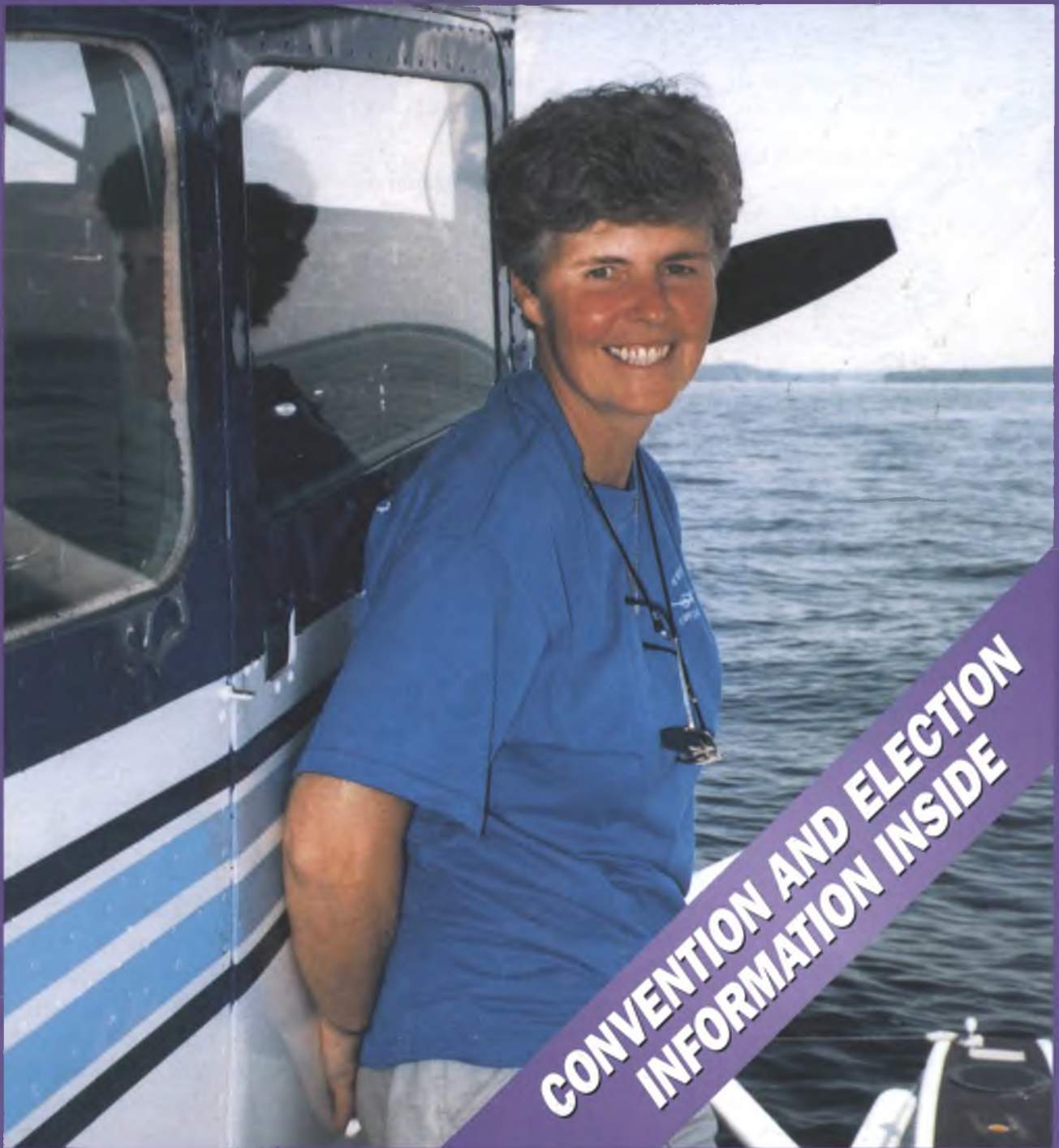




99 NEWS

INTERNATIONAL WOMEN PILOTS

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



CONVENTION AND ELECTION
INFORMATION INSIDE

Enjoy Using **ImaginAir Designs** Beautiful, Accurately Detailed
 Fine Aviation Rubber Stamps of:
the Aircraft You Have Flown
the Aircraft You Have Dreamed of Flying



N1020 \$7.50



R4670 \$6.50



pR1236 \$4.50

Aero Ergo Sum
I fly, therefore, I am.

R9102 \$6.50



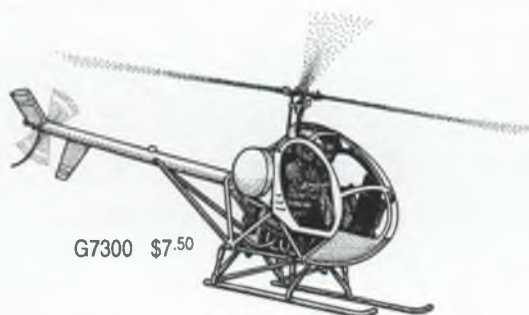
G8550 \$7.50



G8521 \$7.50

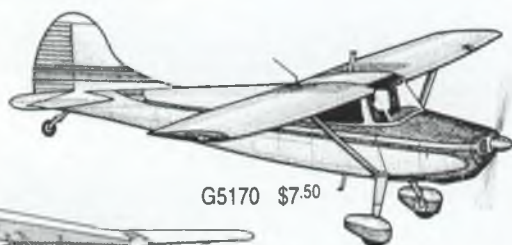


M4040 \$6.50



G7300 \$7.50

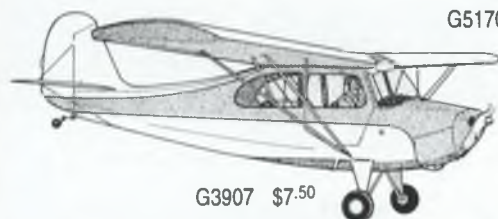
SEND \$3 TODAY
for Your Catalogue
Over 750 Fine Stamps
FREE Catalogue with order
 include \$3.50 S & H
Always Prompt Service
Satisfaction Guaranteed



G5170 \$7.50



M3017 \$7.50



G3907 \$7.50



N1004 \$6.50



N1104 \$7.50

*We also offer
 fine stamps of:*

- ✈ Historic Aircraft
 - ✈ General Aviation
 - ✈ Hot Air Balloons
 - ✈ Current Military
 - ✈ WW I & WW II Warbirds
 - ✈ Clouds & Landscapes
- and more*

Always Great Gifts

4-20-97

99 NEWS
The International Women Pilots Magazine
 (ISSN 0273-608x)
 Published by
THE NINETY-NINES® INC.
 International Organization of Women Pilots
 A Delaware Nonprofit Corporation
 Organized November 2, 1929
International Headquarters
 Box 965, 7100 Terminal Drive
 Oklahoma City, OK 73159, USA
 405-685-7969 Fax: 405-685-7985
 e-mail: 102126,135@compuserve.com
 www: http://www.ninety-nines.org.

Loretta Gragg, Executive Director
 Cindy Rusher, Classified Advertising Sales
Editorial Committee
 Lois Erickson, Pat Ward and Carolyn Carpp
 Lou Hollander, Editorial Consultant

Betty Rowley, Editor
 Jim Simpson, Art Director
 Tom Hutchinson, Coordinator
PATRIC ROWLEY PUBLISHING
 807 N. Waco, Suite 22, Wichita, KS 67203
 Fax: 316-263-7350

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



BOARD OF DIRECTORS

Lois Erickson President
 Pat Ward Vice President
 Beverley Sharp Treasurer
 Carolyn Carpp Secretary

Directors: Connie Wilds, Cathie Mayr,
 Joy Parker-Blackwood, Mary Wunder
 Past President: Joyce Wells

COUNCIL OF GOVERNORS

United States:
 Mid-Atlantic: Gayl Henze
 New England: Martha Dunbar
 New York/New Jersey: Charlotte Shawcross
 North Central: Linda Neumann
 Northwest: Nancy Jensen
 South Central: Dorothy Dickerhoof
 Southeast: Vicki Lynn Sherman
 Southwest: Peggy Ewert
 Canada:
 East Canada: Grace Moffit
 West Canada: Sonja Wilford
 Arabian: Monica Hackett
 Australian: Mary O'Brien
 British: Aileen Egan
 Caribbean: Francesca Davis
 Far East: Rikako Sugiura Carpenter
 Finnish: Mila Maarit Kempas
 India: Chanda Sawant Budhabhatti
 Israeli: Rina Levinson-Adler
 New Zealand: Pamela Marion Adams



INTERNATIONAL WOMEN PILOTS

THE OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

March/April 1997

Volume 23, No. 2

COVER: 1997 Convention Co-chairman Mary Tait on her seaplane in the middle of Sebago Lake in southwestern Maine. The photo was taken by Mary's daughter, Lisa Tait.

President's Perspective <i>by Lois Erickson</i>	New Members
5	8
Candidates for International Office	How I Became a Corporate Pilot <i>by Vicki Hinckley</i>
6	9
Nominations for AE Memorial Scholarship Trustees	Part II - Staggerwing Beech Commemorative Tour <i>by Chris St. Onge</i>
7	10
"Second Floor" Museum <i>by Jay Howes</i>	Listen to Her Legacy <i>by Pat Keefer</i>
7	11
Pilot Profile: Jan Liberty	Museum Report <i>by Marilyn Copeland</i>
8	12

*1997 Convention pull-out pages in center of magazine.
 Fill out and mail today.*

GRASS ROOTS

Section and Chapter News / Races and Rallies / Books / Ratings and Wings Letters / New Horizons / Classified Advertising **21-24**

STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in *The International Women Pilots Magazine* are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc. **Deadline: 9th of month preceding date of publication: Dec. 9, Feb. 9, Apr. 9, June 9, Aug. 9 and Oct. 9.** Spelling of proper names is proofed against information submitted. All photographs submitted are returned to 99s Headquarters.

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

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

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

Annual Dues:
 U.S. - \$55 Canada - \$47
 Overseas - \$44 (U.S. dollars)
 One-time initiation fee: \$10

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

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

Copyright 1997

1997

APRIL

5 — **Flying Companion Seminar**, Illiana Cardinals Chapter, Porter County Airport, Ill., Charlene Falkenberg, 219-942-8887

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 Aerospace Education)**, Houston, Texas

12 — **AE Gala Fashion Show and Fly In**, Kansas City Downtown Airport, Marilyn Copeland, 816-246-4671

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

18-19 — **NY/NJ and New England Joint Section Meeting**, Holiday Inn, Holyoke, Mass., Charlotte Shawcross

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

30 - 05/04 — **Stinson Aerodrome Reunion**, Stinson Field, San Antonio, Texas. Marcia K. Gietz, 713-522-2456

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

10 — **3rd Annual Seaplane Safety Seminar**, Telford Aviation, Waterville, Mass., Don Lagace, 207-622-7332

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

23-24 — **31st Annual Antique Airplane Association Fly-In**, Hosted by the Greater Kansas City Chapter, Amelia Earhart Memorial Airport, Atchison, Kan. Stephen M. Lawler, 816-238-2161 or Gerry Gippner, 913-764-8512

TBA — **East Canada Section Meeting**

JUNE

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

13-14 — **1997 Buckeye Air Rally**, Sporty's Clermont County Airport, Batavia, Ohio (Raindate, June 15). Sylvia Sears, 216-235-5274

14 — **Pennridge Airport Super Saturday**, (FAA Seminars), Perkasio, Pa., Laurie Forte

14-15 — **Evelyn Sharp Days - 1997**, Evelyn Sharp Field, Ord, Neb. Al Baeder, 308-728-3128 or Heloise Bresley, 308-728-3000

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

24-27 — **Air Race Classic**, Boise, Idaho, to Knoxville, Tenn., Pauline Glasson, 512-289-1101 or fax, 512-289-6034

JULY

9-13 — **The Ninety-Nines International Convention**, Portland, Maine, Mary Tait, 207-935-4266

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

30-8/5 — **Oshkosh '97 EAA Convention**

AUGUST

8-9 — **Okie Derby**, Oklahoma Chapter, Wiley Post Airport, Oklahoma City, Okla. Phyllis Miller, 405-721-2573

8-11 — **Palms to Pines Air Race**, Santa Monica, Calif., to Prineville, Ore., Claire Walters, 310-397-2731

14-17 — **Northwest Section Meeting**, Ridpath Hotel, Spokane, Wash., Barbara Mayfield, 509-447-2174

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

24 — **Mt. Sterling Aviation Annual Fly-in and Airshow**, Mt Sterling, Ky. 606-498-1000

SEPTEMBER

11-14 — **Reno Air Races**

19-20 — **Sunflower Rally**, Mid-Continent Airport, Wichita, Kan. Carol Lanning, 316-722-4492

23-25 — **National Business Aircraft Association**, Dallas, Texas

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

19-21 — **Southwest Section Meeting**, Hi-Desert 99s, Victorville, Calif.

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

26-28 — **Mile High Derby**, LaJunta Colo., to Aztec, N.M. Colorado Chapter. Gretchen Jahn, 303-450-6557

NOVEMBER

7-8 — **AWTAR Powder Puff Derby 50-Year Reunion**, Palm Springs, Calif., Hilton Hotel. Barbara Evans, Phone/Fax 510-736-1795 or Marian Prohett, 619-272-7914/ Fax 619-272-6155 (Deadline for reservations: May 7)

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.

Check for \$ _____ enclosed

Pledge for \$ _____ to be billed to:

Name _____

Address _____

City _____ State _____ Zip _____

Mail to: Marilyn Copeland, 117 S.W. Winterpark Lane, Lee's Summit, MO 64081



PRESIDENT'S PERSPECTIVE!



Lois Erickson

Our founding members had the courage and vision to make the beginning from which so many opportunities for women in aviation and aerospace have evolved. They could not have known at that time where their effort to promote opportunities for women in aviation would lead or how many lives would be influenced.

Those courageous women would have found it difficult to believe that as we approach the end of this century, The Ninety-Nines Inc. would be collaborating in efforts such as GA Team 2000 to strengthen and revitalize the general aviation industry.

This July, the world of aviation is preparing to celebrate the 100th birthday of our first president, Amelia Earhart. The courage and accomplishments of the other Charter members may have been obscured by the mystery of Amelia's disappearance, but that mystique has brought research and many publications which finally are providing all pioneer women pilots with the recognition they have so richly deserved. While we plan for the future at every level of the organization from Chapter to International

Courage

*Courage is the price that life exacts for granting peace,
The soul that knows it not, knows no release
From little things*

*Knows not the livid loneliness of fear
Nor mountain heights, where bitter joy can hear
The Sound of wings*

*How can life grant us boon of living, compensate
For dull gray ugliness and pregnant hate
Unless we dare*

*The soul's dominion? Each time we make a choice, we pay
With courage to behold resistless day
And count it fair.*

—Amelia Earhart



Amelia Earhart

Board of Directors, we must continue to have the wisdom to set new goals and meet new challenges with the courage and determination demonstrated by our founding members.

Ursula K. LeGuin wrote, "It is good to have an end to journey toward; but it is the journey that matters, in the end." Goals are wonderful, as long as we realize the journey toward them may lead us to change them along the way.

December 14, 1929
*"We will never grow, or
become the strong
organization we should,
unless each of us are
interested in and willing
to put our shoulder to the
wheel for the 99s."*

—Louise Thaden

Someone sent me this quote a long time ago: "The successful woman remembers yesterday with pride, lives today with enthusiasm, and looks to tomorrow with confidence."

Take pride in being a part of a respected positive force in the aviation community as we continue to *provide* aviation education in our communities; *promote* scholarships, networking and opportunities for women in every facet of aviation and aerospace; and *preserve* the significant history of *all* women in aviation through the Amelia Earhart Birthplace Museum in Atchison, Kan., and the Resource Center and Museum at our Ninety-Nine Headquarters in Oklahoma City.

October 9, 1929

Dear Licensed Pilot:

On talking it over among ourselves and the other pilots whom we already know personally, it seems that the women pilots in this country should have some sort of an organization, our own QB, Early Birds or NAPA.

It need not be a tremendously official sort of an organization, just a way to get acquainted, to discuss the prospects for women pilots from both a sports and breadwinning point of view and to tip each other off on what's going on in the industry.

We would not need a lot of officers

and red tape machinery. It seems to us that a secretary to keep the records and report our activities to those key points where they will be helpful in keeping us in touch with openings and a chairman to preside would be all that we need in the way of officers.

We might better also have a little constitution, brief, simple and not iron-clad. Then we need a name and a pin. Attached is a tentative suggested constitution. Look it over and append any suggestion which may occur to you.

Could you attend an organization meeting on November 2 around three o'clock in the afternoon at Curtiss Field,

Valley Stream, LI? Come in plenty of time to meet and have dinner at the field at 6:20.

Please write and say: Yes, coming; or No, not coming—attaching your modifications, etc. to the tentative constitution. Several pilots with whom we have talked are planning to fly in. We're not particular whether you come by train, by automobile, or on two legs or just by mail. But we do hope you'll put in some kind of an appearance at the organization meeting of licensed women pilots.

Sincerely yours,
Faye Gillis

**SHARE OUR ENTHUSIASM! Join us in Portland, Maine, in July for
a great International Convention in the beautiful Northeast.
Convention Registration Forms in center of magazine**

Nominees for International Board of Directors

The Nominating Committee of The Ninety-Nines Inc. is pleased to present the following candidates for the Summer 1997 election. Candidates will be elected by the delegates in assembly at the Annual Meeting in Portland, Maine.

All International candidates have the option of preparing a Position Statement of no more than 500 words which are published in this issue. Candidates elected at convention also are given the opportunity to speak at the assembly for two minutes before the ballots are cast by the officially recognized delegates present.

Mary Margaret Wunder, Eastern Pennsylvania Chapter

I have served the Ninety-Nines for the past year as the appointed Director on the Board. In addition to my other duties, I have volunteered to lead the Long Range Planning Membership Objective and to be the liaison to the Membership Committee because I am committed to strengthening our organization at the grass-roots level. This is important to me because our members and those we motivate to join us are the life blood of the organization. It is vital that the Board be aware of members' needs, that we stay focused on our Mission, and that we work to inspire the chapter membership committees to be more active with the support of the Board.



I graduated from Villanova University in 1977 with a bachelor of science degree in business administration, and a minor in math. The following year I earned my pilot's license, and then a commercial certificate with instrument and multiengine ratings.

I became an air traffic controller in 1981. I worked both tower and approach control at Wilkes-Barre and Allentown for five and a half years. I then advanced to Philadelphia Approach Control, a level five facility where I have been for the past 10 years.

Promoting aviation and The Ninety-Nines through tower tours, participation in Career Day Programs, and speaking engagements to aviation, non-aviation (such as Rotary and Girl Scouts) and school groups, has been very fulfilling. I have a sense of accomplishment from establishing better cooperation between pilots and controllers. I am confident that I can encourage better cooperation and communication between all Ninety-Nines.

As Chairman of the Eastern Pennsylvania Chapter for two terms, from 1990 - 1994, I was instrumental in establishing our Chapter Scholarship, to encourage women to start flying, as well as initiating the fundraising necessary for this scholarship to be endowed for the future.

As a result of my efforts, I am honored to have received several awards, including the "Woman of the Year" Award from the Montgomery County Women's Conference and a Special Achievement Award from the FAA.

I am effective as a communicator and as a controller. In return for your vote, I offer you my time and my dedication to The Ninety-Nines to promote and encourage women pilots by continuing to serve on the Board of Directors.

Vickie Sherman, Florida Spaceport Chapter

A resident of DeLand, Fla., for the last 23 years and Governor of the Southeast Section, she was elected as current Spokesperson of the Council of Governors and as Chairman of the International Grievance Committee. She serves on the International Finance Committee and the Long Range Planning Membership Committee and the International Awards Committee.



Her formal education was in Political Science and for the last 20 years she has worked with aviation organizations, government and educational institutions on behalf of the development of civil aviation and the role of women in it. She believes in the 99's Long Range Planning Process as a means of updating our purpose statement to meet the changing needs of our organization as we learn to live in the rapidly evolving world created by the information super highway.

She has been a member of the Florida Spaceport Chapter since 1974. She served her chapter as Chairman, Vice Chairman, and on many committees such as Safety Education Chairman, Aerospace Education, Poker Parties, Fund Raisers toward our Chapter scholarship, and creating the "Cockpit Cool" Seminar given at Sun 'n Fun, Air Force safety programs and the FAA Flight Proficiency Program and the chapter on special committees for the 1991 International Convention.

She served the Southeast Section as Vice Governor and Treasurer and currently serves as Governor. She helped create the Bonnie and Archie Gann Memorial Scholarship Fund and is one of the Trustees. She has worked and contributed to our 99 building at Sun 'n Fun. She has attended many Conventions and Section meetings.

She currently is involved with the FAA Accident Prevention Program and has been since its founding in 1991. She also works as an Aviation Safety Counselor, to enhance safety, and serves on the FAA's Speakers Bureau and Production Crew. She has served on the Board of Visitors of Embry-Riddle Aeronautical University for the past 16 years to promote and enhance aviation.

She has been a member of CAP since 1974, and is currently serving as Deputy Commander and a Check Pilot since the National Standardization Program was founded in 1990. She was President of the Florida Race Pilots Association (The Great Southern Air Race), served as a judge before and after her term and judge for the Air Race Classic and for NIFA.

Deland Airport Advisory Board (13 years, Vice Chairman, first woman to serve); a member of AOPA (20 years), National Association of Flight Instructors; Central Florida Flight Instructors; Florida Grasshoppers; The Soaring Society of America, Inc.; and National Air and Space Association of Aircraft Pilots.

She holds: SEL/MEL/CGI/CFII/Glider Instructor/ATP/ Ground Instructor (BGI/AGI/IGI). She is an active real estate broker and owner of Rainbow Realty Of Deland Inc.

"I am privileged to know many 99s and if elected will continue to expand our organization to include the talented young women entering the ranks of aviation today. I would be proud to serve The 99s on the International Board of Directors."

Nominees for AE Memorial Scholarship Trustees

These nominees have been approved by the International Board of Directors at their fall meeting. They were first selected by the AEMS Trustees before presentation to the Board as authorized in Amendments of the International 99s bylaws.

All International candidates have the option of preparing a

Position Statement of no more than 500 words which are included below. Candidates elected at convention also are given the opportunity to speak at the assembly for two minutes before the ballots are cast by the officially recognized delegates present in the assembly.

Jacqueline Boyd, Golden Triangle Chapter

Very literally, I am where I am personally and professionally because of the Amelia Earhart Scholarship opportunities given by this organization. It is my goal as an elected Trustee to give as much as I have gained.

Having received the Amelia Earhart Career Scholarship in 1979 to complete work on my master's in education in aerospace education and the Research Grant in 1994 to continue work with maternity issues affecting female pilots, I feel I have a unique background of expertise in serving as a Trustee. I am presently serving in the capacity of Research Scholar Chairman of the Board.



Madeleine Monaco, Chicago Area Chapter

Madeleine has two grown children and loves to travel. She is a business representative for a labor union, and serves as an Alderman and Commissioner for Palwaukee Airport. Madeleine has a degree from National Lewis University and is a Commercial pilot, with instrument and multiengine flight instructor ratings.

Her 99 service includes a term as International Legislation Chair, terms as Section Legislation, Membership, Bylaws Chair and recently Secretary, and many positions in the Chicago Area Chapter, including Chairman. A 99 since 1978 and a proud 1987 Amelia Earhart Scholarship recipient, Madeleine has long been a supporter of the AE Scholarship program and wants very much to contribute to its ongoing success.



SECOND FLOOR MUSEUM

What's in a name? Maybe your idea for a museum

BY JAY HOWES, SAN FERNANDO CHAPTER

First of all, let me explain why I am writing this article about the Museum's progress. My chapter, San Fernando Valley, contributed \$5,000 to the Museum fund. Therefore, we have a great deal of pride and an almost maternal interest in its development.

C.J. Strawn, designer/builder of the second floor Museum and member of the Palms Chapter, informs us that her vision is taking shape beautifully. Without question, I know this is true because she monitors the work closely by making frequent trips to Oklahoma City. As of this writing, her last visit was the entire week before Christmas. Her dedication (not to mention her considerable talents) is one of this project's greatest strengths.

It gives me great pleasure to confirm that Douglas Ettridge has agreed to paint an original work commemorating the formation of The Ninety-Nines. You may recall Mr. Ettridge is the highly talented aviation artist whose work appeared on our November/December cover. C.J. and I, along with Susan Theurkauf and Paula Sandling of the San Fernando Valley Chapter, met with Mr. Ettridge to discuss the subject of the commission. The focus will be the terminus of the first all-women's transcontinental air race in 1929 from Santa Monica, Calif., to Cleveland, Ohio. At that time, since aviation was considered a spectator sport, there were bleachers on the airfield in Cleveland so people could watch the incoming airplanes.

Bobby Trout, one of the competitors, tells us that at one point when she and a few of the other racers were standing talking under the bleachers that the suggestion was made that an organization be formed just for women pilots. The idea for The Ninety-Nines was born. Mr. Ettridge is excited about this subject.

Knowing his formidable skills, I can already see the final painting: blue skies with puffy white clouds, airplanes in landing and takeoff configuration, green grass everywhere with parked airplanes, bleachers with interested spectators pointing skyward, and, of course, our small group of future Ninety-Nines in appropriate 1929 garb, standing under the bleachers. You will see that Mr. Ettridge is not only an artist, he is also an avid aviation historian so every detail will be authentic.

It also gives me tremendous pride to report that Claire Walters' untiring efforts have resulted in raising more than \$115,000 to date for the completion of the Second Floor Museum. The Palms Chapter has 100 percent participation from its members for personal contributions and in addition, Chapter funds have paid for mailings and other related expenses associated with the fundraising. Hooray for Palms! And Mary Francis Blair, another member of the Palms Chapter, bequeathed more than \$45,000 to the Second Floor Museum. We are thrilled with her generosity. In her honor, the library within the Museum will carry her name.

Now the fun part. What's in a name? Plenty! We encourage every contributing member to submit a name for the museum. If you haven't contributed to this wonderful project, now is the ideal time. Not only do we need the money, we need a name! So don't delay. You may be the winner!

Jan Liberty: Achiever

Janet Lee Liberty, Western Washington Chapter, earned her private license at age 41, joined the 99s in 1984 and purchased a 1952 Cessna 170B a year later. In July 1986 the engine failed but she landed safely at Lake Wenatchee State Airport. In 1990, she purchased a 1955 Cessna 180 in Florida and flew it home to Snohomish, Wash., in three days (24 hours).

Always very involved with The 99s, Jan has served as Chapter Chairman, received the Northwest Section (eight states) Achievement Award in 1989, and was chosen Pilot of the Year for Western Washington Chapter in 1993 and 1996.

Jan is a high school teacher with a master's degree in business education, holds a commercial certificate SEL and SES, is instrument rated, and earned her Wings Phase VIII during a mountain flying clinic in August last year.

About 10 years ago, she assumed a special role to help keep



Jan Liberty received the 1996 Aviator of the Year Award from the Washington State Department of Transportation at the opening ceremonies of the Northwest Aviation Conference and Show on Feb. 22 at Puyallup Fair Grounds.



3184D on the lawn in front of the Boeing Field Museum of Flight where Jan is showing the plane and teaching controls to children participating in "World Flight" education program.

Stehekin Airport open. Stehekin lies within the boundaries of the Lake Chelan Recreation Area (North Cascades National Park) and is operated by the state of Washington. She organizes an annual volunteer work party to perform maintenance chores and help get the airport ready for summer flying. Along with many others, she writes letters and speaks at hearings against the closing of Stehekin.

"During my 13 years of flying," Jan says, "I have reached 1,875 hours total time, been active in our chapter with most all activities, and given a lot of rides and a lot of time to saving airports from closure. I have now landed at 231 different airports and seaplane bases in Washington state alone. There is no end to the wonderful fun you can have as a pilot and a member of The 99s."

Jan's beautiful 1955 180 was severely damaged at 4 a.m., Dec. 29, when snow caused the hangar to collapse, knocking off 3184D's tail wheel, damaging the entire tail section and bending both wings down at the struts. She will be rebuilding the plane.

—The Editor

WELCOME THESE 69 WOMEN PILOTS TO THE NINETY-NINES

Dorie Jean Benway, *Yavapai*
Jacquie H. Biloff, *Mat-Su Valley*
Marion T. Blackman, *North Georgia*
Marlene Bottomley, *Katahdin Wings*
Evelyn Joy Bowers-Bienkowski, *All-Ohio*
Nancy Aileen Bowman, *Dallas*
Jane H. Bright, *El Paso*
Cheri Capps, *Tulsa*
Patricia Jean Castaneda, *Imperial So-Lo*
Claire Smith Cates, *Kitty Hawk*
Michelle Louise Childress, *Colorado*
Linda Marie Cioffi,
New York Capital District
Laura Jean Crosson, *Orange County*
Megan Marie Curry, *Northwest Section*
Kate Dawes, *Tucson*
Andrea Decka, *Eastern Pennsylvania*
Colleen Deininger, *Chicago Area*
Jackie Dolat, *Brazos River*
Ann Marie Donohoe, *Carolinas*
Anne Foley Fenton, *Bay Cities*
Debra R. Flagg, *Eastern New England*
Barbara Ann E. Francis, *Minnesota*
Carol M. Froehlig, *Long Island*
Marcia Belle Fuller, *Santa Clara Valley*

Mary Oliver Gabrielson,
Western New England
Catherine H. Gautier-Downes,
Santa Barbara
Margaret E. Good, *Greater Detroit Area*
Linda Ann Goodrich, *Southwest Section*
Marcia Elena Gotz, *Maple Leaf*
Kirsten Falck Hansen, *Members at Large*
Pamela Marie Hanson, *First Canadian*
Vicki L. Hinckley, *Dallas*
Helene A. Hixon, *Coachella Valley*
Olivia Gail Holt, *Southwest Section*
Catherine Houghton, *Eastern Ontario*
Marsha Hunter, *Minnesota*
Debbie Marie Kiekens, *Maple Leaf*
Susan W. Kuehlthau, *Alabama*
Traci Lyn Kulp, *Southwest Section*
Linda Diane Mayo, *Arizona Sundance*
Terry Barrett Morgan, *Hampton Roads*
Marielle M. Moyer, *Mount Diablo*
Margaret Babcock Napolitan,
Florida Spaceport
Carey Levine Nathan, *Central Pennsylvania*
Julia Sarah Olivero, *Greater Detroit Area*
Bonnie Emily Oquendo, *Garden State*

Cathleen R. Orlich, *Greater Detroit Area*
Sylvia J. Otypka, *Colorado*
Stephanie Erica Paraskevopoulos,
First Canadian
Nicole L. Parker, *First Canadian*
Maria Magdalena Perzon, *Southwest Section*
Patricia R. Pittelkow, *Marin County*
Anna Sharline Reedy, *Tucson*
Julie Lee Ritz, *Minnesota*
Sheila H. Rollins, *Katahdin Wings*
Virginia M. Skiby, *Bakersfield*
Jessie Mary Skiles, *San Gabriel Valley*
Nancy Jane Skinner, *South Central Section*
Margaret Lillian Stanton, *Australian Section*
Martha George Stassinis, *Albuquerque*
Sara Ellen Stewart, *Greater Kansas City*
Deborah Gail Swicegood, *Florida Spaceport*
Cynthia Ann Thompson, *Women With Wings*
Ruth A. Beckwith Trotter, *Tennessee*
Shannon Hao Walker, *Katahdin Wings*
Cheryl Diane Wallace, *First Canadian*
Diane Westerberg, *Idaho*
Theresa Ann Wooten, *Brazos River*
Tina Louise Ziolkowski,
South Central Section

How I Became a Corporate Pilot

BY VICKI HINCKLEY, DALLAS CHAPTER

My aviation career began with an invitation to interview for a job as the "head cook and bottle washer" at a quaint little airport cafe 20 miles from nowhere on the Texas prairie. The cafe had seven or eight tables in it and a view of the runway from each spot. There were several "regulars" who had a week-end ritual of coffee, eggs and story-telling.

I was all set to accept the job when one of the fellas on the airport offered to give me a ride in his glider—and I was hooked! Never in my life had I experienced the kind of magnificent quiet sound a sailplane makes at the top of a loop. The ride was magical and the pilot was a magician; and I became obsessed with discovering how this magic was accomplished.

At the time, the obsession was a welcome distraction of an unwanted divorce; I found peace and power behind the controls of an airplane. Three months later, I found myself enrolled in 15 hours of college classes, soloed and climbing toward a career as a corporate pilot.

When I was a student pilot, I helped on any airport project that needed helpers. My first project was helping to rebuild a Stearman. I learned to ribstitch wings and rig flying wires. I learned so much by listening, watching and helping at the airport.

I had lots of help along the way, and I was always mindful of being in the "right place at the right time." During my schooling and flight training, I had a whole airport full of tutors. Whenever I needed help, I always found someone at the airport who was willing to take me under his or her wing.

One time I offered to hand out advertising brochures at an airshow and it got me a ride home in a P-51 Mustang in formation with a Grumman Avenger!

I started networking while I was still in school. I bought my first pilot uniform nearly a year before I got to wear it. I wanted to be ready and I guessed that my first corporate opportunity might come when I least expected it. And I was right!

The phone call came from a friend of mine who said, "We need a copilot to substitute and we need to be airborne in two hours. Can you do it?"

My corporate career had just taken a giant leap and I was about to be checked out in the right seat of a jet. I continued substituting for the same company and finished school. Occasionally, I had to be absent from class but fortunately, my instructors were career aviators who understood the value of the experience I was getting while finishing my last semester.

A permanent pilot position was on the horizon when early one morning while it was still dark, the weather was 30VC, the takeoff roll was normal and the captain called for "gear up." In a split second the airplane was filled with smoke, the passengers were all screaming and we were flying into the darkness at 250 knots.

I quickly reasoned that it couldn't be smoke since I wasn't choking and my eyes weren't stinging. I turned around and started barking orders to restore calm. "It's steam, it's only steam!"

We declared an emergency and returned to the airport with-

out incident and put the plane into maintenance for a pressurization malfunction. After all the excitement was over, I realized that I may have barked up the wrong tree. My words and tone were rather strong and they had been directed at the man who owned the airplane. I had been trying for weeks to "make a good impression" and show that I could handle the job, even though I was a woman. I felt like I had blown any chance at ever flying for this man again. But to my delight, he offered me a permanent

position with his company three weeks later. Again, my career had taken a huge leap forward just as I was finishing my bachelor's degree and I was on top of the world.

I have since flown a JetStar, a Westwind and several models of Learjets. I hold an ATP-MEL and a Commercial certificate SEL. Glider. I am active as a flight instructor in gliders. I have 3,000 hours of total flight time with more than 1,100 of them in jets. I have flown corporate aircraft, air taxi, air ambulance and air cargo, and each was an excellent experience.

Flying night freight gave me the opportunity to increase my skill as a pilot. It is a fast-paced business and circumstances change quickly. I always was ready to go. I had a suitcase in the trunk of my car at all times—even for trips to the grocery store!

I have three sons and a daughter: John, 15; Lauren, 9; and Kevin, 6. They love the airport, too. They build forts, find "cool lookin'" bugs and build stuff out of old airplane parts. The airport gives me a platform to teach my children to love life, as well as to develop creativity, responsibility and self-respect.

Last November, I was married in a small church down the road from the airport. Our children, six of them in all, were our wedding party. The reception was in a hangar complete with an airshow to entertain our friends and family. One of the unique opportunities I have had as a pilot is flying with my husband. We have flown together professionally for three years and we work very well together. We are best friends and share a love of airplanes.

We live at that quaint little airport 20 miles from nowhere on the Texas prairie and oh, yes, he was the fella' who gave me a ride in his glider!

Vicki Hinckley first became aware of the 99s about six years ago, but had not been asked by a 99 to join. When Vice President Pat Ward gave her a copy of the November/December issue of the magazine which contained a Membership Application, Vicki joined The 99s.

New members, we'd like to hear your story about what or who influenced you to learn to fly and how you learned about The 99s and became a member. Send to Betty Rowley, Editor, 99 NEWS, 807 N. Waco, Ste 22, Wichita, KS 67203.



Vicki Hinckley



PART II

BY CHRISTINE ST. ONGE
Western Pennsylvania Chapter

I first considered flying this race when Bill Thaden asked me about it at the 1993 Staggerwing Convention in Tullahoma, Tenn., as well as whether I would consider changing my aircraft's paint scheme to make it similar to Louise's. And while I had not considered having a copilot, Bill suggested his daughter (and Louise's granddaughter) Terry vonThaden, who holds a private pilot license and is working toward an instrument rating. My husband, Paul, and I decided to have Barbara Cox fly this event with us, too, as she has been my right hand at all the air show events I've flown since 1994.

Preparing the Plane

I got a 1936 Aircraft Finishing Specifications chart with all the colors for aircraft of that period from Sherwin-Williams. I eventually combined the sleek paint scheme for SN 102/110 (my aircraft) with Louise's paint scheme. The dominant color was light blue (Olive Ann Beech's favorite color), coupled with the dark blue of Louise's plane. That was enhanced with one of the two white stripes going down the fuselage and up the tail, with a burgundy pin striping on the wings' leading edges, cowlings, down the fuselage and up the tail.

The front and sides of the cowlings were done exactly like Louise's—right down to the word "Beechcraft" on the cowlings. We placed the number "62" on both sides of the fuselage. While none of the photos of Louise's aircraft had the full number in view—even the number under the right lower wing was barely visible—we were able to graph the correct numbers, and their shapes and sizes with the wonderful assistance of comput-

ers, my teenage son Joseph and his dad.

The day before the event, the whole family helped prepare "Bluebird" for her maiden long cross country voyage.

THE RACE BEGINS

The time had arrived! At 1700, Sunday, Aug. 25, 1996, we pushed the aircraft out and made her ready for the flight to Youngstown Elser Field, Ohio, the tour's starting point. (Floyd Bennett Field, where Louise had started hers, now is closed to everything but helicopters.) After tucking the plane away for the night, Joseph, my daughter Laura and I went to the restaurant banquet where I received my Commemorative Tour Bronze Plaque along with the other pilots.

Monday, Aug. 26

We picked up Barb and headed for Elser, where we loaded the plane and took pictures. The tenseness of the morning changed to excitement and apprehension of the trip. I then found out that Terry would not be flying with us after all and that Barbara would be the copilot. It did not dampen either of our spirits, however, as we readied for the big adventure.

I was the first aircraft to start my engine and the first to depart the field. We came around for a fly-by, then headed for Dayton, Ohio, our first fuel stop. My aircraft has only three tanks—two 23-gallon, gravity-fed upper wing tanks attached to an engine-driven fuel pump, and one 28-gallon belly

tank which has an auxillary pump to feed fuel to the right upper wing.

Total fuel: 74 gallons with 68 gallons usable. As such, our flight time aloft would be 3.25 hours maximum at a rate of 21 to 22 gallons/hr. My engine is a Jacobs 275 HP R-755B2 with only 35 hours total time before the trip. It was still under warranty and was required to run full rich; therefore, I decided to make my legs no greater than 280 nm before stopping to refuel.

That decision, based on approximately 120 knots ground speed, would ensure having enough fuel on board for deviations, headwinds, etc.—especially since I was to encounter lots of IFR weather.

We landed at DAY without incident, filled the fuel tanks, emptied our tanks, ate and talked with the local people who had an interest in the aircraft. I then filed an IFR flight plan to our next fuel stop, Lawrenceville-Vincennes Intl. Airport, Ill. LWV. Weather was threatening south, southwest and northwest of the airport. We arrived at 1335 CDT after our fly-by, again stopping to talk to the media.

Upon calling FSS, my route was changed to a more WSW route rather than SW departure due to Level 6 TRW. That added 42 nm to our trip, since we had to fly to Centralia, Ill., before turning south. Our next fuel stop was ARG, Walnut Ridge Airport, Ark. After an interview with a local TV station, we proceeded to our final

destination for the day, ASG, Springdale Muni, Springdale, Ark.

I filed IFR, as we were encountering RW and cloud conditions. We flew approximately one hour of nighttime, making a night landing after shooting the approach for the ILS Runway 18. Barbara helped me locate the airport when we broke through the clouds.

We stayed overnight in Springdale, which gave us time to visit Jim and Ada Younkin, who restore antique aircraft at Jim's shop on the field. They have participated in previous Staggerwing events and were instrumental in finishing up Serial #1, N499N, A17R that is now in the Staggerwing Museum in Tullahoma. The Lockheed Electra 12A, the twin Beech, Chris Jacobson's D17S Embassy Staggerwing and Mile Greenblatt's dark red Staggerwing were the only other aircraft that stopped there. Total flight time from 4G4 to ASG: 7.9 hours. Total time for the day was 10.8 hours.

Tuesday, Aug. 27

We awoke at 0700, ate and were off to the airport. By 1000, there were low, ragged ceilings in fog and mist. Bill Thaden asked me if Terry could go along, as our next stop would be Bentonville, Ark., VBT, Louise M. Thaden Field. (Bentonville is the birthplace of 99 Charter Member Louise McPhedridge Thaden.)

This was Terry's first time flying in a Staggerwing and her first time in actual IFR conditions. With Terry as copilot, we were off the ground by 1109. After an extended approach, which normally would have taken only 15-20 minutes to fly the VOR-A approach, we arrived at Bentonville Airport 51 minutes later. We met with the Arkansas Chapter 99s—Chairman Nelda Donahue, Camelia Smith and Jean Wallace—who provided some essential items for the rest of the trip. After much fanfare, including a declaration being read by the mayor and a presentation by Bill and Terry vonThaden, we checked the weather, which was IFR, and departed at 1305. After one fly-by, we were off to Bartlesville, Okla., BVO, where we were to overnight.

(To be continued...)



Terry vonThaden, Chris St. Onge and Barbara Cox with Arkansas Chapter member Camelia Smith on the left and Arkansas Chapter Chairman Nelda Donahue on the right.

Listen to her legacy

Marion Jayne (1926-1996)

BY PATRICIA JAYNE KEEFER, SOUTH CENTRAL SECTION

Marion Jayne, Dallas Chapter, died of cancer in December but since she started so many air races on earth, she's probably organizing air races for the angels. Marion was an incredible parent, pilot, entrepreneur, athlete and equestrian judge. In her 70 years she founded five businesses, co-founded two enterprises, served as chair on two boards, won more than 100 air race trophies and has been nominated to the prestigious National Aviation Hall of Fame.

Life was not easy for Marion, yet she found a way to enjoy it and to share her enthusiasm for life with others. She was an excellent golfer, bowler and bridge player. She always put her family first.

She was born at home, weighing less than two pounds. Her incubator was an oven. At age eight, Marion got sick and was isolated in a dark room and dosed with whiskey. She got well, but never liked alcohol or idleness.

By the time Marion started flying, she had already participated in the Olympic diving trials (at age 13); married (at age 17); helped co-found stables with her husband, George; had four children; and been a world-class equestrian as one of the first riders to jump a horse over a 7-foot fence.

In the early years when money was scarce, Marion cooked for the stable hands and sewed the family's clothes. When a fire destroyed all of the family's belongings, home was above the stable offices for a while.

Marion and George learned to fly to speed travel to their equestrian commitments. In five years, Marion earned her Private, Commercial, Instrument, Instructor AMEL and ATP ratings. At age 43, she was the 12th woman to achieve ATP. Later she got her CFII. She created the first cross-country speed race open to both men and women, the Illi-Nines Air Derby. For their 25th wedding anniversary, the Jaynes' gift to each other was a Piper Twin Comanche.

When the State of Illinois took their stable property by right of eminent domain, the family business was closed and Marion, at age 44, faced her most agonizing moment. Her husband died. Three children still depended on her. There was no income because taxes had depleted the estate. Within a year after George's death, Marion had built, owned and operated an indoor tennis club and turned a profit in the first year. She later sold the tennis club at its peak and held the mortgage as an investment.

Marion continued to race airplanes and was now winning on a regular basis. As her reputation as a superb pilot grew, she was invited to speak to a congressional panel about the Piper Twin Comanche. She also won an astonishing number of races flying 172s, a Tiger, Warriors, a Bonanza and a Meyers and at least 26 first-place trophies for air racing. With the best information available, she won more cross-country speed races than any pilot, nationally or internationally. Marion also founded the Grand Prix Air Race, co-founded the Air Race Classic and launched the U.S. Air Race. It has been renamed in her honor and is now called the Marion Jayne U.S. Air Race.

She taught two of her four children as well as one son-in-law to fly. She created "Tailwinds," an aviation-oriented mail order gift catalog in her kitchen, and later gave the business to her daughter, Nancy Palozola.

Her first international experience came when she ferried a Mooney 201. It didn't seem to matter that she hadn't flown one before. She read the flight manual on the ramp at O'Hare and then flew solo, non-stop with no autopilot to Europe.



Marion and her daughter, Pat Keefer, after their return from winning the 1994 24-day Round-the-World Race.

Her second overseas adventure, a vintage air rally from London to Australia, was in 1990 at age 62. She met and talked with King Hussein and Queen Noor of Jordan. Even then, the Persian Gulf area was touchy and the route was redesigned to stay well-away from the Iraqi border.

Calcutta and Bangladesh provided further challenges. The 1950 engine failed in Australia and Marion was able to "stand the plane on its wing" to slip between some trees but a fence sheared the nose wheel off. It is a tribute to her tremendous flying skills that there were no injuries, not even a bruise.

When they gave each other the Twin Comanche, she and her husband had dreamed of flying around the world. Marion was 64 when she found a competition that would do so. The route was: Switzerland; Finland; five Russian stops; Alaska; Canada; Fresno, Calif.; Washington, D.C.; Canada; Greenland and ended in Cannes, France. She and daughter, Nancy, placed second even though a spinner broke off and put a hole in the windshield.

Her 1994 gold medal triumph with her daughter, Pat Keefer, came in the longest race ever held. The route around the world was: Montreal, Newfoundland, Azores, Africa, Turkey, the Middle East, India, Vietnam, Japan, Russia, Alaska and back to Montreal. The FAA approved a ferry tank which made non-stop flights of more than 11 hours possible with a good safety margin.

At four different times during the race, finishing was in doubt because of deadly icing conditions, fatigue, illness, intermittent gear problems and a broken exhaust stack. Marion is the only woman to have raced her plane around the world two different times.

Marion Jayne personifies the spirit, the tenacity in the face of adversity, the accomplishments and the independent leadership that it takes to have her legacy live well beyond her personal life span.

Thousands of pilots, neighbors, friends and family have been influenced by her. She has been featured on ABC, CNN, CBS and other TV stations around the world.

So listen to her legacy and when you have a perfect landing in the center of the runway, think of Marion. If you are left of center, you'll hear Marion the instructor say, "Now it is best if you land in the center." When you wonder whether you should do something difficult, think of Marion—she knows you can. Your achievements will be her legacy.

Marion is survived by her sister, four children and seven grandchildren. Marion asked that donations to her memory be used to encourage new racers through the nonprofit Marion Jayne U.S. Air Race at 216 Fresh Meadow Drive, Trophy Club, TX 76262.

**"...whenever
I saw her name—
her accomplishments—
they were mine
and every other
woman pilot's."**

**—Jeane Wolcott
Women With Wings Chapter**

Museum Report

BY MARILYN COPELAND
CHAIRMAN, AEBM

As Ninety-Nines, we own a wonderful historic treasure. This successful project is definitely fulfilling one of the major goals of The Ninety-Nines—preserving the unique history of women in aviation. The mission statement of the Amelia Earhart Birthplace Museum is: "To restore the Amelia Earhart Birthplace to the time period of her life when she was in the Atchison home; and to accurately portray her life and other women aviators through educational and interpretive exhibits, activities and events."

"Even though she lived in many different cities, she considered Atchison her home town. Probably she spent more of her life in the Otis home than anywhere else. The Amelia Earhart Birthplace Museum represents almost the only remaining tangible association with the famous aviatrix." This quote is from Richard D. Pankratz, Amelia Earhart Birthplace, National Register Nomination, Statement of Significance, January 1971. In addition, recent surveys of AE memorabilia report small items ranging in value from \$2,000 to \$49,000, with her autos in the six figures.

At 3 p.m., Saturday, July 26, the AEBM will be dedicated. This is celebrity day during the big centennial weekend. Former Sen. Nancy Kassebaum Baker has been asked to participate in the program. The conclusion of the program will include a thrilling, appropriate fly-by down the Missouri River which flows in front of the birthplace. Lois Feigenbaum is the chairman of this program.

Recent talks and appearances of the AEBM Chairman have included: a Day on the Hill in Topeka at the House of Delegates and Senate of Kansas; Atchison Chamber of Commerce banquet; Greater Kansas City Chapter of The Ninety-Nines; Atchison Zontas; Kansas City I Zontas; Kansas City II Zontas; Atchison Presbyterian Church Special AE Service; and numerous AE Centennial committee meetings.



Marilyn Copeland with former Sen. Nancy Kassebaum Baker in front of AEBM display in the rotunda of Kansas State Capitol in Topeka, Kan., on Proclamation Day of AE Centennial, Feb. 3, 1997.

CALENDAR PROJECT—Amelia Earhart Centennial Calendars are for sale for \$15 plus \$2 shipping from Marilyn Copeland, 117 S.W. Winterpark Lane, Lee's Summit, MO 64081 or Lou Foudray, 223 N. Terrace, Atchison, KS 66002. The calendar includes 16 photos, quotes from AE, dates of her flights, etc. It is a brief, composite history of her life.



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.

BENEFIT AUCTION—Following the St. Pat's Parade, Saturday, March 15, an auction will be held in downtown Atchison at the American Legion Hall. The proceeds will go to the AEBM interiors restoration. A replica of the AEBM will be on a float with a banner advertising the auction. Jon and Bonita Ades, Colorado Chapter, are coming to assist with the float and auction. Sondra Ridgeway, Northeast Kansas Chapter, will portray Amelia.

BENEFIT VINTAGE FASHION SHOW—On Saturday, April 12, fashions from Amelia Earhart's time will be shown at the Downtown Kansas City Airport. A reception with AE displays begins at 10:30 a.m., a luncheon at 11:30 a.m. and the vintage fashion show at 12:30 p.m. Fashions will be from the Fashion Group, International, of the University of Missouri-Kansas City. Dorothy Maloney, Northeast Kansas Chapter, a fashion consultant at the Fashion Mart in Kansas City for 18 years, will be in charge. Coordinating with her will be John Dawbarn, Hallmark artist, with a display of futuristic aviation fashions.

DOES YOUR CHAPTER HAVE A BRICK YET?

Carolyn Mohler, an Atchison Zonta member serving as chairman, reports a total of \$20,516 as of Feb. 10 for the sale of sidewalk bricks.

If every Chapter would send in its name and a check (made out to the AEBM or Amelia Earhart Birthplace Museum) for a brick, our fundraising campaign would be a success. Bricks for the front walk are \$100. Bricks for placement along the side of the house are \$50.

Put the name on the first line and whatever you wish on the second and third lines (approx. 13 characters per line).

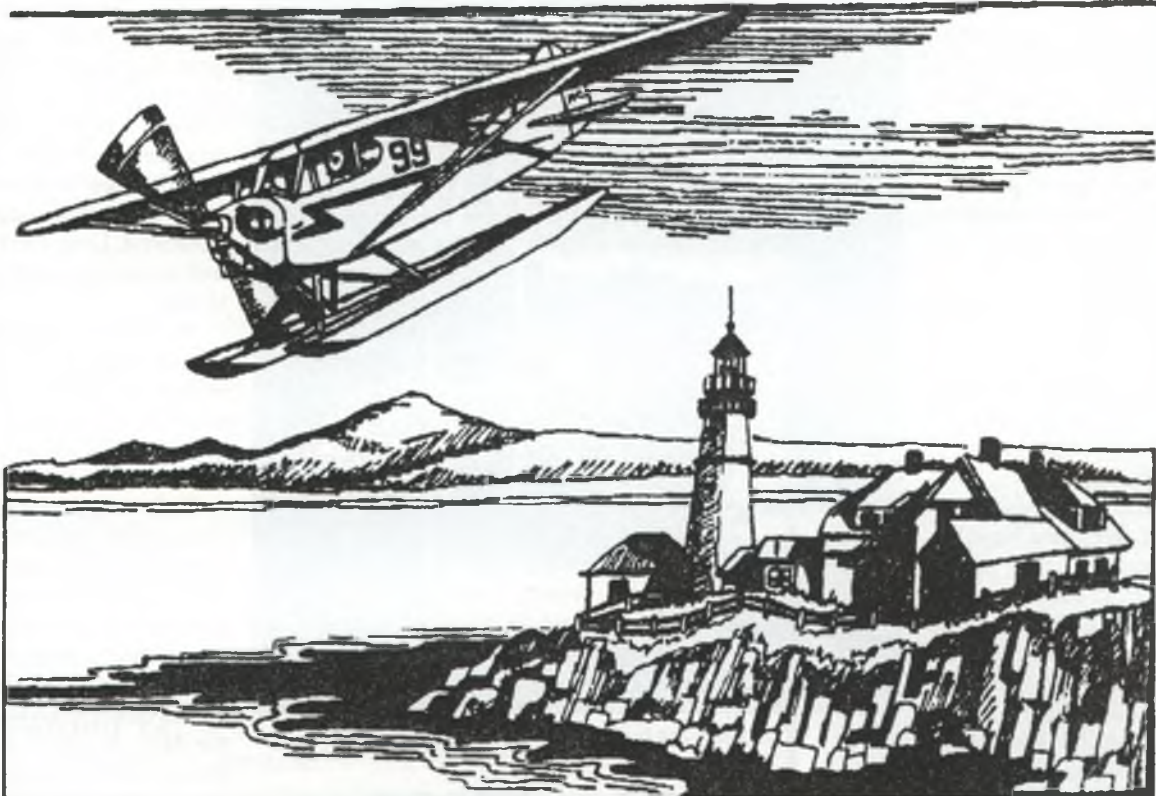
Send brick information and checks to Carolyn Mohler, 935 Price Blvd., Atchison, KS 66002. All funds for the brick project go to the interior restoration of AEBM.

THANKS TO ALL

The following contributors recently gave \$1,000 or more: Muchnic Foundation, Cloud and Sally Cray, Kansas Heritage Trust and Marilyn Copeland.

Because of space limitations in this issue, the names of other individual, Chapter, business and organization contributions will be listed in the next issue.

Maine-ly Fun



Portland Head Light

**INTERNATIONAL CONVENTION
PORTLAND, MAINE
JULY 9-13, 1997**

REGISTRATION INFORMATION

The New England Section invites you to Portland, Maine, July 9-13 for The 99s Annual International Convention

The Holiday Inn By the Bay Hotel and Convention Center overlooks the waterfront in historic Portland. One can walk to the Civic Center and historic Old Port to visit unique shops, enjoy gourmet delights and view a working waterfront. The new Arts District surrounds the hotel with museums, galleries and historic homes.

Voted among the top 37 inns worldwide in 1993 and 1994, this hotel boasts breathtaking views of Casco Bay, the harbor and the city's skyline. There are 239 superb guest rooms and suites, a large indoor pool, fitness center, saunas, restaurant and lounge. Free parking for all registered guests. Only 20 minutes to L.L. Bean and factory outlets. Five minutes from I-295; 10 minutes from Intl. Jetport. An airport courtesy van is available.

Within a 15-mile radius of Portland lies a wide range of countryside and coastal landscapes of the rock-bound south coast of Maine, from New England villages offering picturesque charm to bustling towns renowned for wide sandy beaches, boardwalk shops, pubs and restaurants, local craftsmen offering gem-perfect Maine tourmaline jewelry, and antique shops where antiques were born. Just 45 minutes west of Portland are mountains, and even a patch of sandy desert!

A few minutes north of Portland lies Freeport, with its designer outlet shopping and home to the famous L. L. Bean outdoor store where, 24 hours a day, 365 days a year, visitors can watch trout catch-and-release demonstrations in its indoor trout stream. And 20 minutes south find the playground of the rich and famous in Kennebunkport with upscale shops and unique bistros and cafes on narrow cobblestone streets and pathways.

Maine became a state in 1820, 198 years after English settlers first inhabited the Portland Peninsula which the native Indians called Machigonne. A 4th of July celebration in 1866 destroyed most of the city, but not the spirit of Portland, its first capital.

The city was rebuilt with brick, Victorian style and early 20th century houses now seen throughout Portland. The Wurlitzer organ was created in Portland at the State Theater in 1929, and

Henry Wadsworth Longfellow spent his boyhood in the 1785 vintage family home on Congress Street.

The U.S. North American Fleet called Portland home during WW II in the 1940s, and in the 1970s the Old Port became an area of artists' studios and a lively retail center where shopping, and casual and elegant dining has become a major-league sport. Portland is a choice destination for lovers of maritime, whether their interest is in the history of the seagoing industry or a love of lobster and chowder.

Portland, surrounded by water on three sides, is a city of 64,000. The Greater Portland area has 230,000 residents, almost one-fourth of Maine's total population. Portland's International Jet Port is just 10 minutes from its downtown. Private aircraft congenially share runways with Continental, Delta, Northwest, United and USAir, as well as several small commuter airlines.

While the heart of downtown is best explored on foot, metropolitan bus service and numerous taxis are available, including the only bicycle taxi in Maine serving the Old Port area.

Daily scheduled ferry service also gives easy access to the populated outer islands of Casco Bay. A quick 23-hour round-trip international ocean cruise experience can be found right down the street from the Holiday Inn By the Bay. There you can board the *M.S. Scotia Prince* ocean liner, which offers daily service

to Yarmouth, Nova Scotia, including gracious dining, casino excitement, private cabins and exquisite sunsets.

The Old Port area, just a short stroll from the Holiday Inn By the Bay, promises surprises and delight at every turn. The Summer Performance Series features sidewalk entertainment and lunch-time concerts. With theater, symphony, comedy or dance, lively night clubs and pubs, the cultural and culinary possibilities are limitless. From whale-watching and bay cruises to hands-on exhibits, parks and port activities, there is plenty for you and your guests to see and do.

The New England Ninety-Nines are anxious to introduce you to their very special part of the world. They have taken the guesswork out of selecting the most hospitable and interesting tour opportunities—from the whale-watching cruise

option for early arrivals on Wednesday, to the Mystery Fly-out on Sunday, to finding the best value in a seaplane school nearest to Portland either before or after the convention.



Holiday Inn by the Bay, Portland, Maine

The Old Port area, just a short stroll from the Holiday Inn By the Bay, promises surprises and delight at every turn.



SCHEDULE OF EVENTS

Wednesday, July 9

8:00 a.m. - 5:00 p.m.	Board of Directors meeting
10:00 a.m. - 8:00 p.m.	Registration, Credentials, Fly-Market
10:00 a.m. - 4:00 p.m.	Option 1: Whale-Watching Cruise
1:00 p.m. - 6:00 p.m.	Option 2: Brunswick Naval Air Station

Thursday, July 10

8:00 a.m. - 3:00 p.m.	AEMSF Board of Trustees meeting
8:00 a.m. - 3:00 p.m.	Registration, Credentials, Fly-Market
8:45 a.m. - 2:00 p.m.	Option 3: Historical City Tour
8:30 a.m. - 3:30 p.m.	Option 4: Kennebunkport Tour
1:00 p.m. - 2:00 p.m.	Chapter Chairmen Meet the Council of Governors
2:00 p.m. - 3:00 p.m.	Robyn Williams, Test Pilot
3:35 p.m. - 8:50 p.m.	Peaks Island Cruise & Lobster Bake

Friday, July 11

7:00 a.m. - 8:30 a.m.	Registration, Credentials, Fly-Market
8:00 a.m. - 8:30 a.m.	99s Pre-Convention Communications Session
8:00 a.m. - 8:45 a.m.	49 1/2 Organizational Meeting
9:00 a.m. - Noon	AEMSF Brunch
12:30 p.m. - 5:30 p.m.	Option 5: 49 1/2s, Guests - Microbrewery Guided Tour and Tasting
2:30 p.m. - 5:30 p.m.	FIRST GENERAL BUSINESS SESSION
5:45 p.m. - 9:00 p.m.	Fly-Market
7:45 p.m. - 9:00 p.m.	Valuejet: A Search for the Truth Gregory A. Feith, Senior Safety Investigator, National Transportation Safety Board

Saturday, July 12

7:15 a.m. - 8:30 a.m.	Breakfast
8:30 a.m. - 9:00 a.m.	49 1/2 organizational meeting
9:00 a.m. - 1:00 p.m.	Option 6: 49 1/2s, Guests - Narrow Gauge Rail, Casablanca Cruise, Portland Headlight
9:00 a.m. - 1:00 p.m.	SECOND GENERAL BUSINESS SESSION
2:00 p.m. - 4:00 p.m.	FAA Wings Safety Seminar Harold Jones, FAA Aviation Safety Counselor
2:00 p.m. - 3:00 p.m.	How to Approach a Controller Mary Wunder, Philadelphia ATC
3:00 p.m. - 4:00 p.m.	Latitudes and Attitudes Donna Moore, RN
2:00 p.m. - 5:00 p.m.	Fly-Market
6:00 p.m. - 6:45 p.m.	Curtain Call for Awards Ceremony and Banquet
6:45 p.m. - 10:00 p.m.	Awards Ceremony and Banquet

Sunday, July 13

8:30 a.m. - Noon	Board of Directors Meeting
2:30 p.m. - 8:15 p.m.	Option 7: Ogunquit, Nubble Lighthouse Cruise and Perkins Cove Seacoast Village

Sunday, July 13, 9 a.m. Mystery Fly-Out Pilot Briefing
See General Convention Information for details

OPTIONAL OFFERINGS

1. Whale-watching cruise \$45

Only 60 seats available: Don't wander around on the docks trying to select the best and safest excursion boat and captain. This one has been selected for its experience and hospitality and reserved for our convention attendees. A box lunch, prepared by the hotel chef, will be provided.

2. Brunswick Naval Air Station \$15

Bus to Brunswick, tour of Navy Base Aviation Operations, drawing for P-3 preflight pilot briefing and P-3 Simulator flight.

3. Historical City Tour \$30

Bus with narrated guide of the historic district, admission and tours of Victorian Mansion, the Longfellow home and Portland Museum of Art.

4. Kennebunkport Day Trip \$18

Bus with guide, stop at the Portland Head Light, with a stop at the Brick Store Museum, view President Bush home, stop at the Franciscan Monastery and gardens, then to Kennebunkport Square for shopping and dining.

5. Microbrewery Tour \$15

Bus with local guide to five local micro-brewing companies with tours and beer tasting.

6. Narrow Gauge Railway, Casablanca Harbour Cruise, Portland Head Light \$40

Includes box lunch provided by hotel, bus, guide admission to Narrow Gauge Railway Museum, ride on railway to boat dock, narrated cruise on Casco Bay, scenic bus to Cape Elizabeth, Portland Head Light.

7. Ogunquit, Nubble Lighthouse, Perkins Cove \$30

Bus along the seacoast with view of large estates and mansions to Ogunquit, a picturesque seaside town for boat cruise along the rocky coast of Maine and a visit to Nubble Lighthouse, then to Perkins Cove for exploring, shopping and dining (reserved tables at Barnacle Billy's Restaurant by request)

Note: The L.L. Bean shuttle to Freeport, Maine, operates 24-hours a day, 7 days a week, with a scheduled stop at the hotel for a nominal fare, posted in the hotel lobby.

SPEAKERS



Mary Wunder, Eastern Pennsylvania Chapter, Director on the 99s' International Board of Directors. Mary's unique way of telling us about life in the "controller's cage" come from her more than 2,000 hours on the pilot's side of the radio in her own airplane, and more hours than that during her 16 years in "the cage." She's heard it all, or most of it, and she tells it like it is real time. Mary's spirited presentation most currently is based on her experience on the Philadelphia Approach

Control frequency, with pilots in aircraft from jumbo jets to Piper Cubs, and from students to salty air carrier pilots. Guaranteed to make learning more professional and safe radio communications fun, nobody will pick up a radio again without a smile and a memory of Mary Wunder's advice and wise counsel.



Ann Wood-Kelly, Honored Guest One of only three women awarded the Godfrey L. Cabot Award by the Aero Club of New England (the oldest Aero club in America, cir. 1902) and its first female president, Ann Wood-Kelly also holds the King's Medal of the United Kingdom from King George VI for her service in the British Air Transport Auxiliary. She was Pan American World Airway's first female vice-president, a special assistant to the chairman of Northeast Airlines before its merger with Delta Air Lines, and has 10 times been a U.S. Delegate for the National Aeronautic Association to the International World Conferences of the Federation Aeronautique Internationale.

Ann earned her pilot license in 1939 by waiting patiently for the last available slot for Civilian Pilot Training at Bowdoin College in her home state of Maine. She went on to be one of 24 American women invited by Jacqueline Cochran to fly in the British Air Transport Auxiliary, where she piloted 75 different aircraft during WW II.

Ann's story of her brilliant and colorful aviation career, including consulting on aviation movies for Hollywood producers, and negotiating government relations with air-carrier operations, is told with modesty and humor. Ann is described in one publication as "tall, graceful, and still quite military in bearing." Getting to spend an evening with Ann Wood-Kelly is an honor for The 99s, and will be a rich and memorable experience.

Ann's story of her brilliant and colorful aviation career, including consulting on aviation movies for Hollywood producers, and negotiating government relations with air-carrier operations, is told with modesty and humor. Ann is described in one publication as "tall, graceful, and still quite military in bearing." Getting to spend an evening with Ann Wood-Kelly is an honor for The 99s, and will be a rich and memorable experience.

Greg A. Feith is a Senior Safety Investigator, Major Aviation Investigations, National Transportation Safety Board. He will tell us how the NTSB goes about its search for clues into major aircraft crashes, and specifically, the determination of the events leading up to and during the crash of the ValuJet airplane in the swamps of Florida. A dynamic speaker, Greg will bring the years of his experience to his presentation as he explains the inner workings of the panel of courageous men and women who used their knowledge of aviation and scientific technology to piece the airplane back together and re-create that fatal day in Florida.



Donna Moore, RN, is President of her local chapter of the National Association of Healthcare Specialists, a charter member of the Women With Wings Chapter, Secretary of the North Central Section, 1995 AEMSF scholarship winner. Donna opted to pursue flying instead of a Ph.D. in 1991 and earned her Instrument rating in 1993 and her Commercial in 1995.

An accomplished martial artist, Donna believes in Zen and the power within to overcome such inhibitions

as claustrophobia to earn her scuba certification.

Groethe taught, "Treat a man as he is and he will remain as he is. Treat a man as he can and should be and he will become as he can and should be." Donna combines practice and theory to becoming successful in both your professional and personal life, with much focus on attitude, a little thing that makes a big difference. Her motivational presentation is an "encore" by popular demand of The Ninety-Nines who heard Donna's inspirational presentation at the Southeast-Mid-Atlantic-Caribbean Section meeting last year. She is a warm and cheerful person, with inner peace and beauty that exemplifies her beliefs and practice.

Robyn Williams joined the Royal Australian Air Force in 1979 as an engineering cadet. She graduated with a bachelor of engineering in electronics in 1982 and served in technical posts with several units before her selection for pilot training in 1987. A year later she graduated as dux of her flying course, having flown some 200 hours on Airtrainer and Macchi aircraft.

A tour on HS-748 transport aircraft was followed by a tour instructing trainee pilots on PC-9 aircraft. In 1992, she was selected for test-pilot training, and in 1993 completed a 12-month course at International Test Pilot School in Cranfield, United Kingdom. During the course, Robyn flew about 20 different aircraft types in England, Germany, the Czech Republic and Russia.

Robyn has since served as a test pilot with the RAAF Aircraft Research and Development Unit, and is presently the RAAF project test pilot for the new Lockheed Martin C-130J in Marietta, Ga.

FAA Safety Seminar—Wings Qualifying Program.

Come and earn your wings! Local aviation celebrity Harold Jones, a 20-plus-year veteran pilot for the Marine Forest Service, will speak on aviation survival. Harold has been flying both fixed and rotor wing aircraft since the 1940s and is currently an FAA Aviation Safety Counselor. Mingle with the Maine flying community, who have been invited to share in this event.

Our co-sponsor, the Portland Flight Standards District Office, will be on hand to answer questions and start everyone on their way to their next set of wings.



REGISTRATION FORM

International Convention of The Ninety-Nines, Inc.
Holiday Inn by the Bay, Portland, Maine — July 9 - 13, 1997

PLEASE PRINT CLEARLY

Complete and mail to Sue Hillman, PO Box 7440, Cape Porpoise, ME 04014 or fax to 207-967-4641

First name or nickname _____
(for badge)

Full name _____

Address _____

City _____ State/Province _____

Country _____ Zip/postal code _____

Phone _____ Fax _____

e-mail _____

Chapter _____ Section _____

49 1/2 AND/OR GUEST INFORMATION

49 1/2 Spouse _____ Guests _____

First name or nickname for badge(s) _____

Full name _____

City _____ State/Province _____

ARRIVAL INFORMATION

BY COMMERCIAL AIRLINE

Arrival date _____

Airline _____ Flight # _____ ETA _____

BY PERSONAL AIRCRAFT

Arrival date _____

Type aircraft _____ N # _____ ETA _____

Passengers _____

Maine-ly
Fun



Portland Head Light

CHECK ALL THAT APPLY

- ☐ Charter Member
- ☐ International Board
- ☐ Past International President
- ☐ Section Governor
- ☐ International Committee
- ☐ WASP
- ☐ AWTAR
- ☐ AE Scholarship Trustee
- ☐ AE Birthplace Museum Trustee
- ☐ AE Scholarship winner
- ☐ Headquarters Resource Center
- ☐ Chapter Chairman
- ☐ 1996-97 New Member
- ☐ First Convention Attendee
- ☐ Non-U.S. Member

(Over)

REGISTRATION FEES

Register by May 25, 1997

First Class

Includes all Convention features and amenities including logo souvenir, printed name badge, access to hospitality room and seminars, lobster bake and cruise, AE brunch, breakfast, awards reception and banquet, and access to optional group tours.

No. of 99s: _____ 49 1/2s _____ Guests _____ \$249 each Total _____ \$ _____

Y Class

Includes all convention features listed above except the lobster bake and cruise.

No. of 99s: _____ 49 1/2s _____ Guests _____ \$199 each Total _____ \$ _____

Business Class

Printed name badge, access to hospitality room, seminars, logo souvenir, access to optional 99s group tours (no receptions or meals).

No. of 99s: _____ 49 1/2s _____ Guests _____ \$99 each Total _____ \$ _____

Meals Only: (No name badge, no access to Hospitality Room or seminars)

Lobster Bake and Cruise \$55 each Total _____ \$ _____

AEMSF Brunch \$35 each Total _____ \$ _____

Saturday Breakfast \$25 each Total _____ \$ _____

Awards Reception and Banquet \$55 each Total _____ \$ _____

Optional Tours

Wednesday, July 9

Option #1 - Whale-watching cruise \$45 each Total _____ \$ _____

Option #2 - Brunswick Navy Base \$15 each Total _____ \$ _____

Thursday, July 10

Option #3 - Historical City Tour \$30 each Total _____ \$ _____

Option #4 - Kennebunkport Shopping/Tour \$18 each Total _____ \$ _____

Friday, July 11

Option #5 - Microbrewery Tour and Tasting \$15 each Total _____ \$ _____

Saturday, July 12

Option #6 - Railway/Cruise/Lighthouse \$40 each Total _____ \$ _____

Sunday, July 13

Option #7 - Ogunquit/Nubble/Perkins Cove \$30 each Total _____ \$ _____

FLY-MARKET TABLES - Chapter _____ \$20 Commercial _____ \$50 Total _____ \$ _____

Late Registration

Postmarked after May 25, 1997, or on site ADD \$50 Total _____ \$ _____

Total Remitted \$ _____

Payment Information

☐ Check enclosed (Payable to The Ninety-Nines Inc.)

☐ VISA ☐ MasterCard

Card No. _____ Exp. _____

Signature _____

(Required for Credit Card)

Yes _____ I am interested in the Mystery Fly-Away on Sunday.

Aircraft information, number of passengers, including pilot

Mail checks for registration,
convention fees and fly market to:

Sue Hillman
PO Box 7440
Cape Porpoise, ME 04014

GENERAL CONVENTION INFORMATION

Convention Registration

Make checks payable to The Ninety-Nines Inc. Mail to Sue Hillmann, 99s Convention, PO Box 7440, Cape Porpoise ME 04014. If paying by Credit Card, fax to Sue Hillman at 207-967-4641. There is a \$25 service charge on returned checks or invalid credit card charges.



Hotel Reservations

Mail or fax (no phone calls) the form provided at the bottom of this page directly to the hotel. Telephone number to use for *hotel cancellations or changes only* is 1-800-345-5050.

Registration Cancellation/Refund Policy

Mail, fax or e-mail only (no phone calls) to Sue Hillmann, PO Box 7440, Cape Porpoise ME 04014. Fax 207-967-4641. E-mail Internet: suzy@cybertours.com

All cancellation refund checks will be mailed from International Headquarters **after** the convention has concluded.

TOURS:

- 50 percent only if canceled before May 31

CONVENTION:

- 90 percent if cancellation received prior to May 31
- 50 percent if cancellation received prior to June 30
- 25 percent if cancellation received later than July 1

For Additional (critical) Information

Co-chairman Mary Tait at phone 207-935-4266 or e-mail at 102663.331@compuserve.com

Vice President Pat Ward at fax 972-347-2917 or e-mail at 76764.1253@Compuserve.com

Seaplane Rating Opportunity

There are three seaplane bases available chosen by local members. Contact Mary Tait at 207-935-4266. Single engine seaplane ratings are available for a \$575 package deal, with up to 10 hours of instruction, including examiner fee, or \$85 per hour including instructor plus \$85 for the examiner fee. Overnight accommodations are available near the seaplane bases and nearby lakes where you can be picked up by seaplane for your lesson.

Airport Information

Portland JetPort, FBO Northeast Air offers tiedown at no fee for the duration of convention week, as well as discounted fuel according to Line Manager Thomas W. Shiffer. The other FBO may charge for tiedown after two days and offers less of a discount on fuel. Transportation and 99s Welcome Desk will be situated at Northeast Air.

Mystery Fly-Out

New England members want your New England memories to include a fly-out to a mystery destination you might not go on your own, or know what to do when you get there. Clues to the destination in northern Maine will be found throughout the convention. At the 9 a.m. Pilot Briefing on Sunday you will discover where you and your passengers are going in a group flight led by local 99s. Add Sunday night to your hotel reservation at the Holiday Inn by the Bay so you can join this exciting aviation adventure.

Special Diets, Handicap Accommodations

If you require special seating because of visual or hearing impairment, require wheelchair access, or an American Diabetic Association or Kosher diet, please so indicate on a separate note when you send your convention registration to Sue Hillmann. (Advanced requests required.)

Reservations must be received by the hotel by mail or fax by **June 9, 1997**, with a check or credit card deposit for one night, refundable if cancellation is received 24 hours prior to 3 p.m. day of arrival.

**Hotel Reservation: Holiday Inn By the Bay, 88 Spring Street, Portland, ME 04101-3924
or Fax 207-761-8224**

Last Name _____ First name _____ (MI) _____

Street Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

☐ VISA ☐ MasterCard

Card No. _____ Exp. _____

Signature _____

Sharing with _____

Single room \$115 + 7% tax
Double room \$115 + 7% tax
Triple room \$125 + 7% tax
Quad room \$135 + 7% tax

No. people each room _____

Smoking _____

Non-smoking _____

Handicap _____

Other _____

ADDITIONAL CONVENTION INFORMATION

Thursday, July 10 **1 p.m. - 2 p.m.** **Chapter Chairmen Session with the** **Council of Governors**

A "communications session" is scheduled on Thursday afternoon for Chapter Chairmen or their representatives to meet the Council of Governors for exchanging information, sharing solutions, communications; discussing Chapter newsletters, and management; and organizing community or Chapter flying events—or whatever being a Chapter Chairman means to you!

Vicki Lynn Sherman, Governor of the Southeast Section, currently serves as the spokesperson for the Council of Governors and coordinates information to and from the other Governors. She will lead the Chapter Chairmen's Communication Session in Portland with the Council of Governors.

The Council of Governors is comprised of the Governors of every Section in the organization worldwide. Governors who attend the Board meetings in Oklahoma City twice a year get a firsthand view of the international scope of The Ninety-Nines. They share information about activities in their Sections, often borrowing ideas or offering assistance to Sections other than their own. They participate in the business discussions with the Board of Directors, and offer their immediate feedback on the interests and concerns of their members.

Don't miss this unique opportunity to interact with this dynamic group of Governors and with other Chapter Chairmen from throughout the world organization.

Friday, July 11 **8 a.m. - 8:30 a.m.** **Pre-Convention Communication Session**

The Pre-Convention Communications Session precedes the First General Business Session and is an opportunity for registered Delegates and members to address the President and the assembly "off the record"—in a less restrictive atmosphere than the Business Meeting which follows strict parliamentary procedure.

The President presides at the Pre-Con session, accompanied by the Parliamentarian, General Counsel, other officers and members of the Board, the Bylaws Committee Chairman, the

Nominating Committee and Election Procedures Chairmen, and others who hold committee appointments and responsibilities. They are available in this informal assembly to answer questions about procedure, clarify a proposed bylaw amendment, or any other issue which you feel is important to you and to the other Delegates and members before the General Business Session begins.

There is no agenda. The President will ask who wishes to speak on an issue. If there are several issues raised, she will make a list of those subjects or issues and then open discussion in the order they are offered. As many issues as possible will be discussed in the time allowed for the Pre-Con Session.

Friday, July 11 **8 a.m. - 8:45 a.m.** **Saturday, July 12** **8:30 a.m. - 9 a.m.** **49 1/2s Organizational Meeting**

The men in our lives who encourage our service to The Ninety Nines, as well as our other aviation pursuits, traditionally have been called 49 1/2s. Some wear their 49 1/2 lapel pin proudly and participate in many 99s activities. Some keep their good humor about being called "Half a 99"; others grin and bear it. Some have been "initiated." Many are extremely valuable volunteers who help The 99s in an untold number of ways. They lend a hand at fly-ins, races and meetings, or wherever their assistance is needed. And they keep the home front under control while we're off flying or attending 99s events.

Under the leadership of Gene and Delle Hightower of the Houston Chapter, the men will have an opportunity to hold their own meetings at the Convention. At these meetings scheduled for Friday and Saturday, they may want to select a more definitive name for themselves, or discuss how extensive they'd like their organization to be, or how much structure they would like to have for the group for communication between them outside of 99s events.

But those who choose to attend these meetings should not expect a lot of serious talk, but instead anticipate an unusual opportunity for camaraderie and fun.

Fill out reverse side, cut or tear here and mail or fax by June 9 to:



Holiday Inn By the Bay
Attn: The 99s International Convention
88 Spring Street
Portland, ME 04101-3924
Fax 207-761-8224

RESERVATIONS FOR THE HOTEL MUST BE MADE BY MAIL OR FAX. NO PHONE CALLS PLEASE.

GRASS
ROOTS**North Central Section**

The Section held their Midwinter Meeting in Chicago on Feb. 1 at the Howard Johnson near O'Hare Airport. Diane Cozzi, Chicago Area Chapter, was in charge of arrangements.

—Char Falkenberg

Southwest Section

The Section held their Winter Business Meeting in Phoenix on Feb. 1, conducted by Governor Peggy Ewert. Besides the usual reports, Pam O'Brien of Sacramento Chapter was nominated for the International Award of Achievement for her work on creation of The 99s Web site which allows 99s to communicate with each other through Compuserve. A large chunk of time was spent brainstorming on topics such as future women pilots, the newsletter, membership, Chapter meetings and the Convention in Portland. Everyone left with some useful information to share with their individual Chapters. —Pat Lowers

Austin Chapter

We are continuing our aviation outreach efforts this spring with the very successful "Expanding Your Horizons" program in cooperation with the Austin and Georgetown School districts. The program is designed to introduce girls to career opportunities in the fields of science and technology. We have been working with the Lone Star Girl Scout Council to initiate an Aviation Interest Group for young women in grades 9-12.

Florida Goldcoast

Along with several other aviation-related organizations, our

Chapter participated in the Pinellas County School System's Aerospace Day 1997 called "Reach for the Stars." Space Camp Scholarship winners Janie Meadows and Allison Fricks and their moms were on hand to recruit entrants for the upcoming 1997 Jessie Woods Space Camp Scholarship.

In just three hours, more than 300 kids were shuttled between eight project stations. The Chapter has participated in this event for the past seven years. But it is all worth it when the last kid in the last group says: "Hey, lady, this has been a blast!" —Judy Lester

Santa Paula Chapter

Our biggest achievement of the year was announced at our Christmas party: the awarding of \$500 scholarships to each of three future women pilots!

—Linda S. Butler

Reno Chapter

Member Linda Finch will set out on March 17 to travel more than 29,000 miles through heat and cold in the cramped cockpit of a restored Lockheed Electra 10E. She will try to complete Amelia Earhart's round-the-world journey. The three-month flight will begin and end in Oakland, Calif.

Information about the trip, called "World Flight 1997," will be available on the Internet at <http://worldflight.org/youcansoar>. For more information on the educational program "You Can Soar," contact World Flight, Inc., 477 Sandau, Hangar G., San Antonio, TX 78216.—Dale Kintop

Women With Wings Chapter

We hosted an AOPA Safety Seminar called "Never Again" at the Stark State-Technical College in Ohio. It was a well-attended special presentation dealing with pilot decision-making concerning bad weather. Check us out on our new Web site:

<http://pages.tip://pages.prodigy.com/KBWB07A>

—Heidi Dietz

Santa Clara Valley Chapter

A \$1,000 Marion Barnick Scholarship is offered for advanced ratings. For information or an application, contact Marcie Smith at 408-327-9505. Deadline is June 1. You may retrieve an application from our Web site at: <http://www.pilotsguide.com/scv99s/>.

Orange County Chapter

In November, a busload of our members traveled to Hollywood to see the taping of the television show "Pearl," starring Rhea Perlman and Malcolm McDowell. The trip was a fund-raiser with raffles and snacks sold en route. The \$392 collected was donated to our AE Scholarship contribution which totaled \$500.

North Jersey Chapter

Last fall, members were guests on NYC's Intrepid Sea Air & Space Museum for the dedication of its new exhibit honoring Women of Aviation. Special guest Reeve Lindbergh, daughter of Charles Lindbergh, read her new children's book, *Nobody Owns the Sky*, about Bessie Coleman, the first licensed black aviator.

—Susan Loricchio



Greater Seattle Chapter members viewed the 1927 open cockpit Travel Air based at Boeing Field during their January meeting. Left to right: Patty Leon, Sue Pal, Eva Parks, Donna Wilson, Phyllis Tate (visitor from Midnight Sun Chapter), Doris Smith, Daria Heaverlo, Marian Hartley, Georgieanne Ray and pilot Steve Nitchman.—Marian Hartley



Colorado Chapter—Jessica McMillan, Donna Miller, Elinor Smith and Carol Leyner at the Antique Aircraft Assoc. annual banquet. Pioneer pilot Elinor Smith spoke about Women in Aviation.

Colorado Chapter

Our Chapter held a careers presentation during our January meeting at Metropolitan State College. Presenters included Mari Muriyama, aerial photographer/survey pilot; Donna-Marie Irwin, former flight attendant, Continental pilot and aviation college professor; Jennie Esterbrook, corporate pilot for Public Service; Sylvia Olypka, 747-400 pilot with United; and Julie Boatman, CFI and aviation writer. Many new faces and metro students attended.—*Julie Boatman*

Greater Detroit Area Chapter

Seven 99s took part in the 25th anniversary of the "Spirit of Good Cheer" project which delivers Christmas presents to about 20 airports in Michigan for distribution to the less fortunate. Juanita Curley, Gini Sutherland, Sue Siporin, DeeAnn Schiappacasse, Karen DeMars, Sandy Thomas and Lynn O'Shaughnessy helped

to distribute gifts brought by 10 semis, trucks and National Guard trucks to the IFL East hangar at Pontiac, Mich. It was truly a show of how the aviation community can open their hearts and come together for a worthwhile cause.

—*Rosemary Sieracki*

Virginia Chapter

In November, seven members conducted an abbreviated Air Bears presentation to several children and their parents at the Richmond Children's Museum in observance of Aviation History Month.

The Chapter is in the early stages of coordinating efforts with the other chapters in Virginia to participate in the first annual EAA Virginia State Fly-in June 28-29. It will be held at Petersburg Airport (PTB). The aim is to provide some hands-on projects for students and possibly a Flying Companion Seminar for adults and older teenagers.—*Betty Vinson*



Margaret Mead, Long Beach Chapter, standing second from left, and International Vice President Pat Ward, standing third from left, at the home of Lois Luehring in Honolulu along with members of the Aloha Chapter on Jan. 28.

- **Laurie Householder**, Florida Goldcoast Chapter, has established a lending library for her Chapter.
- **Christina Gilliland**, a former chairman of the Florida Goldcoast Chapter, is a First Officer on Boeing 727s for Northwest Airlines. She is based in Minneapolis-St. Paul, Minn.
- **Sue Ackley**, North Central Section, has been appointed to the board of directors of Texaco Lubricants. She is the first woman owner/operator to be appointed to the board of this great oil company.
- **Suzanne Pettigrew**, Montreal Chapter, is First Officer, Air Canada on the A320 Airbus.
- **Julie Payette**, Montreal Chapter, Canadian Astronaut, qualified as captain on C114 Tudor jet and will advance to training on the T-39 supersonic jet.
- **Pat Lee**, First Canadian Chapter, relayed that on her latest trip to the Orient, she signed up a new 99 in China, a real coup considering the rarity of female pilots in that country.
- **Louise Giacomo and Estelle Metayer**, Montreal Chapter, participated in the "Dreams Take Flight" project to fly St. Justine Hospital kids on a special "from-the-heart" flight.
- **Kara English**, Women With Wings Chapter, graduated summa cum laude from Embry Riddle. She was one of four finalists for the President's Award.
- **Ursula Davidson**, Florida Goldcoast Chapter, received a Certificate of Recognition from the FAA for Outstanding Support and Participation in Aviation Safety Program. It was presented by George Matters of the Ft. Lauderdale, Fla., FSDO.
- **Melinda Walton**, Austin Chapter, is now flying 737s for America West and **Mary Lynn Koenig** is a flight engineer on 727s with Express One.
- **Barb MacLeod**, Austin Chapter, received the Jan Jones Memorial Scholarship for aerobatic training. Barb has recorded an album of original flying songs titled "Air Circus." It features songs for and about women pilots.
- **Ray Hardey**, Shreveport Chapter, was chosen by the Zonta Club for the annual Amelia Earhart Award presented to someone who has made a significant contribution to aviation.
- **Marlene Jacob**, Eastern Ontario, received her BA from Carlton University.
- **Johanne Kohen**, Montreal Chapter, is First Officer, Sky Service in Dorval, Quebec, Canada.

Ninety-Nines' Past International President Lu Hollander received a 1996 Byliner Award from the Oklahoma City Chapter of Women in Communications to recognize her 30-plus years of contributions to the field of communications. Presented annually for the past 39 years, Byliner awards recognize women's achievements in a variety of fields, including business, the arts and sports. Another International President, Broneta Evans, received a Byliner in 1980 for her efforts in the field of aviation.

RACES & RALLIES

AWTAR/Powder Puff Derby 50-Year Reunion

A big celebration for all participants, including ground crews, is planned for Nov. 7-8 in Palm Springs, Calif. Write, call or fax me before May 7 so I can hold rooms at the Hilton.—Barbara Evans, 4307 Quail Run Ln., Danville, CA 94506. Phone/fax 520-736-1795.

Garden State 300 Race

This annual event began in 1973 at Robert J. Miller Air Park in Toms River, N.J. We will round out a quarter century of safe flying by holding the 25th race at Robert J. Miller on June 6-7. Rain date: June 8. Entries are limited to 50 planes and 100 pilots and copilots. Entry kits may be obtained by sending a check for \$5 to Racquel McNeil at 50 Tarrytown Rd., Englishtown, NJ 07726.—Barbara Para

Okie Derby

This annual proficiency air competition, sponsored by the Oklahoma Chapter, is chaired by Lu Hollander and Charlene Woolsey. The Derby is held to generate funds for a minimum of at least one \$1,000 aviation scholarship. Since entry fees do not come close to netting sufficient funds to meet the scholarship amount, the Chapter relies on friends and supporters of education and aviation to achieve its yearly goal. Sponsorships start at \$25 and are tax deductible. Many contributions are made for \$99 in keeping with the organization's name. More information about the race may be obtained from Registration Chairman Phyllis Miller at 405-721-2573/Fax 405-842-5159.

BOOKS AND VIDEOS



Bobbi Trout receives a copy of her TV program from Member-at-Large Ana Camberos Province.

Bobbi Trout: World Class Pilot is a 30-minute TV program produced by 99 Ana Camberos Province. Bobbi was a founding member of The 99s, and only surviving participant of the first Powder Puff Derby held in 1929. She set and held numerous world records for endurance and refueling flights. To promote The 99s, Ana will provide free broadcast tapes to cities with cable television studios. Just send the name and address of your local cable system and the name of the Public Access Director to Ana at 1647 Enfield St., Spring Valley, CA 91977.



Walter Roessler and Leo Gomez, authors of *Amelia Earhart, Case Closed?* were recent speakers at a Florida Spaceport Chapter meeting. The men spent six years researching the facts for their book and have obtained, through the Freedom of Information Act, the radio logs of the Itasca and many other official records pertaining to Amelia's flying history. Shown in the photo are Walter Roessler, Spaceport Chairman Bobbi Lasher, Leo Gomez and Laura Staudt, Spaceport Treasurer.—Bobbi Lasher

RATINGS AND WINGS

RATINGS

Debra Barbeau	Eastern Ontario	Instructor
Joan Bubb	Colorado	MEI
Michelle Childress	Colorado	Pvt SEL
Teresa DeGraaff*	Greater Seattle	Instrument
Janet Elliot	Colorado	Comm multi
Marlene Jacob	Eastern Ontario	Multi-IFR
Beth Koenig	Colorado	ATP
Becky Luther	Virginia	MEI
Nicole Martin	Atlantic	Commercial
Sharon Moon	Maple Leaf	ATR
Bonnie Moorehead	Women With Wings	Instrument
Melanie Rader	Maple Leaf	Instructor
Lisa Reece	Katahdin Wings	Seawings
Dorothy Schick	Willamette Valley Chapter	CFI
Margaret Smith	North Georgia	Instrument
Jenny Stack	Virginia	Multiengine
Mary Tait	Katahdin Wings	Seawings

*1995 AE Scholarship Winner

WINGS: THE SIGN OF A SAFE PILOT.

Claire Holmblad	Katahdin Wings	Phase I
Marilyn J. Stowe	Arkansas	Phase I
Virginia Brecher	Connecticut	Phase II
Kimberley Schmidt	Connecticut	Phase II
Deborah Cox	North Jersey	Phase III
Cecilia Dalzell	Connecticut	Phase III
Debra Dolan	Connecticut	Phase III
Mary Jo Mead	Arkansas	Phase III
Laurie Reeves	Connecticut	Phase III
Gretchen Bencene	Willamette Valley Chapter	Phase IV
Sheri Lamont	Willamette Valley Chapter	Phase IV
Neita Blondeau	Connecticut	Phase V
Nelda M. Donahue	Arkansas	Phase V
Felicia Hoppe	San Fernando Valley	Phase V
Evelyn Kropp	Connecticut	Phase V
Becky Luther	Virginia	Phase V
Ruth Ann Wyatt	Arkansas	Phase V
Bonnie McClintock	Women With Wings	Phase VI
Marilyn Moody	Western Washington	Phase VII



AMELIA EARHART
Birthday Centennial
 1897 - 1997
Atchison, Kansas

June 20-21 - Friendship Flight - Forest of Friendship. A specially selected honor fleet of 100 airplanes from every state will land at the Amelia Earhart Airport in Atchison.

July 24 - BIG BIRTHDAY PARTY in the downtown mall of Atchison!

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

Help needed

According to January's issue of *Sport Aviation*, a formal request has been made to the U.S. Postal Service for a stamp honoring Louise Thaden, the first woman to win the Bendix Transcontinental Air Race in 1936. You can read about the re-creation of this race by Chris St. Onge on page 10 of this issue. If you'd like to help in the bid to honor Louise with a stamp, write a letter of support to: Committee at Stamp Development, Room 4474 E. 475 L'Enfant Pl. SW, Washington, DC 20260-2437.

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

CHARTER MEMBER NANCY HOPKINS TEIR, Connecticut Chapter, died Jan. 12 from pneumonia at the age of 87. She was the widow of Irving Tier, who died in 1978.—*Martha Dunbar*

Notification was received after deadline; further information will be published next issue.

—Editor

JUANITA MORRIS MELVIN, Kitty Hawk Chapter, passed away Jan. 24 in Raleigh, N. C. Born on the day Lindbergh flew the Atlantic, she often remarked that she was "destined to fly." Her kind, gentle, uplifting manner inspired everyone she met and never weakened through several years of declining health. Nita became a licensed pilot in 1965 and soon thereafter helped form the Petticoat Pilots, an organization for women pilots. Later, she and three members of the Carolinas Chapter proposed that the Petticoat Pilots form a chapter in the eastern part of the state, and Nita served as Kitty Hawk's first Chairman in 1969. While pursuing a busy nursing career, she held memberships and offices in other flying organizations and found time to fly in a Transcontinental Air Race.—*Submitted by Esther Fordham and Marilyn Darling*

RUTH BLISS, Central New York Chapter, died Feb. 7 of cancer, one month short of her 91st birthday. She learned to fly at age 53 and then earned her commercial license, instrument rating and CFI. She continued flying until age 78. Her eyesight failed and she sold her beloved Piper Arrow. Ruth flew in eight Powder Puff Derbys and one Angel Derby, as well as several proficiency races. Her husband Elliott learned to fly just in case Ruth needed help. I was fortunate to have been Ruth's copilot in seven races. She taught me a lot about flying and even more about courage in life.

—*Barbara Brotherton*

IRENE G. SMITH, Arkansas Chapter, died Jan. 9 following a heart attack before Christmas. She soloed in 1944 after only eight hours of instruction and received her pilot's license in 1946. Although she had not been an active pilot for some time, she was proud of her membership in the 99s. She loved writing poetry and had published a collection of poems in a book entitled, "True Love Never Dies."

JOYCE WILLIAFORD, Brazos River Chapter, died July 25 after a five-year battle with cancer. Joyce received her license in January 1986 at the age of 42. She was a beautiful, courageous inspiration to all of us who were fortunate enough to

have known her. The Brazos River 99s have their own special angel as we all know Joyce had her wings long before she left this earth. Fly high, sweet Joyce!

—*Bonnie Lewis*

CYNTHIA KARIOLICH, Orange County Chapter, flew to New Horizons on Dec. 22 with her parents, Anita and Lewis Kariolich, and her fiancée, Stefan Meister, and encountered severe turbulence over Lucerne Valley, Calif. On the last transmission Cynthia made from the Piper Aztec N-2377T, she reported that their door had popped open. The airplane was discovered 50 miles southeast of Barstow. Cynthia was a graduate of Embry Riddle in Prescott, Ariz., with nearly 1,500 hours flying time. She had earned her Instrument, Commercial, CFII, AIM, MEI and was working on her ATP. She was an instructor for Command Aviation. Her students loved to fly with this enthusiastic, energetic, knowledgeable, professional pilot. We were fortunate to have had Cynthia as a very brief but bright light in our Chapter.

—*Mary L. VanVelzer*

DOROTHY "DODIE" RIACH, North Jersey Chapter, and her son David were victims of a crash in the New Hampshire woods near Alton on Jan. 17. Investigators report they were victims of carbon monoxide poisoning which seeped into the cockpit from a hole in the

muffler of David's Piper. They were flying from Farmingdale on New York's Long Island to a vacation cabin in Saranac, N.Y. Dodie is remembered for her friendliness to all, but especially to new 99s and 66s to whom she gave encouragement and mentoring in her own special way. Since Dodie was particularly interested in aviation education, the Chapter is renaming their scholarship the Dodie Riach Memorial Scholarship in her honor.—*Submitted by Aileen Trotter and Old Dominion Chapter member Marge Shaffer*

Harvey Pittman, 49 1/2 of Joyce Pittman, North Georgia Chapter, died on Jan. 31. Harvey and Joyce had been married for 40 years. Harvey had a private rating and encouraged Joyce in her pursuit of flying. Prior to his diagnosis of diabetes, he participated in many aviation activities with Joyce.

—*Carol Brown*

Charles "Chas" Roberts, 49 1/2 of Alice Roberts, Phoenix Chapter. Chas was supportive of all 99 activities. He attended most Southwest Section meetings and international conventions and was always at the terminus of the Powder Puff Derby races. Chas and Alice owned an air-conditioning business in Phoenix and he used the family airplane to fly to most of his out-of-town jobs.

—*Dottie Sanders*

CLASSIFIEDS

WOMEN PILOT'S CAREER GUIDANCE - KAREN KAHN

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

AVIATION CAREER COUNSELING

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

FUTURE AIRLINE PILOTS:

FAPA members and all future airline pilots — military and civilian. Compare before you buy or renew. AIR, Inc. offers a top

quality complete airline pilot career development system delivered on time by experienced professionals for only \$156/1st Yr., \$85/renewal. Get all the hiring information you need to land one of the 9,000+ jobs in '96! Service includes: Job Monthly newsletter detailing 200 airlines - Majors/Nat'l's/Regionals/Pax & Cargo. Plus Application Handbook, Career Guide - hiring forecast/job search planning/interviewing. Airline Address/Fleet & Sim Directories, unlimited 800 career counseling. Optional - Lifetime resume service. National Career Seminars/Job Fairs - DFW Sat. MAR '97, LAX 9/28, PHL 11/23. Interview Preps for members & non-members by phone for - UAL/SWA/

NWA/TWA/FedX/UPS & many more. Satisfaction Guaranteed. Call Kit Darby's AIR Inc. today: **800 AIR-APPS. 10% discount for 99s.**

BURT RUTAN BIOGRAPHY

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

Advertise in The 99 News/International Women Pilots magazine

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

Classified Advertising
\$1.00 per word. Minimum charge:
\$20. Enclose check with ad. No
charge for name, address,
telephone/fax. Send to:
The Ninety-Nines, Inc.
Box 965
7100 Terminal Drive
Oklahoma City, OK 73159
USA

FOR A DISPLAY
ADVERTISING
RATE SHEET, CALL:
John Shoemaker
Village Press
Traverse City, Mich.
1-800-773-7798,
ext. 3317





SOUTHWEST TRAVEL

Presents

A Ninety-Nine's Cruise Special

Prices start at
\$688.00

Per Person based
on double occupancy

"LOW, LOW ADD-ON AIR FARES"

Sailing from Houston, Texas
November 2nd, 1997 for 7 nights.

To: Calica/Cancun, Mexico
Cozumel, Mexico
Roatan, Bay Islands, Honduras

Calica/Cancun Newest port on the Yucatan Peninsula...next to "Excaret" the newest aquatic attraction... Great sightseeing excursions.

Cozumel Great for shopping and a wide variety of shore excursions.

Roatan Unspoiled "out island" experience with fabulous water sports.

Other exciting features include:
Shorter flights...NO RED EYE.

NCL signature items, The Sports Bar & Grill, Le Bistro
(alternative dining) Chocoholic Buffet,,and much, much more.

Exciting Pre and Post land packages including
NASA Johnson Space Center

FOR MORE INFORMATION AND RESERVATIONS
CALI JOAN (ABQ 99'S) AT 800-658-9338
OR FAX 505-858-0069



When you want to soar with the eagles, look
to the company with *solid experience* in
**AIRCRAFT LEASING
AND LENDING.**

Call SCOPE

1-800-357-5773

- Personalized Service for Over 20 Years
- Flexible Rates and Terms
- From \$75,000 to \$2,500,000

SCOPE LEASING, INC.

140 E. Town Street, Suite 1010
Columbus, Ohio 43215-5125
(614) 221-5773
Fax (614) 221-2411

Member of the National Aircraft Finance Association

FOOTSTEPS IN THE SKY

By Helen E. McLaughlin



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

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

Mail check or money
order to:

Helen McLaughlin

P.O. Box 233

Coal Valley, IL 61240

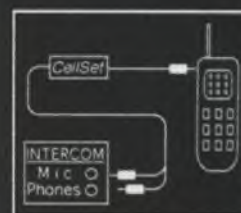
309-787-8381

Connect your

Cellphone
and
headSet

with

CellSet™



— Works With —
Audiovox
AT&T
Ericsson
Fujitsu
GE
Motorola
Nokia
Oki
Panasonic
Prestige

Kennedy Technology Group, Inc.
Wichita, Kansas, USA

316.681.3355 • fax 316.681.3066
www.cellset.com

Be outrageous and outspoken!

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

From rivets to rockets!

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

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



T-Shirts
\$19 EA.

Sweatshirts
\$29 EA.



Outrageous!

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

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

— Available in sizes M, L, XL.

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

NAME: _____

ADDRESS: _____

CITY, ST, ZIP: _____

DAYTIME PHONE: (____) _____

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

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



PAYMENT METHOD (check one)

☐ VISA

☐ MASTERCARD



CARD# _____ EXP DATE: _____

SIGNATURE: _____

SHIPPING INFORMATION

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

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

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



Sharpie:

The Life Story of Evelyn Sharp - Nebraska's Aviatrice

by Diane Ruth Armour Bartels
Now Available

Sharpie is the biography of an early Nebraska barnstorming pilot who became one of the first women to ferry U.S. Army Air Force fighters during World War II. It is the life story of a woman who simply loved to fly. Evelyn was one of the five charter members of the Nebraska Chapter of Ninety-Nines, founded in 1937.

Sharpie is a trade paper book of 344 pages, 105 photographs and a detailed index. Retail price is \$21.95. ISBN 1-886225-16-8.

1-800-216-8794

Dageforde Publishing

941 "O" St., Suite 706
Lincoln, NE 68508-3625

Please add \$3.00 for shipping & handling. NE residents add 6.5% sales tax (total \$26.57). Visa-MasterCharge accepted.

<http://members.aol.com/bartmanne/sharpie/sharpie.htm>

QUALITY MAINTENANCE FOR ALL THE NORTHEAST



AIR SERVICES DIVISION

HANGAR TWO, MUNICIPAL AIRPORT (ORH), WORCESTER, MASSACHUSETTS 01602
508-755-1872 tel • 508-795-3311 fax • 800-690-2936

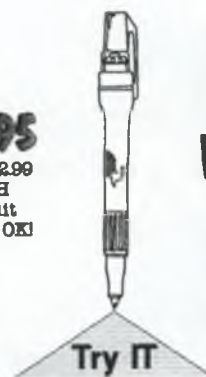
NIGHTWRITER®

PILOTS You'll Really USE This Innovative New Product
Your Enjoyment & Satisfaction Guaranteed!

10,000+ hour LED light source in the pen tip
Batteries ARE INCLUDED

\$9.95

Plus \$2.99
S&H
Credit
Cards, OK!



The New
PEN...
LIGHTS
"blue-green"
WRITES
while in
FLIGHT
at
NIGHT

Send Check or
Money Order to:
Just 4 Fun, Inc.
P.O. Box 723005
Atlanta, GA 31139
or call
800-673-6772
fax orders
770-889-9590

JUST4FUN™

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

Fly-in, tie-down, walk-in.
Comfortable, clean and
interesting, that's us!

Feast on our
"Fighter Pilots" breakfast.

SAMOA AIRPORT



Bed & Breakfast

\$70.00 per couple
Eureka, California

Call us for a brochure:

707-445-0765

99 OWNED AND OPERATED –
REDWOOD COAST FLYERS CHAPTER

**Advertising
Questions?
Call John
Shoemaker at
1-800-327-7377**

Buy or Rent

the World's.....

4-6 MAN

9-13 MAN

• smallest package 4" x 12" x 14"

5" x 12" x 14"

• lightest weight

12 lbs.

18 lbs.

• least expensive

\$995

\$1295

(Optional survival kits available.)

Emergency Liferaft

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

SURVIVAL
PRODUCTS INC.

Phone: (954) 966-7329 FAX: (954) 966-3584
5614 SW 25 St., Hollywood, FL 33023



GET A HEAD START ON YOUR JOB SEARCH!

Global • Major • National

• Regional

• Corporate

• Crew Leasing

• Commuter

• Charter

• Cargo



• Flight Instructor

The UPAS Database saves you the cost of printing,
mailing, and updating your resumes and applications. Over
7,500 pilots and 62 companies subscribe to UPAS.

Processing is simple, cost effective, and fast with our
customized software. Paper applications are also available.

Don't forget to visit our Web site at www.upas.com or
access us through Compuserve at "GO UPAS".

UNIVERSAL PILOT APPLICATION SERVICE, INC.

580 Herndon Parkway, Suite 300 • Herndon, VA 20170

1-800-PILOT AP

* **Ninety-Nine Members Receive A 10% Discount.**

Proud to be in the cockpit?!
Let everyone know!



A



B



C



D

For the newly arrived aviator ...

About to solo



H



E



F



G

Cruise Altitude

Call or Fax 24 HRS 1-800-282-8115

ITEM		SIZE	COLOR	QTY	PRICE	TOTAL	OR MAIL TO:
A	ADULT T-SHIRT - 100% SOFT, PRE-SHRUNK COTTON. FULL CUT. BLACK LOGO. SIZES SM, MD, LG, XL AVAILABLE COLORS - WHITE, GOLD, TEAL, WATERMELON, SLATE BLUE.				18 ⁰⁰ ea.		CRUISE ALTITUDE 73-24 BELL BLVD., #225 BAYSIDE, NY 11364 METHOD OF PAYMENT <input type="checkbox"/> ENCLOSED (CHECK or M.O.) <input type="checkbox"/> PLEASE CHARGE <input type="checkbox"/> VISA <input type="checkbox"/> MasterCard <input type="checkbox"/> Discover CARD NUMBER _____ EXPIRATION DATE _____ AUTHORIZED SIGNATURE _____ SHIPPING & HANDLING \$15 and under \$3.50 \$15 to \$30 \$5.25 \$30 to \$55 \$6.50 \$55 to \$75 \$7.75 \$75 to \$100 \$8.75 \$100 and over \$9.75
B	CANTEEN - LIGHT WEIGHT, DURABLE PLASTIC. BLACK SHOULDER STRAP, LARGE OPENING W/ SCREW CAP. FLEX STRAW. WHITE W/ BLUE LOGO & CAP.		WHITE ONLY		6 ⁵⁰ ea.		
C	CAP - 100% COTTON. ADJUSTABLE SNAP CLOSURE. GOLD EMBROIDERED LOGO DIRECTLY ON CAP.		BLACK ONLY		18 ⁰⁰ ea.		
D	MUG - DURABLE, INSULATED, GLOSSY BLACK FINISH. GOLD LOGO. SIP-THROUGH LID INCLUDED. PERFECT FOR AUTO BEVERAGE WELLS!		BLACK ONLY		10 ⁰⁰ ea.		
E	BABY BIB - 100% COTTON TERRY. ONE SIZE FITS ALL. AVAILABLE COLORS: WHITE / WHITE TRIM OR WHITE / BLUE TRIM				8 ⁰⁰ ea.		
F	TODDLER T-SHIRT - 100% SOFT COTTON. SIZES: 2, 4, 5/6. AVAILABLE COLORS: WHITE, MELLOW YELLOW.				9 ⁰⁰ ea.		
G	BABY ROMPER - 100% COTTON. 3-SNAP CROTCH. WHITE/BLACK LOGO ONLY. SIZES: 12 MONTHS, 18 MONTHS.		WHITE ONLY		16 ⁰⁰ ea.		
H	ADULT SOLO T-SHIRT - LIGHT WEIGHT COTTON BLEND. TRADITIONAL CUT-OUT AREA FOR THAT SPECIAL DAY. SIZES L, XL. AVAILABLE COLORS: WHITE, LEMON YELLOW, SKY BLUE.				16 ⁰⁰ ea.		
SHIP TO	NAME _____	ONLY IF DELIVERED IN NEW YORK 8 1/4%		SUBTOTAL			
	ADDRESS _____			SALES TAX			
	CITY, STATE, ZIP _____			SHIPPING & HANDLING			
	DAYTIME PHONE (____) _____			TOTAL			

ORDERS SHIPPED VIA UPS UNLESS OTHERWISE REQUESTED

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

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

Katharine Hepburn



Lucille Stone: Circa 1930's

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

The Aviator's Store INC.

800-635-2007

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

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

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

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



The spirit lives,
through our

commitment to details.

It takes a lot to get a great idea off the ground. We should know. Through technological innovation, attention to detail, and perseverance, we've taken communication equipment performance to new heights.

PILOT PA 11-20: OUR HIGHEST NOISE- ATTENUATING HEADSET

The choice of pilots who depend on the highest quality while in the air.

- PA-9 Electret Mic
- 5-Year Warranty
- Super-Cushion Headpad
- Air-Gel Earseals
- Weighs 15.9 oz.



PILOT PA 400-3BL: THE VERSATILE INTERCOM WITH EVERYTHING YOU NEED

This portable intercom has a 3-Way Control Switch (PILOT-ALL-CREW) for enhanced cockpit communications. Separate Volume Controls for pilot and crew.

- 4-Station
- 3-Way Control
- Back Lighting
- Battery or DC Power
- Pilot Isolate Switch
- Fail Safe Mode
- 3-Year Warranty
- Measures 4"x 5" x 1 5/16"
- Weighs 16 oz.



PILOT CADET HEADSET FOR CHILDREN

Full-featured performance for the young aviator in training.

- Red & Blue Earcups
- Extra-small Headband for perfect fit
- Newly Designed Air-Foam Headpad
- Miniature All-Flexible Mic Boom with PA 7 Mic
- Oversized Air-Foam Earseals
- 2-Year Warranty
- Super Lightweight @11.5 oz.



For more information or the dealer nearest you, call us toll-free at **1-888-GO-PILOT.**

PILOT AVIONICS

WE LISTEN, SO YOU CAN HEAR.

PILOT AVIONICS • 10015 Muirlands Blvd, Unit G, Irvine, CA 92618 • Tel: (714) 597-1012 Fax (714) 597-1049
E-mail: mrpilot@earthlink.net • <http://www.pilot-avionics.com>