patrol trooper's job. Gaskill landed a transfer into the patrol's aviation section in December 1995 and became its first—and so far only—female pilot.

"I didn't do it for that reason. I never even thought about it. That wasn't what I wanted to do," said Gaskill, who graduated from the OSHP Academy as a trooper in June 1990.

What she wanted was the opportunity to fly. And she's getting that; in one year, she's logged more than 700 hours in the air.

As an OSHP pilot, she often spends as many as six hours a day, five days a week in the air—more if an emergency situation occurs during her week to be on 24-hour call, less if she has to spend a day in court.

"I've had an interest in law enforcement, but how often are you able to combine two entirely different interests into one?"

(While Gaskill doesn't have morning briefings to attend as she did when she was riding patrol in a car, she still gets



Marla Gaskill with the Cessna 172 she flies for the Ohio State Highway Patrol.

summoned to testify when someone challenges a ticket she has written while doing speed enforcement — a major part of her job. Other duties include assisting patrol investigations through aerial surveillance, searches and photography, and working the scenes of airplane crashes until Federal Aviation Administration investigators arrive.)

Some days Gaskill flies a Cessna 172, on others she takes one of the patrol's Cessna 182s as she patrols a six-county section in western Ohio. Most of her work is done during the day, but there have been occasions when she's been called out at night for an aerial search — the only time she has another officer flying with her.

"When I began taking lessons, I never thought I would be able to combine a hobby with a job," said Gaskill, noting that even if she had, such openings are rare because most of the patrol's pilots stay on in those positions until retirement.

Consequently, she considers herself fortunate to be among the ranks of the 13-member aviation division, a place where people get to do what they love to do as part of their job.

Said Gaskill: "I've had an interest in law enforcement, but how often are you able to combine two entirely different interests into one?"

Much less two interests shared by a spouse, one might add. Gaskill's husband, Manny D'Ostroph, an agent for the Ohio Bureau of Criminal Investigation and Identification and a private pilot, encouraged her to pursue her dream of getting her pilot's license. (Her uncle, Walt Murphy, a retired Air Force pilot, served as her flight instructor.)

Gaskill said that when she was a student pilot she also received tremendous support from her local Ninety-Nines Chapter, Women With Wings. Knowing how much having mentors meant to her, Gaskill said she joined the chapter as soon as she received her wings.

"It's a really good group," said Gaskill. "It's nice to talk to people and know that you're not the only one who's gone through the ups and downs."

And as far as being the only female flying for the OSHP's aviation division?

"Me, I've not had any problems being a female doing what I'm doing," said Gaskill. "But then I'm not afraid to ask questions and to admit if I don't know something."

Nor is she reluctant to take on new challenges. "I would like to obtain my commercial rating this year and then eventually get a multiengine rating," she said. She'd also like to learn to fly helicopters and plans to continue work toward a college degree.

Roz Hutchinson is a reporter for the Wichita Business Journal in Wichita, Kansas.



Conducting an air speed check.

Jackie Sauder, Corporate Pilot

BY DOROTHY DICKERHOOF, *Kansas Chapter*

Seventeen years of getting up at 4:30 in the morning to check the weather, 17 years of making the go-no-go decision by about 5 a.m. so the passengers can drive to their destination, if necessary; 17 years of recurrent training at FlightSafety or SimCon; 17 years of scheduling maintenance on the airplanes to coincide with the least busy flight schedule; 17 years of being on call—many times even for weekends.

Such has been the life for corporate pilot Jackie Sauder, Kansas Chapter, chief pilot—and for many years, the *only* pilot—for the Galichia Medical Group in Wichita.

Jackie had an early interest in airplanes and sought a career as an airline hostess only to find that because she was only 5-foot-2 inches tall, she did not meet the minimum height requirements.

She was married and had two young children when her husband decided to take flying lessons and urged her to do the same. She took to it like the proverbial duck to water and obtained her private license. Wanting more, she went to work part time to support her new found hobby and within three years had added an instrument rating and commercial license.

An opportunity arose to ferry an airplane for a paint job and, as her availability to fly became known, more and more such opportunities presented themselves until she was flying a good deal of the time. Best of all, she was being paid for it!

About this time, a chance to obtain a multiengine rating appeared. Although Jackie thought it was probably foolish, she was not one to pass up an opportunity. She took advantage of it. She was now flying for an aircraft broker and this rating expanded her capabilities and thereby her opportunities.

In 1979, while working part time as a medical secretary, an FAA friend called to advise her that a local doctor had just bought a new Bonanza and was looking for a full-time pilot. Her flying experience coupled with her medical background landed her the job and Jackie was now a full-time pilot for the medical practice of two cardiologists.

When the Bonanza turned out to be a Baron, the wisdom of availing herself of offered opportunities became very apparent. The doctors inaugurated outreach clinics throughout Kansas. They would fly to a small town and “set up shop” for the day seeing patients referred by local doctors. In the first years the test equipment went on the plane with the doctors and technicians, but as the equipment became more sophisticated and larger, it was transported by van.

While working part-time as a medical secretary, an FAA friend advised her that a local doctor ...was looking for a full-time pilot. Her flying experience coupled with her medical background landed her the job. Jackie is now a full-time pilot for the medical practice of two cardiologists.



Jackie Sauder, Kansas Chapter, flies a Beech Baron for two cardiologists' medical practice.

The practice grew rapidly with more doctors and more administrative personnel being transported to more clinics. In 1987 a second airplane was purchased and a second pilot hired, in essence creating a flight department. Jackie became the chief pilot, responsible for coordinating the scheduling of both airplanes and two pilots and additional chartered planes if necessary, maintenance on both planes, preparing monthly flight logs on both planes, and anything else that might come up.

The second plane, a Bonanza, was upgraded to a Baron earlier this year. The majority of the trips are to destinations within the state of Kansas, and many of the airports served by the practice are small with non-precision approaches (if there is an approach at all) and a few are grass strips. Jackie's log book now shows 6,800 accident-free hours, of which more than 5,000 are multiengine, a record of which she should be, and is, very proud.

A mutual friend who has flown both corporate and air carrier attests to the fact that a corporate job is much more demanding than air carrier. Single pilot IFR, passengers sitting beside and behind the pilot watching every move and visiting while the pilot tries to copy clearances and communicate with air traffic control, loading and unloading baggage, preparing the airplane inside and out for the next trip, and waiting all day at an airport until passengers are ready for the return trip are not part of the everyday requirements of an air carrier pilot.

In Jackie's case, the operation of the clinic itself rests on her judgment at an early morning hour. If weather precludes flying, the staff must be given sufficient time to drive to their destination and be ready to see patients at 9 a.m.

In some cases, the clinics are so far away that driving is not feasible, resulting in cancellation of the patients to be seen that day. Low ceilings, non-precision approaches, precipitation in the days prior to the use of a grass strip all must enter into her decision.

However, Jackie says that the opportunity to meet people and to see and experience things that would not have been possible in a non-flying job far outweigh the difficulties. She has experienced great personal satisfaction in running a successful and safe flight department for the past 17 years. Says Jackie: Flying is such a wonderful job!"



Following the passage of the General Aviation Revitalization Act, a special committee called the Piston Engine Aircraft Revitalization Committee (PEARC) was established to look at ways to help rejuvenate the piston engine side of the industry. The committee had participants from all segments of the aviation community who looked at the possibilities of increasing the number of student pilot starts in the U.S. Its report concluded, "In the long term, the number of student starts is controlling the pilot population."

Last year, fewer people started to learn to fly than any time in recent history. This year, the number will again be even lower. As an industry, we are tasked with working together for the common good of general aviation. In order to revitalize this once thriving segment of the aviation industry, we had to come up with the best strategy for bringing more people into our industry—to share our experiences and thrill of flying with those who have longed to be in the air.

The concept of such a program would have to stimulate the marketplace with the full industry's support. By utilizing the PEARC research, which targeted a specific part of the population with an interest in learning how to fly, a campaign specifically aimed at those individuals would be the answer. The result of this activity, combined with an environment ready for industry change, was the establishment of GA Team 2000 in the spring of 1996.

To date, more than 90 founding members have contributed or pledged a total of more than \$1 million to the program. Membership includes manufacturers, publishers, fuel companies, colleges and universities, vendors, associations and others. The Ninety Nines' Lois Erickson and Beverley Sharp participated in GA Team 2000 membership meetings this past fall and indicated a willingness to partner in this effort by providing strong follow-up support for potential pilots.

This unique program will help educate the public about the benefits of general aviation and entice those interested in flying to take the first step. One interesting outcome of the PEARC research was the number of *women* who indicated that they would be interested in flying. Of approximately 10.5 percent of Americans who said they wanted to fly, 3.7 percent were women. The potential student pilot market is 1.2 million. Nearly half of those people surveyed indicated they would likely start flight training



A LOOK AT THE FUTURE

GA Team 2000: Working Together to Revitalize General Aviation

BY SHELLY R. SNYDER, Director of Communications
General Aviation Manufacturers Association
Washington, D.C.

within five years, two-thirds for the pure enjoyment and one-quarter for personal travel.

For years, flying has been competing with new technologies such as home computers, new cars and boats and even outdoor activities like skiing, snowmobiling, golf and tennis. In order to change the mindset of those who have indicated a willingness to learn to fly, we must welcome them into the arena. They are an important part of a unique and dynamic industry filled with fun and excitement.

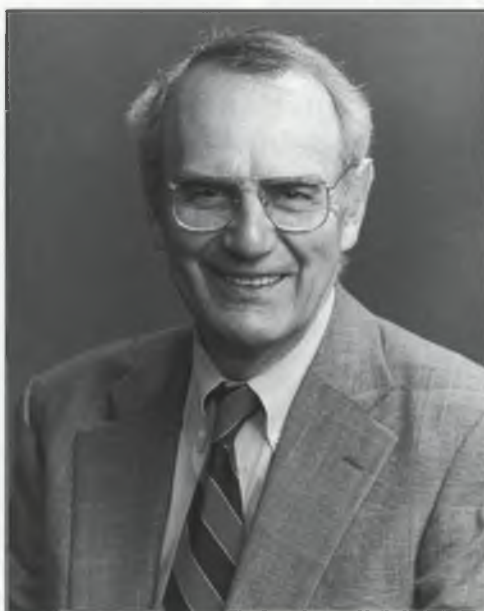
In order to capture this audience, Tinsley Advertising Agency in Miami, Fla., has been retained to help develop a program which will start in the 1997 spring flying season. Strong leadership will be provided by Ed Stimpson, vice chairman of GAMA and the chairman of GA Team 2000, and Phil Boyer, president of AOPA and president of

GA Team 2000. Along with a 13-member board of directors and several working committees, these volunteers are committed to turning the goals of the organization into a reality.

By referencing the market research and the audit survey of current and past "learn to fly" programs, and by working through a

committee structure, a strategic plan can be developed that will include a "Stop Dreaming—Start Flying" campaign promotion on targeted national cable TV, improved infrastructure and various public relations efforts.

The GA Team 2000 challenge to the aviation community is one that affects all of us. This program plays a major role in the future vitality of the general aviation industry. Let us know your thoughts on how we can reach more individuals and talk with your fellow pilots and encourage them to share their world with others. By spreading the good news about flying, together we can help to bring a renewed sense of accomplishment and adventure to the lives of so many, and realize the dreams for the future of general aviation.



Ed Stimpson, chairman of GA Team 2000.

Shelly Snyder, director of communications for GAMA in Washington, D.C., works on a daily basis with both the news media and the aviation community to represent the general aviation manufacturing industry at various aviation education events and industry trade shows across the country. Prior to joining GAMA, Ms. Snyder worked as the Flight Operations/Fuel Coordinator for Federal Express Corporation in Memphis, Tenn. She has a bachelor's degree in Commercial Aviation from Delta State University in Cleveland, Miss., and has been a general aviation pilot for more than nine years.

Write to Ms. Snyder at GA Team 2000,
1400 K Street NW, Suite 801,
Washington, D.C. 20005



Raytheon Beech/Pilatus MkII

At Raytheon Aircraft...

Raytheon Aircraft enters the final years of the 20th century as one of the premier organizations in business aviation. It builds the broadest and most extensive line of aircraft in the industry, ranging from piston-powered models to super mid-sized jets. This product line, combined with a commitment to provide service and support that is second to none, positions Raytheon Aircraft to meet the air transportation needs of a wide array of customers, everywhere in the world.

In keeping with its leadership position, Raytheon Aircraft will play an important role in creating new opportunities for women aviators.

In 1996, Raytheon was awarded the multibillion-dollar U.S. Air Force and U.S. Navy Joint Primary Aircraft Training System (JPATS) contract. Between 1998 and 2017, Raytheon will deliver 711 of its Beech/Pilatus PC-9 MkII trainers to replace Air Force T-37 and Navy T-34C aircraft now in use.

A major consideration in the JPATS selection was the capability of each candidate aircraft to physically accommodate a larger percentage of the female population than ever before. The Beech MkII's outstanding anthropometric accommodation allows 97 percent of the eligible female population to become student pilot candidates.

Current U.S. military physical standards eliminate approximately 60 percent of potentially eligible women from flight training. As Raytheon's Beech MkII comes on line, military flying careers will be open to a far greater number of women than ever before. Raytheon Aircraft is proud of the role it is playing in creating new opportunities for women in aviation.

Roy Norris, president, Raytheon Aircraft Company, Wichita, Kansas.



Cessna 172

At Cessna...

The revitalization of the general aviation industry, Cessna's single engine restart, and GA Team 2000's worldwide effort to recruit new student pilots are all part of a great new start for the aviation industry. What's different now is the increasing role that women have in the success of these new programs. Cessna Aircraft Company has successfully positioned itself to fulfill the needs of a growing number of new women customers and employees.

Within Cessna, *women are an important part of business.* As marketers, salespeople, demonstration pilots, production workers, accountants, directors and vice presidents, women play a direct role in the everyday success of the company.

"Fostering the growth of talented, professional women within the Citation, Caravan and the new Single Engine program has enabled Cessna to stay ahead of the changing needs of our customers," stated Phil Michel, vice president of Marketing. "We are always looking for fresh input on improvements for our aircraft, as well as in our marketing strategies."

As Cessna customers, *the needs and concerns of women pilots has not been taken lightly.* The new Cessna single engine airplanes heed numerous changes brought to light in market research that targeted input from current women pilots. Cessna made several comfort, convenience and safety improvements to the new Skyhawk, Skylane and Stationair based on input from the growing number of women pilots.

The introduction of new business jets, the continued success of the Caravan program and the expansion into the single engine market all have fostered growth within the company. "The entire aviation industry is experiencing positive growth and the opportunities are endless," added Michel. "We encourage qualified applicants to join our team and experience the career advantages that Cessna Aircraft Company has to offer."

Cessna applauds the role that women have taken within the industry and encourages a continuous growth of women in professional aviation positions.

Jennifer M. Whitlow, marketing specialist, Single Engine Piston Aircraft, Cessna Aircraft Company, Independence, Kansas.

"The entire aviation industry is experiencing positive growth and the opportunities are endless"

—Phil Michel, vice president of marketing, Cessna Aircraft Company

From the Board Room

BY CAROLYN CARPP,
INTERNATIONAL SECRETARY

Each time a new Board of Directors is elected, there is much anticipation for the first Board Meeting. This year's meeting in Oklahoma City Nov. 1-3 was no exception. Newly elected Directors Joy Parker-Blackwood, Cathie Mayr and Mary Wunder excitedly took their places at the round table, while elected officers President Lois Erickson, Vice President Pat Ward, Secretary Carolyn Carpp, Treasurer Beverley Sharp and Past President Joyce Wells shifted into new positions.

Governors (or their representatives) from each of the United States Sections and Western Canada surrounded the Board, with Parliamentarian Betty Green and Executive Director Loretta Gragg also present. For once, it was not snowing, but the weather was promptly forgotten as the meeting commenced.

Thursday afternoon was devoted to the Long Range Plan objectives with the goal to review and revisit priorities: make choices for adaptations and revisions; and to move forward with "Phase Two—Toward the Future."

In the evening, the Board and Governors participated in a Meyers-Briggs Seminar under the direction of Cathie Mayr, who is certified to conduct these interesting and informative workshops. Everyone discovered that although individual approaches might be different, any group can work together to meet challenges and solve problems efficiently.

Official business began on Friday morning and concluded on Sunday just before noon. President Erickson had prepared a detailed agenda based on the Long Range Plan, in collaboration with Directors Blackwood and Mayr. Two and a half days of intensive hard work followed,

where each item was considered with a view to its future financial impact.

The Board approved a plan for members of the Finance Committee to meet in Oklahoma City in February 1997. Thanks to a generous donation by Joyce Hilchie of the Yavapai Chapter, this meeting will enable the Finance Committee to study the current budget and develop recommendations for the 1997-98 budget prior to the Spring Board meeting.

The Board welcomed Susie Sewell, who reported on insurance, and Marilyn Copeland, who was full of exciting news about the Amelia Earhart Birthplace Museum. A fund-raiser Gala Fashion Show and Fly-in sponsored by Raytheon will take place in Kansas City, April 12, 1997. AEBM will be featured at the Amelia Earhart Centennial Celebration to be held July 24-26 in Atchison, Kan.

AE Scholarship Trustee and Treasurer BJ Schermerhorn also addressed the Board and proposed Dr. Jacque Boyd, SCS, and Madeline Monaco, NCS, as candidates for AEMSF trustees in next summer's election. The candidates as presented by the AEMSF Trustees were approved by the Board.

The cruise convention planned for 1998 was rescinded and rescheduled for Guadalajara, Mexico. Pat Ward reported on plans for the 1997 Convention in Portland, Maine. Husbands and significant others especially are invited to Portland, as they will be meeting in order to measure their interest in a more formal organization among the men. An award on the international level is pending based on the indication of interest in participation in a men's support group.

Under the subject of public relations and merchandising, several actions were taken. A "Clearance Sale" of items from Headquarters is being held. Information will be included in both the monthly *Dispatch* and 99 NEWS.

Chapters who purchased merchandise ads in the '96-97 *Membership Directory* will be included in a Merchandising Cata-

log and other Chapters may also purchase space. Cathie Mayr will serve as Chairman of Merchandising.

Headed by Pat Ward, a Public Relations Objective will be developed to focus on increasing the visibility and recognition of The Ninety-Nines, Inc., as a significant factor in the general aviation revitalization movement.

Exhibit booths at future trade shows will highlight and promote the programs and projects of the 99s while merchandise sales will be a secondary objective. It was decided to return to the smaller tent space at Oshkosh '97 because of the disappointing amount of exposure experienced last year in a larger tent.

Brochures with general information about The Ninety-Nines were approved for printing for use at trade shows, pending a long-range study of the development of a consistent organizational image and identification emblem or symbol.

Relative to membership, the Board added "Military" to the new member application as an additional type of pilot certificate which would qualify its holder for membership in The Ninety-Nines. Ten Chapters will be chosen to test a new member recruitment program by direct contact with FBOs and CFIs in their areas to promote a partnership in the effort to encourage women to learn to fly. A mentoring program for potential female student pilots is under study and the Professional Resources Program directed by Dr. Jacque Boyd is generating interest.

Probably the most exciting part of the November Board Meeting was visiting the Second Floor Museum to observe the progress that has occurred since last summer. Walls are up and more than \$70,000 has been raised so far, thanks to Claire Walters and the Palms Chapter.

Each Board member could envision the future of our own museum while they focused on the issues and decisions of the day. The next meeting will be March 6-9, 1997. ✨

21st Century Fund

The Twenty-First Century Fund Committee has proposed a name change to clarify the purpose of the fund, and a new management structure to ensure its perpetual existence. The proposed name is "The Ninety-Nines Endowment Fund." The new structure, patterned after the very successful Amelia Earhart Scholarship Fund, provides for five elected trustees.

The committee, consisting of Chairman Doris Abbate, Judy

Bolkema and Mae Smith, spent six months researching the background, purpose and resources for the fund. They conferred with General Counsel Cecile Hatfield in preparing the necessary resolution and bylaw amendment to establish an effective structure to manage the fund long term. The committee has proposed a bylaw amendment to be considered by the membership at the Annual Meeting in Portland, Maine.

"Second Floor"

BY C.J. STRAWN, MUSEUM DESIGNER
Palms Chapter

The headline on the yellowed clipping of the December 1969 issue of *Cross Country News* reads: "Fem Fliers Museum Gets First Contribution." The text says: "Kathryn Riley, a member from Jacksonville, Fla., gave her collection of photographs of early women pilots to the 99s Accessions Committee as the first contribution to their newly established museum at Will Rogers Airport, Oklahoma City."

That museum remained mostly in the hope stage until Claire Walters and I visited 99s Headquarters and saw its barren shell on the second floor. It is not a shell now.

I flew again in early January from Santa Monica to Oklahoma City to confer with cabinet designers and builders. A variety



Douglas Ettridge looking at his painting on the cover of the November/December 99 NEWS.

of sizes and designs are being created. Working with us is Lisa Cotham, New Orleans Chapter, who is knowledgeable about the special requirements of a museum.

All wall painting is done, as well as all trim and molding. The elegant terrazzo flooring should be finished by the time this issue reaches you, as well as the etched glass doors for the library.

In December, Jaye Howes, Susan Theurkauf and Paula Sandling (San Fernando Valley Chapter members) and I met with the aviation historian artist Douglas Ettridge. His painting was on the November/December 1996 cover of our magazine. The cover shows Mercury Airfield. That countryside is now the Wilshire District of Los Angeles.

We discussed the painting to be commissioned by The 99s. It is now being researched and photos copied. All material is to be sent to Ettridge in England where he lives. A limited edition of 500 lithographs of the painting will be signed by him to be sold by The 99s for the benefit of the museum. He will donate one of his paintings to be raffled at the 1997 International Convention.

Claire Walters, museum fundraising chairman, reports 100 percent of the Palms Chapter members have donated funds totaling \$7,000 plus Fran Blair's bequest. The Chapter treasury has donated \$4,000 and has paid for all fundraising, phone, postage and printing.

Please send donations to: Claire Walters, 13026 Psonas Way, Los Angeles, CA 90066, (310-397-2731). Make checks payable to The Ninety-Nines and on the memo line note that it is for the "Second Floor." VISA, MasterCard and American Express accepted.

A Special Contribution

My mom, Margaret Callaway, has been slowing down in recent years and I am handling her financial affairs. For as long as I can remember, my mom has loved the 99s and they have been central to her life.

This love of flying that unites all 99s make them instantaneous sisters, no matter what their background or where in the U.S. or the world they live.

My mom feels fortunate to be able to give something back to this wonderful group. Enclosed is a check from her for \$3,000 to apply towards the 99s Museum in Oklahoma City.

At some point, she would also like to contribute many of her trophies and scrapbooks to The 99s Museum.—Margo Bors, San Francisco, Calif.



Margaret Callaway's heart and soul goes into flying, with more than 14,000 cockpit hours behind her—learning, instructing, racing, teaching aerobatics, air-transporting and just plain old flying fun. Margaret especially strengthens the international spirit of The 99s.—Sigrid Ramelli

Many, many thanks to all these wonderful contributors to the "Second Floor" Museum in 1996

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Southeast
Southwest

Chapters

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Albuquerque
Antelope Valley
Bakersfield
Cameron Park
Central Oregon
Coachella Valley
Columbia Cascade
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Dallas Redbird
Greater Detroit Area
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High Country
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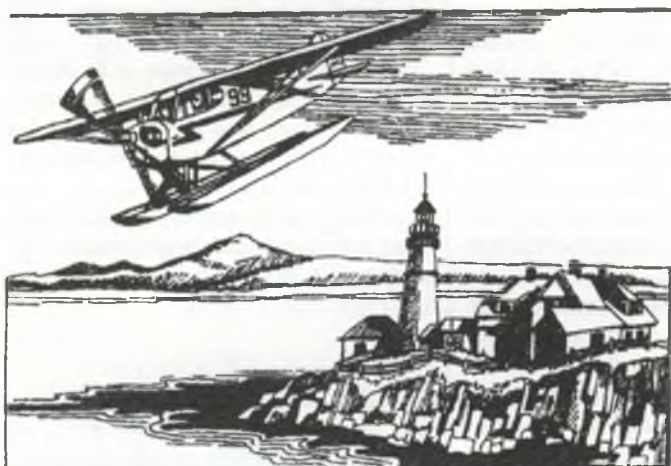
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**The New England Section invites you to
Portland, Maine, July 9-13 for The 99s
Annual International Convention**

Maine-ly Fun



Portland Headlight

The Ninety-Nines Board of Directors join with the New England Section in welcoming members from around the world to Portland, Maine, for the 1997 Convention and Annual Meeting, organized by Vice President Pat Ward and convention Co-Chairman Mary Tait.

A relatively new member, Mary is also Chairman of the Katahdin Wings Chapter which is a relatively new Chapter (May 1993) whose members live nearest to Portland. "We now have 20 members, including two new transfers from the exotic island of Hawaii (Sue Hillman and Beverly Haid)," writes Debbie Welsh, another new member who has quickly gotten involved by serving as Katahdin Wings' reporter for 99 NEWS.

Those who can come early or stay after the convention can take advantage of float plane training at a selection of seaplane schools at nearby lakes at very reasonable rates. Mary, who owns and flies her own seaplane, will be happy to provide more infor-

mation and make advance arrangements for you. A whale-watching cruise will be offered to early arrivals on Wednesday of convention week and on Thursday, a selection of group activities in and around Portland will be available. One can opt for a trip to the Brunswick Naval Air Station, or a bus trip to the playground of the rich and famous at Kennebunk for shopping, or a guided tour of the Victorian splendor of Portland's historic area.

Of course, a trip to Portland is not complete without a run up to Freeport, a world-famous designer discount Mecca, and the L.L. Bean store for a catch-and-release demonstration from the trout stream which runs through the store. The New England Section is eager to show you the beauty of the area and offer you gracious hospitality found on the southern coast of Maine.

The convention will officially get underway late Thursday afternoon with a bay cruise to one of the nearby islands for a lobster bake. On Friday morning, the first ever official meeting of 49 1/2s is scheduled with activities for them which their 99s will envy.

For those who come to Portland in their own airplanes, the week will end with a Mystery Fly-out on Sunday to a destination in northern Maine or a unique trip to a quaint New England seacoast village.

Watch for
the Convention Program
and Registration Form in
the March-April issue of 99
NEWS. Start making
your plans now to
experience Maine-ly Fun
July 9 - 13.



*New England Section Convention '97 local committee members
Back row: Connie Harte, Mary Tait, Koko Harris. Front row: Lisa Herron, Claire Holmblad, Sue Brooks, Ann Walko, Debbie Welsh and Pat Musser.*

99s design poster for Convention

At the joint section meeting of New Jersey, New York and New England Chapters in Islip, Long Island, Susan Fuller thought of the slogan "Maine-ly Fun," and Denise Dostoler designed the poster.

Susan Fuller lives in Fryeburg, Maine, where she has been an insurance agent for 20 years. She began to fulfill a lifelong dream of becoming a pilot when she started flight training in January 1989 and completed her dream in September of that year. "Those nine months," she says, "were the most grueling—yet one of the happiest—times of my life."

Although she is a relatively new 99—joined last year—she had been carrying around literature from the 99s in her flight bag dating back to 1989 when she got her license. She just "hadn't gotten around to joining" because, as she put it, "I don't think there were very many members in Maine back then." Currently, she flies a 172 Hawk XP, mostly for fun with friends, just enjoying the aviation world and improving her proficiency in the high-performance aircraft.

Denise Dostoler is a senior stress engineer at the electric boat division of General Dynamics in Groton, Conn., where she has been working for the past 12 years. She went to Connecticut 14 years

ago on a temporary assignment from Stone and Webster Engineering Corp., fell in love with the sand, sea and stars and is determined to stay near the coast. Denise is an artist in pursuit of her FBA from the Lyme Academy of Fine Arts—and is well known for her detailed drawings of numerous aircraft.

Denise has more than 1,100 hours, and has obtained her instrument rating, commercial license and advanced ground instructor's license.

She has been a busy 99, having served in several positions, including Chairman of the Connecticut Chapter as well as Secretary and Vice-Governor of the New England Section.

Museum Report

BY MARILYN COPELAND
Chairman, AEBM

The 1997 Centennial Year celebration for Amelia Earhart Committee meets monthly, and members work every day on plans for the big birthday event coming up in July. June Linn, a vice president at United Missouri Bank, and I are co-chairmen; Honorary Co-chairmen are Cloud (Bud) Cray and Senator Nancy Landon Kassebaum Baker. We are delighted that Senator Nancy has joined us to honor Amelia.

Plans in Atchison include the renaming of the MoKan Bridge across the mighty Missouri River that flows in front of the Amelia Earhart Birthplace Museum to the *Amelia Earhart Centennial Bridge*. The bridge will be lighted for the first time during the BIG WEEKEND, July 24 to 27. Many celebrities (besides 99s) will be in Atchison to attend events, including the Big Free Birthday Party on the 24th.

The exterior of the Amelia Earhart Birthplace Museum has been completed. The front walks and sidewalks are looking wonderful, but they will look even better when they have your name or your Chapter's name on them. We hope to have every Chapter in The 99s represented by a brick in the front walk. A brick with the name of someone in your family is a thoughtful, sentimental gift to honor that person. If you have not already sent your \$100 for the front walk or \$50 for the side walk, make your check out to Carolyn Mohler, and mail to her at 935 Price Blvd., Atchison, KS 66002.

The AEBM Trustees are presently working on several money-raising projects, including grant proposals, an Amelia Earhart Cookbook and AE Centennial Collector's Calendar, the sidewalk

project, and an auction. Also in the planning stage is a big Amelia Earhart Fashion Show to be held on April 12. Make your plans to fly into Executive Beechcraft for a wonderful welcome at 10:30, stay for lunch and a fantastic fashion show at the Kansas City Downtown Airport.

We thank all of you for the incredible amount of financial support which has been received from the membership, from friends of The 99s and from the Atchison community. We hope contributions will continue to come in and that they will be made early enough in the year so we can preserve and restore as much of the *interior* of the house as possible before the BIG WEEKEND. We are pleased that our interiors consultant, Barbara Anderson, has already saved us more money than the amount of her fee.



Seated: Credentialed Interiors Consultant Barbara Anderson. Standing: AEBM Trustees Lois Feigenbaum, Joan Adam and Marilyn Copeland.



Tax deductible contributions for AEBM may be sent 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.



This stairway and wall need your help. Grant-matching by 99s and Atchison citizens are needed now for Centennial year.

The following chapters, businesses and organizations have contributed to the AEBM in recent months. Thanks for all the great support.

Chapters

Big Muddy
Indiana Dunes
Lake Tahoe

Businesses & Organizations

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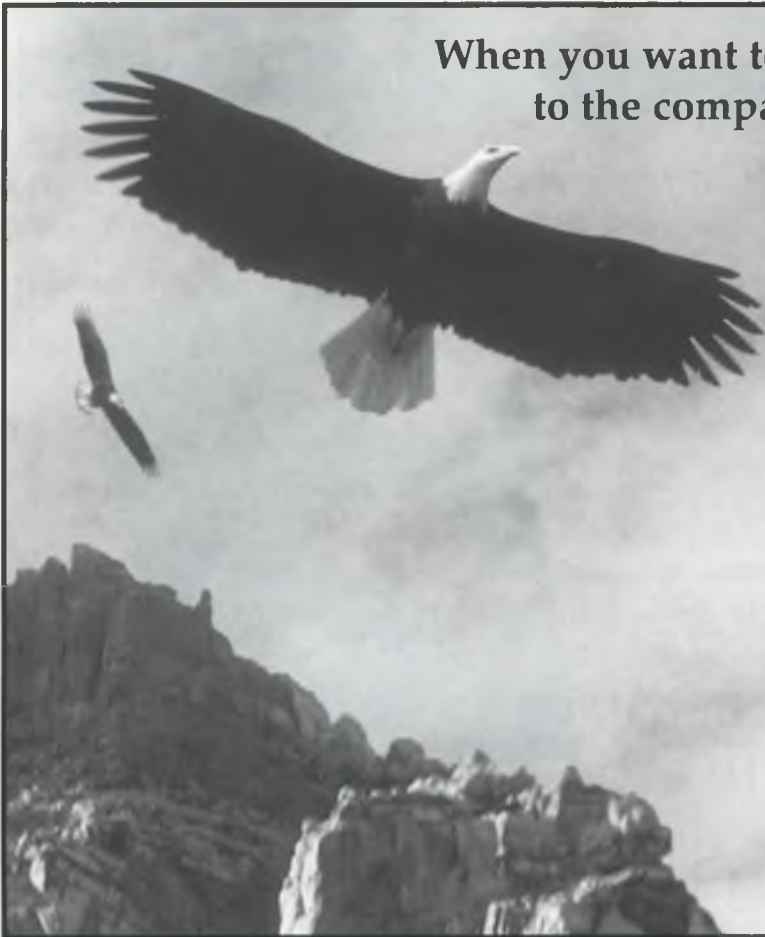
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Air Bear Takes Off

BY JULIE K. BOATMAN,
Colorado Chapter

Lynn Ringer, Colorado Chapter, faced the class of second grade children sitting on their knees, their eyes bright. "What do pilots look like?" she asked. Arms shot up. She pointed to a tow-headed boy in a red sweatshirt. "Some of them look like you—and some of them look like me!" he answered. Even a second-grader knows that everyone has a shot at the cockpit.

The Ninety-Nines Air Bear Program perpetuates this philosophy. By going into elementary classrooms and showing the children all the roles and props of commercial aviation, Air Bear has succeeded in letting kids from all kinds of backgrounds in on what they can do in an aviation-related career.

Air Bear was developed in 1986 by Jan Draper of the Illinois Department of Transportation. The Chicago Area 99s picked up the project and introduced it to Chapters in other states. Since 1988, the Colorado Chapter has brought the program to schools in and around the Denver Metro area, with enthusiastic response. Almost 1,000 kids participated in the make-believe flight last year.

The program operates on a very simple premise: If you expose a child to positive images of a concept when they are young, the child will retain those positive feelings into adulthood. Air Bear makes the most of this idea, by targeting children who are both old enough to have an understanding of an airport, but are young, and still the most impressionable. To this end, The 99s have focused on kindergarten through second-grade levels.

The room, preferably an auditorium, or classroom with lots of space, is set up to resemble an airplane. The pilots sit on chairs at the front, and passenger rows are lined up behind. Around the room are stations for the ticket agents, security, tower personnel and shop. Kids in this age group love fantasy play and the more realistic the volunteers can make the environment, the more tuned in the children will be.



AIR BEAR program introduces children to flying.

To enhance the excitement of the program for this age group, the destination is Disneyland, and the content is cleverly designed to keep things moving. After a short question-and-answer session at the beginning, the volunteers fan out cards for the children to choose. Each shows the picture and title of an important job related to the imaginary flight to come. This means of selection demonstrates that every task is critical to the flight's safety and smooth operation.

Ticket agents are shown the phones they will use to sell tickets and the flight coupons they will hand out to ticketed passengers. The volunteers simulate the phones ringing and present themselves to buy tickets. The kids/agents sell tickets.

Security agents are given broken auxiliary mikes out of 172s with which to "scan" incoming passengers. They beep incessantly as the children find dangerous objects like scissors and pickle jars in customers' pockets and bags.

"Who takes care of us while we're on the plane?" You may never have thought of flight attendants as safety officers, but that's what the children are told is the attendant's most important responsibility. The kids have a lot of fun demonstrating the use of the oxygen masks and handing out complementary packs of raisins.

Mechanics are a pilot's best friend and those kids in charge of the airplane's condition are handed flashlights and wrenches for on-the-spot repairs. They poke and prod at the imaginary airplane before it takes off. Then they sign the logbooks in their "office," and tell the pilots that the plane is shipshape.

The control tower personnel lean over

sectionals and issue instructions to imaginary airplanes over old radios. The headsets that they and the pilots wear were given to the Chapter by members and local FBOs. Every once in awhile, a volunteer rushes to them with a weather report, calling for thunderstorms or heavy ice in the clouds. The fledgling controllers hurriedly pass along new vectors and altitudes to the airplanes under their watch.

The Colorado Chapter was lucky to have donated to them two aircraft panel

mock-ups designed and made by an aviation school. The hats the pilots wear sit cockeyed on their little heads, but they "drive" the airplane with the assurance of FlightSafety grads. One volunteer, Mary Ducey, shows them how to set their flight instruments and tune in radio frequencies as they fly from Colorado to California.

Every child wants a shot at the action up front so the class is divided into six pairs, and a body of passengers and the kids rotate through each position. Children waiting, as passengers, spend time asking questions of Donna-Marie Irwin, a Continental Express pilot and resident "expert."

A prepared audio tape keeps the flight realistic. "Air Bear 1 to Denver Ground, permission to taxi to Runway 35L..." The tape gives the volunteers structure and allows them opportunities to explain concepts like taxiing and clearances. Sound effects of a jet taking off add flavor to the exercise.

The success of the Air Bear Program lies in realistic props, such as costumes, hats and gadgets and making sure that no one sits idle for any length of time.

Teachers are also very excited about the program. Eileen Barela at Asbury Elementary in Denver teaches aerospace subjects to her second and third grade classes, and has for 13 years. This is the fifth year that she has included Air Bear.

The program is not only a creative and fun exercise, but it also introduces math, science, language and art in a unique way.

Most importantly, the kids love the make-believe flight that opens their imaginations to the number of real-life options available to them in aviation. ✨

Preparing for your airline job

BY KAREN KAHN

The e-mail from a Canadian 99 read, "I've been hired at an airline and don't have any idea of what to expect or how to prepare for training. Can you help me?" Well, yes and no.

There's a wealth of information you'll need to learn, a huge amount you already know and, hopefully, numerous resources you can turn to for assistance.

Let's start by talking about what you'll be expected to know as you begin any new pilot position with an airline, large or small. To begin with, remember that—unlike a type-rating course or recurrent session where you (or your employer) are paying for the training—you're now being paid to learn and expected to produce results. Some of your best advance work will be in the form of clearing your emotional decks so you can concentrate on the tasks at hand.

Take care of all those household chores, clean up any details that lurk amongst your "I'll do it later" paperwork and get ready to be really busy, with no time to do anything but study, sleep, study, grab a quick bite, study, and then study some more. Not enough hours in the day and the on-going pressure is enormous. You've come this far, beat all the odds, and now find surviving training is nothing like you ever imagined.

The barrage of information is unbelievable. Where are you expected to find all those numbers and details? Why do we need to know the power source for every item on the panel? You're expected to study abnormal procedures, memorize limitations, checklists, review flows and sequences. How do you handle it all? Systematically and methodically, dividing up your available time to give some coverage to all the subjects so you have a working knowledge of the topic and can fill in the gaps later.

Think back on each of your ratings and the preparation it took to successfully complete those checkrides. Your current job will be much the same, except the learning is going to be greatly compressed into very full days and short nights. To accelerate your learning, start reviewing a good ATP manual, giving special attention to the FARs (or CARs, as the case may be) and your particular type of operation. Look carefully at the oxygen regulations and how they differ from not-for-hire flying. What about the requirements for continuing an instrument approach

once inside the marker? Alternate airport regs and takeoff limitations are also good areas to study.

If you're not real sharp at reading the new METARs and TAFs, review them until you're comfortable picking out standard data, such as visibility for takeoff planning and forecast ceilings for alternate airport requirements. Much of this data will be your responsibility, with little or no mention made of it in class, and now's the time to review it.

If you're feeling rusty on your study skills, pick up a good how-to text and relearn those skills we used to take for granted.

Do keep in mind that if you're learning a new generation aircraft, some of those old study techniques may not be applicable to computer-based training. You may have no ground school to attend, no instructor to query. Be sure you know what's expected of you and ask plenty of questions—up front while you're just beginning your training.

If your instrument skills are rusty, get current in whatever is available to you, be it a PC simulator or your friend's C172. If you're starting your new job as flying pilot (rather than an FE or 2nd Officer), be sure your IFR scan is sharp and read up on HSI's and RMI's in case you haven't used them before.

Probably your best preparation will come from networking. Find another woman pilot who's recently completed the course and arrange to talk with her regarding her training experiences at your new airline. Don't be shy about admitting what you don't know and asking questions—lots of them! Remember that everyone was in your place when they started out as a new hire pilot. Your arrival signals that each of them is moving up the seniority ladder and they'll be glad to help if you preface your request with an

Probably your best preparation will come from networking.

"I'm eager to learn" attitude.

Accept the fact there's never enough time to learn it all. Some of it you'll just have to memorize and leave the understanding until later. Do your best, maintain a positive mental attitude and ask for help as soon as you think you need it, rather than waiting until the day before your checkride. You've been hired because they know you can do the job; now show them you're willing, able and ready to do whatever it takes to ensure your successful completion of your new-hire training. ✨

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.

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A career in aviation is a tough but very rewarding job and the job market is opening up. It has been my experience that only the people involved in aviation really know the *true* story, so if you know someone interested in aviation as a career, let them know what it's really about—and help them any way you can to get started. The jobs are happening *today*, so get started—Margaret Flynn, Sacramento Valley Chapter

Federation of European Women Pilots formed

BY AILEEN EGAN AND CATHIE MAYR

The first phrase in our 99s Mission Statement reads: "Promote world fellowship through flight." As a step towards fulfilling that objective, Director Cathie Mayr represented The 99s at the historic first Annual General Meeting (AGM) of the newly formed Federation of European Women Pilots (FEWP).

Aileen Egan, Governor of The 99s British Section, was elected as the first president of the FEWP. Official greetings were exchanged and the two organizations have agreed to exchange calendars of aviation events in the hope that our respective members will take advantage of each other's events to network with other women pilots internationally.

The calendar in this issue includes information on the FEWP's 1997 Annual General Meeting to be held in Holland.

The FEWP was formally founded in Rome on Sept. 23, 1995. Almost one year later, the first AGM was held in Dresden, Germany, a city bustling to transform it-

self after more than four decades "behind the wall."

The Vereinigung Deutscher Pilotinnen e.v. (German Women Pilots) hosted 80 pilots from eight countries, continuing a tradition of friendship and cooperation built up over many years at annual meetings in many countries.

Building on these years of happy experiences and friendship, FEWP is moving forward with a new focus and sense of purpose. Its aims, which are very similar to the mission of The 99s, are to:

- Cultivate and retain positive links between women pilots
- Provide opportunities for women pilots to meet and to fly to all European countries
- Develop international relationships between women pilots
- Promote and empower women in aviation

FEWP is composed of the organizations of women pilots from eight countries: Austria, Germany, Holland, Italy, Luxembourg, Rumania, Slovenia and the United Kingdom. Individual memberships are possible for women pilots in European countries without a country-based women pilots organization.

The main task this year was to create a common understanding of the goals of each country's association, and how they could be integrated for the FEWP. That accomplished, Aileen Egan will be working over the next year to invite other European countries to join the FEWP.

The Dutch members have invited the FEWP to hold their AGM next year during their Ladies International Cup Rally, Aug. 15-17, in Eindhoven. Those who attended in 1995 know it is an event not to be missed! Likewise, The 99s have invited members of the FEWP to attend our international conventions, especially the one planned for 1999 at the EAA/Oshkosh Fly-In.



Cathie Mayr, International 99s Director; Aileen Egan, first president of FEWP and Ingelo Hovels, president, German Women Pilots, at the first Annual General Meeting in Germany.

PHOTO BY CATHIE MAYR

"Women in the Air Day"

Excerpts from articles by Shelagh Marsh and Leslie Owen, British Women Pilots Association

The idea was simple: Throughout the United Kingdom, get as many women as possible into the air on a single day—whether as a pilot, potential pilot or a passenger—and then generate as much publicity as possible. By any measure, the day was a success!

On Oct. 5, 1996, in celebration of the 60th anniversary of Jean Batten's record-breaking flight from England to New Zealand, members of the British Women Pilots Association gave 65 women their first flight in a small aircraft. Flights took place across England, supported by reduced rate trial lessons for women and barbecues sponsored by local FBOs. Twenty-five press releases resulted in extensive media coverage—newspaper articles and photos and two radio interviews.

As Shelagh says, "Whilst females have held the vote for over 80 years, and the ratio of men to women on the road is largely equal, the aviation picture is somewhat different. Only five percent of general aviation pilots are women and for commercial pilots, this figure is down to around two percent. Given that women are just as physically capable of flying as their male colleagues, the Day was designed to encourage more women to try their hand at flying."



Women in Flight Conference

An exciting conference for women in aviation and aspiring pilots is scheduled for the weekend of March 21-23. The Women in Flight conference is sponsored by the Arizona Aerospace Foundation, a nonprofit entity managing both the Pima Air & Space and Titan Missile museums. The Foundation is dedicated to creating unlimited horizons in aerospace education through preserving and presenting the history of flight.

Friday morning's program will introduce elementary school children to a number of hands-on, interactive aerospace activities. On Saturday, there will be a number of seminars and informal meetings with many nationally noted women in aviation. There will be four sessions: Military, Space and Experimental, Aerospace Careers and General/Corporate/Sport Aviation. Ninety Nines' President Lois Erickson and Moya Lear will be a speakers at the General session

To obtain a registration form, call the Pima Air & Space Museum in Tucson, Ariz., at 520-574-0462.



A note from Doris Lockness of Mt. Shasta Chapter informs us that there is a new WINGS program for seaplane pilots and she just completed Phase I. **You can work toward your seaplane rating at the convention in Portland.** For more information, write to Mary Tait, P.O. Box 174, Brownfield, ME 04010.



PART I - HISTORY OF BENDIX TROPHY RACE

BY CHRISTINE ST. ONGE,
Western Pennsylvania Chapter

The Bendix Trophy Race was conceived in 1931 by Cliff Henderson, the originator of the National Air Races. That year he convinced businessman Vincent Bendix that the U.S. needed an annual "free for all" cross country air race to help stimulate advancement within the aviation community of both aircraft engine and airframe design. Speed, reliability and endurance were the ultimate quest.

In the "Golden Age of Aviation" from the mid-'20s to the start of WWII, the Bendix Race attracted some of America's most daring and colorful characters. After the war, with the exception of three-time winner Paul Mantz and 1949 winner Joe DeBona, the race became strictly a military event.

The last Bendix Trophy Race was flown in 1962 when Captain Bob Sowers piloted an Air Force B-58 Hustler from Los Angeles to New York in the then amazing time of two hours, 56 seconds. This was quite a contrast to the first race in 1931 when Jimmy Doolittle in his Laird Super Solution flew from Los Angeles to Cleveland in 9 hours, 10 minutes.

In 1933, it was the consensus of male pilots' opinion that women had no place competing against their opposite sex in the National Air Races. After the tragic death of Florence Klingensmith at Chicago in her Gee Bee racer (a most difficult aircraft for takeoff and landing characteristics) during the Frank Phillips Trophy Race, Henderson ruled women out of the

The women would not be denied, however, and the ban was lifted in 1935 after considerable pressure from some of the nation's top female pilots.

In 1935, Vincent Bendix allowed women to compete in the Bendix Race for the first time. Jackie Cochran and Amelia Earhart were the two female entrants in that race. Jackie never finished due to mechanical problems and weather; Amelia placed fifth which earned her \$500.

Mr. Bendix notified Olive Ann Beech about the upcoming event in 1936. She called one of her best friends, Louise Thaden, and asked her if she would like to participate. Louise accepted immediately and Olive Ann and Walter Beech offered Louise one of the Beech Staggerwings about to come off the assembly line, SN 77, a C17R slated to go to the government of Honduras after the race.

The stock aircraft was fitted with a Curtis-Wright 420 HP engine with 1200 hours time since new. A wobble pump, installed between the pilot seats, enabled Louise to pump oil up to the engine from the extra 12 gal. oil tank in the luggage compartment. In addition to the five standard tanks totaling 98 gal., the C17R was fitted with an additional 56-gallon tank enabling Louise to make only one fuel stop at Beech Field in Wichita.

Pilot Louise and copilot Blanche Noyes began their journey across the country (these races were always flown in VFR conditions) with the takeoff at Floyd Bennett Field southwest of JFK Int'l, New York, to Mines Field, Calif., (now LAX). Plagued by extremely high headwinds and turbulence after Albuquerque, Louise began to doubt if they would reach

On Aug. 26, 1996, a commemorative tour of aircraft took off from Youngstown Elser Metro Airport in Ohio headed for Gillespie Airfield in El Cajon, San Diego. The flight was to celebrate the 60th anniversary of Louise Thaden and Blanche Noyes winning the Bendix Trophy Race in 1936—the first women to do so.

Pilot Christine St. Onge flew her Staggerwing with copilot Barbara Cox, both of the Western Pennsylvania Chapter, along with five other Staggerwings, a Waco, a Beech 18 and a Lockheed 12A Electra across the U.S. where they were joined by about 40 more aircraft in California.

Christine has provided some historical background on the Bendix Trophy Race, an account of the preparations necessary to get her Staggerwing ready, and a detailed description of the flight. Her article will be serialized and published in the magazine as space permits.



Chris St. Onge, Barbara Cox, Bill Thaden (Louise's son) and Terry von Thaden (Louise's granddaughter).

the Los Angeles 1800 deadline. Louise had decided to run the Wright engine at 65 percent power throughout the trip.

As they began the long descent toward the finish line, the blinding glare of the late afternoon sun, combined with smoke from nearby forest fires and the normal Los Angeles haze, lowered forward visibility to the point that navigation was impossible. Louise was already hampered with a radio that was useless due to static, and a receiver was also out, so she had to dead reckon. It became necessary to look backwards over the tail to see where they had been to determine position. As a result, Louise overshot the finish line at Mines Field, and had to fly over the finish line in reverse!

After landing, they were amazed to learn that Louise had won the race, with a non-record setting time of 14:55:01. Louise won \$7,000, with an additional consolation prize of \$2,500 for the first woman to cross the finish line. (It was believed that no woman

was even going to finish, much less pick up the consolation prize.) Louise went home with a check for \$9,500!

Placing second was Louise's friend, Laura Ingalls, flying a Lockheed Orion. It should be noted here that the 1936 Bendix Race was dominated by women in the standings.

Although fortune smiled on Louise, misfortune frowned on others: Roscoe Turner fell victim to carburetor ice, crashing his Wedell-Williams Racer over New Mexico before getting to N.Y. for the race. Maxine and Benny Howard lost a prop blade over New Mexico crashing their DGA-6. Joe Jacobson bailed out of his Northrop Gamma after losing a wing during severe turbulence. Amelia Earhart and Helen Richey in a Lockheed experienced difficulty securing an emergency hatch which had blown open in flight; they finished fifth.

(To be continued...)

GRASS
ROOTS**Southwest Section Meets in May**

Join the Santa Maria Valley Chapter at the Spring 1997 Southwest Section Meeting May 2-4 in Santa Maria, Calif. The keynote speaker will be Major Dee Brasseur (ret) Canadian Air Force, first female to teach jet flying in the Canadian military and CEO of the Canadian Precision Flight Team "The Crazy Canards." Events will include a tour of Vandenberg AFB, shopping in Solvang and a Santa Maria-style barbecue.

Kitty Hawk Chapter

"It'll be fun, it'll be easy—and it won't take much time!" This standing Chapter joke recently turned into a self-fulfilling prophesy.

Our Chapter often takes on more than good sense dictates. For example, we regularly help the FAA and NCDOT at Wings Weekend safety seminars. We park aircraft, run the registration desk and do whatever else is needed. This means scrambling to find enough volunteers to meet needs because

**99s Canadian Award in Aviation**

Vicky Wilson (left) from the Western Canada Aviation Museum in Winnipeg accepts the 1996 Ninety-Nines Canadian Award in Aviation from Manitoba member, author and historian Shirley Render. The \$3,000 will be used to purchase a portable video kiosk to provide an educational attraction for the museum.



Edith Fischer, Joan Brockett, Patricia Thaden Webb, Fay Gillis Wells and Linda Mathias at the Fall Mid-Atlantic Section meeting in Virginia.

Mid-Atlantic Section meeting

The Chapter hosted the fall Mid-Atlantic Section meeting held at the Airfield Conference Center in Wakefield, Va., on Oct. 26 and 27. The weather cooperated and about 65 Ninety-Nines and their guests attended.

The Airfield Conference Center is composed of about 220 acres of natural beauty located on the banks of Airfield Lake in Sussex County, approximately seven miles from the airport.

After the business meeting, we had time to enjoy the zoo, nature trails, tennis and socializing. Following the appetizing banquet on Saturday night, we were entertained with a one-act play called, "Golden Age Reminiscences," written by Linda Mathias. The play was based on the women pilots from the Golden Age of Air Racing. Pancho Barnes was portrayed by Joan Brockett, Louise Thaden by Linda Mathias and Blanche Noyes by Edith Fischer. Linda Bangert was the narrator.

—Carole Trump

there aren't that many of us and we're spread out geographically from here to kingdom come. Even so, this fall, we agreed to take on the Wings Weekend lunch concession in addition to everything else, crossing our fingers that we could manage the extra work. Luckily for us, Gayle Plaia took over the lunch plans and, by george, she actually made this additional project easy and fun. *Mirabile dictu*, it didn't even take much extra time!

One of our goals is to make women pilots a positive and visible presence, both within and without the aviation community. After all, if your safe and sane woman neighbor matter-of-factly flies, then maybe aviation isn't so dangerous after all. We dare to think women pilots may be able to project this message to the general public better than men can. So we were happy when Sue Brewer was featured in an article on women pilots in the Fayetteville (N.C.) Observer-Times. A month later, Pat Greenwell, Marilyn Darling and Chairman Margaret Riddle were featured in a similar article in Carolina Woman. Both articles projected a balanced and positive picture of aviation, even though the reporters were not pilots (but they *were* women!).

To reward ourselves for all these selfless acts, we invited one of our favorite speakers, Jane Tyner, principal operations inspector with the NC FAA FSDO, to talk to us at our November meeting. Jane spoke on how to be good mentors and mentees in aviation; how to find good instructors; how to maximize our training experiences; and many other things the good old boys don't tell you (because they don't know).

Finally we're proud to pass on the word that Scott Culpepper, the 1995 recipient of a Bonnie and Archie Gann Memorial Scholarship, used for CFI training with our own Margaret Riddle, has already received his Gold Seal Flight Instructor Certificate and has moved on to a piloting job with a large southeastern Part 135 freight company in Miami.

—Marilyn Darling

Shreveport Chapter

The annual fish fry was held at the Casino Airlines Hangar and it was a huge success. More than 200 pilots and friends enjoyed the dinner and camaraderie. We served breakfast and lunch to the FAA personnel who attended the GADO/PACE Safety Seminar which proved to be an excellent opportunity to become acquainted with the new METAR/TAF system of weather reporting.

—Helen Hewitt



Ray Hardey, Shreveport Chapter, pauses in her work to pose with the "fuselage" of the 1959 Champion which she is rebuilding after having rescued it from a tornado that struck Lucien Field.



Monterey Chapter

The family of Dell Hinn, Monterey Chapter, planned a surprise luncheon for her to honor 50 years and 10,000 hours of flying. About 80 people showed up at Morgan Hill, Calif., to greet her. Dell's long history with flying includes establishing the Pilots for Direct Relief Foundation, flying prisoners for the Monterey County Sheriff, charter flying and air racing. —*Vera West*

North Jersey Chapter

Three scholarships were awarded at the holiday dinner in December. Entries were open to any New Jersey pilot or student pilot who had soloed. The committee screened 28 applications and those chosen were Pat Stapleton, who is working on her instrument rating, and student pilots Laura MacAlister and Robert Miranda. Each will be reimbursed up to \$1,250.



Colorado Chapter

On Boulder Airport Day, members of the Colorado Chapter greeted interested men and women of all ages and stripes and sold a ton of balsa airplanes. Shown here are Linda Cue from the Alaska Chapter, Julie Boatman, Jessica McMillan, Stephanie Andersen-Gross and D.J. Enders. At our November meeting, Lynn Willman gave a beautiful slide presentation on ballooning and the Albuquerque Balloon Festival. Learning about different aspects of aviation has been the theme of our meetings all year with presentations on gliders, bush flying and the Tuskegee Airmen. But now we all want to become ballunatics!

—*Julie Boatman*

Western Washington Chapter

According to a letter Jan Liberty received from Bill Brubaker, Director of Aviation for the Washington State Department of Transportation, she will be receiving the 1996 Aviator of the Year award for Washington State. "This is our most prestigious award," the letter states, "and is a reflection of your untiring work promoting aviation, safety and airports."

The Award will be presented to Jan at the opening ceremonies of the Northwest Aviation Conference and Show at the Western Washington Fair Grounds in Puyallup, Wash., on Feb. 22.

Western Washington and Greater Seattle Chapters will present a six-hour Flying Companion Seminar during the annual Northwest Aviation Conference and Show which will be held on Saturday, Feb. 22. The 99s will have a booth and any 99 is welcome to assist or sell items. Call Jan Liberty at 206-226-4628 for more info.

San Fernando Valley Chapter

March 15-16 the chapter will hold a Flight Instructor Refresher Course at Glendale College. Contact Kathy Smither. On April 12 the Chapter will sponsor a poker flight from Van Nuys Airport. Contact Paula Sandling.



Compass Rose airmarking at Bob Sikes Airport in Crestview, Fla., was accomplished by Harriet Standifer (kneeling), Sandy Bowen, Joyce Nunnery, Joni Haught, Fran Biele and Pat Morrison. Not pictured are spouses Herb Haught, Cliff Nunnery, Bill Morrison, Bill Standifer and Tony Biele as well as EAA Chapter members Monte McLean and Roy and Judy Peacock. —*Joyce Nunnery, Florida Panhandle Chapter*

Orange County Chapter

Orange County honored our Chapter by awarding us with a large permanent display case in the terminal at John Wayne Airport. We will use it to feature our involvement in activities at the airport and the community at large. Our first display was created by Brenda Jackson and features Marci Mauthe and her *USA Today* class at College Park School and Celia Vanderpool's class at San Clemente High School. Our exhibits will be changed every three months.

Katahdin Wings Chapter

We sponsored and ran the Air Bear Program for children at Fryburg Airport's Open House. Displays depicting each area of operation were built by the members, i.e. a stepladder was a control tower and a toilet plunger handle served as a C-150 flap control!). Many children went through this interactive display and came out as official Air Bear pilots! "We all had a lot of fun and hope to do it again."

—*Debbie Welsh*



Lake Erie Chapter

Meigs Adams, Achievement Award winner, poses with Pilot of the Year Evelyn Moore and 49 1/2s Harlan Jewett, Leo Becherucci and Jim Moore at their Pilot of the Year banquet. —*Marg Juhasz*

Watch for more about 49 1/2s in next issue of 99 NEWS.

See the items for sale by Chapters on page 24. Some of them would make a nice gift for a new member or for other special occasions.

The Great Membership Rush

Hurray and hats off to Gaye Wohlin, Chairman of the North Central Section Student Pilot Program (66s), who developed the "Guardian Angel" concept whereby one chapter member serves as a personal mentor to a student pilot. This year, the Women With Wings Chapter fostered Barbara Benson, Chris Goff, Frances Frederick, Renae Hammel, Karen Land and Cindy Thompson into full 99s!

Gaye has instituted yet another unifying support program called "Big Sis" to encourage new members and members who are not in regular attendance to become more involved with Chapter activities. Gaye's ideas and leadership weave a strong fabric for all 99s and for general aviation.

Pass it on!

If a new member's name appears here for your Chapter, please take a few moments to find out from your Chairman or Membership Chair the pilot's address and/or phone number and make an effort to invite her or take her to a meeting or a fly-in.

Only those who seek opportunities to participate in our activities will find the satisfying and gratifying long-lasting friendships and camaraderie so many of us know so well.

When you encourage new members to get involved in the Chapter, they, too, can begin to understand the value of the support of friends and mentors. If someone helped you, pass it on!

WELCOME THESE 89 WOMEN PILOTS TO THE NINETY-NINES

Leah Cannon Atwater
Rebecca S. Barfknecht
Luz A. Beattie
Catherine Curran Beilin
Debra Anne Belding
Lisa Diane Belko
Dalia Ben-David
Alana Lynne Bissonnette
Debra Louise Black
Penelope Mary Blake
Danny Blitz
Marcia L. Bove
Lorrie Francis Bruce
Susan Lois Carey
Kathryn Ann Carver
Genny C. Chase
Jean Macy Clinton
Avigail Barbara Colomi
Joy M. Cornette
Elizabeth Darden
Susan Elizabeth Davidson
Susan Margaret Davis
Catherine Louise Donahue
Darla E. Estrada
Melanie Ann Fearnside
Barbara Sue Feldman
Lily Kar Bak Fenn
Barbara Ann Fricke
Marjelyn Gal
Debra Elizabeth Geaney
Judith Lynne Gibbons
Christina Elizabeth Goff
Nancy Ann Hannon
Barbara Louise Hanson
Annie Hardy-Gillingham
Susan Kathryn Harvey
Karen Rae Heddens
Diane Ellen Hershkowitz
Virginia L. Hess
Barbara F. Hicks
Celma Joyce Higgins
Diane B. Jackson
Wendy L. Jackson
Cynthia Lynne Johnson
Paula Jean Johnson

Greater Detroit Area
Santa Clara Valley
Long Island
Santa Paula
Sedona Red Rockets
San Fernando Valley
Israeli Section
Colorado
Tulsa
Santa Clara Valley
Bay Cities
Hi-Desert
West Canada
Austin
Alabama
Virginia
Oklahoma
Israeli Section
Sacramento Valley
Southwest Section
First Canadian
Australia Section
Dallas
Fresno
Santa Clara Valley
North Jersey
Members at Large
Albuquerque
Members at Large
Eastern New England
Santa Maria Valley
Women With Wings
Dallas
Utah
Members at Large
Members at Large
Minnesota
San Gabriel Valley
Pikes Peak
Central Oregon
Iowa
Eastern Pennsylvania
Coyote Country
Long Beach
Southeast Section

Tricia A. Johnston
Colleen Marie Keller
Karen Nancy Keller
Linda S. Laine
Karen Annette Land
Christa Marie Lesick
Maribel Llorens
Lynne Lowe
Susan J. Mankin
Catherine A. McClamrock
Joan Lawrason McIntosh
Janet Pearl McQuhae
Patty Hartley Moody
Lillian A. Murphy
Betty Lou Nadig
Ana Maria Navia
Anne Michael Newcomb
Elizabeth Eileen Nolan
Holly Gale Palmer
Mary Therese Patterson
Pam Yvonne Patterson
Jacqueline Mary Payne
Louise M. Phillips
Patricia Ann Posner
Margaret M. Proseus
Melanie Mae Rader
Cindy Burns San Juan
Kimberly Kay Sanders
Alexandra Jay Schmidt
Marie-France Gisele Smit
Cheryl-Ann Smith
Robyne Smith-Astaire
Eija Katrina Soini
Kimberly Denton Spath
Laura D. Stiles
Diana Allison Tanner
Geertruida Van Petersen
Debby T. Walden
Rose Therese Weiner
Patricia Ann Wetzel
Marcelaine Lu Wininger
Hannelore Wurzer
Laura Joyce Yoder
Marcia Alexandra Zink

Aloha
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New England Section
Tucson
Women With Wings
Northeast Section
Los Angeles
Santa Clara Valley
North Central Section
Southeast Section
Fresno
British Columbia
Florida Firstcoast
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Alabama
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Sacramento Valley
Finger Lakes
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Coyote Country
Southwest Section
New York Capital District
Members at Large
West Canada Section
Southwest Section
Finnish Section
Aux Plaines
Greater Seattle
Antelope Valley
Santa Rosa
Oklahoma
Minnesota
Southwest Section
North Central Section
Members at Large
Coyote Country
Carolinas

National Intercollegiate Flying Association Competition

This year's National Intercollegiate Flying Association Competition (NIFA) results: Embry Riddle, first place; Miami-Dade, second place; Florida Institute of Technology, third place; Auburn, fourth and Broward Community College, fifth.

—Jan Shakespeare,
Florida Gold Coast Chapter

Air Race Classic

This year's all women race will begin in Boise, Idaho, on east to Wyoming, North Dakota, Minnesota, Michigan, Indiana, West Virginia and end in Knoxville, Tenn., a distance of 2,706.32 sm. Entries opened Jan. 10. Must be postmarked by April 10. Call 512-289-1101 or fax 512-289-6034.

Great Southern Air Race

The Florida Race Pilots Association will sponsor its Twelfth Annual Great Southern Air Race from April 27 to May 4. The race will be flown during daylight hours under VFR conditions and will cover about 1,000 nm in the southeastern states. It is open to all pilots. Contact the sponsor at 1-800-457-1006. —Jeannie L. Ball, Florida Spaceport Chapter

WPFC follow up

The 12th WPFC held in Fort Worth's Meacham International Airport is history, but for some of the San Antonio 99s, it will be long remembered. The festivities preceding the contest, the camaraderie of all 82 contestants and their support teams was an exhilarating experience. The excitement for

Laura Richter and Lena Cronk began when they led off the parade downtown carrying the WPFC banner followed somewhere along the line of march with Vel Morgan carrying the German contingent's flag. As these three departed, Gloria Bank and Margaret Cosby appeared on the scene as scheduled to be navigation gate captains. It was far different from any NIFA nav event. There were international judges at each gate and, in some cases, international trainees. Carol Foy of the Austin Chapter participated at the gate

where the international judge was from Linz, Austria.

She had a good time using the German she had learned as a child. And what a coincidence that Gloria Blank lived in Linz while her family was stationed in Austria during their years in the service!

The all-99s team was on Margaret's gate all three days and the delightful international judge was from Orleans, France. Gloria and Margaret also helped with the power-off (emergency) landings which employed a unique, new electronic landing system.



Indiana Dunes 19th Annual Air Rally

Indiana Dunes 19th Annual Air Rally was held in October beginning at Porter County Airport in Valparaiso. Six planes competed, each with a pilot and spotter. Winning first place were Dee Nusbaum and T.J. Shaum (center) Marilyn and John Horvath, (left) won second, and Bob Nusbaum and Joy Black won third. The spot landing contest was won by Donna Stevens (not shown). —Janice Topp



The Mid-Atlantic Section was well represented at the WPFC in Fort Worth. Joan and Bill Brockett, from Hampton Roads, Gayl Henze, Pat and Paul Maxwell, Sylvia Merritt, Barbara Strachan and Mary Wunder from Eastern Pennsylvania, and Beverley Sharp from Washington, D.C. chapters. Shown here is the Mid-Atlantic Section's float

TOUCH & GO'S

- **Gloria Blank** and **Margaret Cosby**, San Antonio Chapter, were appointed Aviation Safety Counselors by the San Antonio FSDO Safety Program Manager.
- **Janet Liberty**, Western Washington Chapter, received her Chapter's Ninety-Nine of the Year award.
- **Stephanie Martin Burghard**, San Antonio Chapter, is now on staff at Ohio State University as a CFI.
- **Jackie Murray**, Katahdin Wings Chapter, was featured in a local newspaper article called "Flying High with The 99s." The article promoted flying in general and women pilots and The 99s in particular.
- **Melanie Rader**, Maple Leaf Chapter, received the Webster Trophy for the Best Private Pilot in Canada.
- **Joan Does**, Maple Leaf Chapter, received the 1996 MLC Award of Merit.
- **Shelly Hudson**, Chairman of Florida Panhandle Chapter, was awarded her doctorate in Education from Florida State University.

- **Cyd Sellers**, All-Ohio Chapter, received the 1996 Achievement Award at the 41st Annual Achievement Awards Banquet.
- **Wendy L. Grimm**, Hampton Roads Chapter, received the 1996 Governor's Transportation Safety Award in the category of Aviation Safety and was honored at the Fall Virginia Transportation Conference at VMI in Lexington, Va. —Carole Trump

IN THE NEWS

A Broken Arrow, Okla., man recently paid \$5,000 to carry away an old trunk reportedly left on a farm in Sapulpa, Okla., 61 years ago by Amelia Earhart. The trunk was among hundreds of items being sold by Lela Witwer. The items were said to have been left on her husband's family farm in the 1930s during a visit by Amelia. The trunk bears a small metal plate inscribed with Amelia's name. Louise Foudray, caretaker of the Amelia Earhart Birthplace Museum in Atchison, Kan., said that Amelia's name appeared on a line of luggage that may date to the 1920s, and that the Museum has several pieces of it. —Wichita Eagle

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Carolyn Carpp, Cathie Mayr, Beverley Sharp

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Gayl Henze, Monica Hackett
Awards Study Committee - Carolyn Carpp

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Advisor - Lu Hollander

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Accessions - Bonita Ades
Archives - Lisa Cotham, Darla Bullard
Advisor - Verna West

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Charlene Falkenberg, Chairman
Amelia Earhart Birthplace Museum
Marilyn Copeland, Chairman

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EAA/Sun 'n Fun - Barbara Sierchio
NIFA/Air Rallies/Flying Events - Jody McCarrell
NIFA/Ways and Means - Sharon Schorsch

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Resource Center Advisor - Verna West
Scrapbook - Mardel Haskins
Ways and Means - Courtney Bargerhuff, Chairman
Audrey Schutte

RATINGS AND WINGS

RATINGS

Ann Walko	Katahdin Wings	CFII
Sue Weitz	Women With Wings	Commercial
Nicole Martin	Atlantic	Commercial
Laurie Retzer	Maple Leaf	Float endorsement
Cynthia Kariolich	Orange County	MEI
Amy Brown	Orange County	Instrument
Kate Anderson	Orange County	MEI (AE Scholarship)
Donna Miller	Colorado	ME & tailwheel
Patty Cuddie	Chicago Area	Instrument
Beverly Blietz	Chicago Area	Wings XI
Diane Milmont	Chicago Area	Dispatcher license
Patricia Morrison	Florida Panhandle	BFR
Marcia Buller	Central New York	Instrument
Deborah Ramming	Oklahoma	Citation II Type Rating
Dee Ackley	North Georgia	Flight Engineer
Bambi Greene	North Georgia	Cessna Citation Type Rating
Lynne McWilliams	Mount Diablo	Instrument Rating
Jeannie Batto	Mount Diablo	CFI

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Claire Holmblad	Katahdin Wings	Phase I
Jackie Murray	Katahdin Wings	Phase II
Ann Walko	Katahdin Wings	Phase II
Mary Ann Abbott	Women With Wings	Phase I
Mary Leahy	Women With Wings	Phase I
Sue Weitz	Women With Wings	Phase II
Marilyn Patierno	North Jersey	Phase V
Maria Myshatyn	Colorado	Phase X
Patricia Morrison	Florida Panhandle	Phase III
Jean Allen	All-Ohio	Phase XI
Carol Scanlon	San Fernando Valley	Phase I
Nina Yates	San Fernando Valley	Phase X
Bambi Greene	North Georgia	Phase VI
Marcia Kardatzke	Cook Inlet	Phase I

LETTERS

Note from a new member...

Just a note to let you know I finished my Phase I of the Wings Program this year. I received my private license in October 1995. In April 1996 I bought my first airplane, a Citabria. In the summer I decided that flying might be fun and got ASES rating. Am leaving for Phoenix in a few weeks to try this "glider thing."

My husband Mike got me into ground school and has created a "monster." He flies a 421 for business so I am training at Sim Com to eventually be able to fly our twin.

I went to the Alaska Chapter's "Meet The Ninety-Nines" event in the spring, met some great people, immediately joined and have attended airmarkings as far away as Northway, Alaska.

I have two loves: Golden Retrievers and flying. Both my Golden LOVE to fly! —Marcia Kardatzke, Cook Inlet Chapter

BOOKS

WOMEN AND FLIGHT, *Portraits of Contemporary Women Pilots*, by Carolyn Russo, a staff photographer at the National Air and Space Museum, is a magnificent tribute in words and pictures to America's female aviators and astronauts. The hardcover book contains 80 black and white photographs accompanied by biographical sketches of 36 of today's most notable women aviators. It is being published in conjunction with an exhibition in June at the The Smithsonian's National Air and Space Museum. Publication date: April 1 — Price: \$40. Order by calling 1-800-759-0190.

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



MARTHA CHRISTY, Shreveport Chapter, died Nov. 20 following a sudden, massive heart attack. Martha joined our chapter in 1961, shortly after we were chartered. She was a vital and active member, serving in every office while obtaining her commercial, instrument and multiengine ratings and simultaneously completing her undergraduate and master's degrees. She taught for 20 years. She and her 49 1/2, Ray, who died three years ago, fulfilled a lifelong dream when they flew their Twin Comanche across the Atlantic for an extended European vacation.

—Helen Hewitt

MARION POLLARD JAYNE, Dallas Chapter, passed away from cancer Dec. 14 at the age of 70. Marion was born in Morton Grove, Ill. At age 13 she competed in the Olympic springboard diving trials but soon switched to horseback riding. She graduated from high school at 16 and married George Jayne at 17. Together, she and George built a successful business of buying and selling horses.

Marion's flying career began in 1964 when her husband took up flying for business. She learned to fly at the Elgin Airport in Elgin, Ill. in a Piper Colt. For their 25th anniversary, they bought each other a 1970 Piper PA-39 Twin Comanche.

When George died suddenly in 1970, Marion was forced into the business world. She built a six-court indoor tennis facility with a health club, invested in 11 hangars at the Landings Condominium Airport in Huntley, Ill., and eventually created the leading aviation gift catalog called *Tailwinds—Catalog of the Skies*.

Marion was the leading cross-country air race pilot in the world—she won more races than any other pilot. In 1992, she flew with her daughter, Nancy Palozola in the Around the World Air Race, placing second. Then, in 1994, she and her daughter,

Patricia Keefer, flew the Around the World Air Race and won.

She organized and acted as race director for the Grand Prix Air Race and the U.S. Air Race and Rally. Marion had over 6,500 hours. She was inducted into the Aviation Hall of Fame and held ratings of ASEL, AMEL, CFII—and the 12th U.S. woman to achieve the ATP rating. In 30 years of flying, she flew over 30 different types of general aviation aircraft. Marion was originally a member of the Chicago Area Chapter. When she moved to Texas in 1991, she became a very active member of the Dallas Chapter.

A memorial service was held in Trophy Club, Texas, on Dec. 18. Members of the Dallas Chapter will miss her immensely and wish to extend sincere condolences to her family and many friends. —Melody Dougherty, Dallas Chapter



LAURA WINKELMANN BROOKS, Greater St. Louis Chapter, crossed to New Horizons in a tragic aircraft accident in Quincy, Ill., on Nov. 19. She served the Chapter as secretary, vice-chairman and AE scholarship chairman. She was an eager and competent pilot who moved quickly through the ratings, focused on a flying career. She was employed by FlightSafety International as a ground instructor and was a flight instructor at Belleville Area College and Scott AFB Aeroclub. She was within a few hours of being eligible for ATP.

—Barbara Wilper

LAURA LITTLE-BOILEAU, San Diego Chapter, passed away Sept. 27.

NONA QUARLES, Southeast Section, died Aug. 3.

John Durbin, beloved 49 1/2 of Francis Durbin, All-Ohio Chapter, passed away July 10. He and Francis were married more than 50 years. Frances has been flying since 1943. —Marge Hazlett

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Fanny Pack and Key Clip

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AMELIA EARHART



Amelia Earhart Plaque

9" x 12" hardwood back. Cold-cast Bronze - \$53. Bronzed Hydrocal - \$38. Includes S&H. Contact Joyce Farrell, sculptor, **Jackson Gold Dust Chapter**, P.O. Box 99, Glencoe, CA. 95232.

BOOKS AND STATIONERY



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Woman pilot w/propeller 4" x 5" cards. Pkg. of 10 w/ envelopes for \$6.50 ppd. 5 1/2" x 8 1/2" tablet (50 sheets) for \$5.50 ppd. Contact Mary

Wunder, **Eastern Pennsylvania Chapter**, 743 Collegeville Rd., Collegeville, PA 19426.

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JEWELRY

99 Ring

12K or 14K gold ring with propeller; florentine or satin finish, yellow or white gold. Prices on request. Contact Lois Feigenbaum, **Cape Girardeau Area Chapter**, Feigenbaum Farm Road, Berryman, MO 65565. Phone 573-786-8641. Fax 573-786-8642.



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TX 76049. Phone 817-279-9021.

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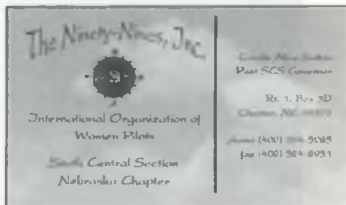


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Self-adhesive, peel off/press on 1/2" x 1 3/4" 99 Compass Rose in blue on left side. Twenty letters and spaces per line. 225 - \$11; 450 - \$14; or 1,000 - \$20. Contact **Golden Triangle Chapter**, P.O. Box 243, Hurst, TX 76053-0243.

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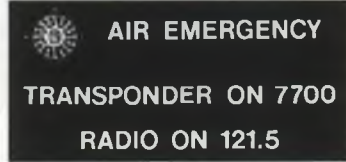
100 business cards - \$17.50. Add \$2.50 S&H. Contact Linda Sutton, **Nebraska Chapter**, PO Box 307, Bokchito, OK 74726. Phone 405-295-3320.

99s Iron-on Logo

Hot-press logo - 10 1/2" and 3 1/2" diameter. For jackets, shirts, etc. Use commercial hot-press machine. Lg. - \$4; Sm. - \$2, ppd. 99 blue. Contact Lorraine Boehler, **North Dakota Chapter**, 409 N. 22nd St., Bismark, ND 58501.

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Radio—Turn on, adjust volume to midway, and set to 121.50.

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Katharine Hepburn



Lucille Stone: Circa 1930's

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