



# INTERNATIONAL WOMEN PILOTS

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



## Amelia Earhart Birthplace Museum

VOL. XXIII NO. 3

May/June 1997



# "GIVE WINGS TO YOUR DREAMS"

A Project to Benefit the Amelia Earhart Birthplace Museum Home Restoration



*Give Wings to Your Dreams* has been created especially for the Amelia Earhart Birthday Centennial, by Midwest artist, Diana Augustine Heckman. This delightful image captures the essence of Amelia smiling on two spirited young girls with dreams of taking flight in their homemade aircraft. Above Amelia's birthplace home, on the warm Kansas wind, you'll catch a glimpse of her three most notable planes — the orange Friendship, red Lockheed Vega, and fateful Lockheed Electra. Look closely and you'll find Amelia's first plane, the bright yellow Kinner Canary. Avid Amelia history buffs will be able to identify significant letters and numbers in the famous aviatrix's life and career — such as her birthdate, year of her disappearance, the 99s, and her plane's identification numbers. Marilyn Copeland, Past International President of the 99s and Chairwoman of the Amelia Earhart Birthplace Board of Trustees, states, "We are delighted Diana has created this special limited edition print for the benefit of the birthplace interior restoration project." *Give Wings to Your Dreams* will touch the hearts of many and lift spirits to a place where dreams take flight.

## "Give Wings to Your Dreams"

by Diana Augustine-Heckman

**16"x20" Framed — \$130**  
**A Limited Edition of 999**

Quality framed with brass plaque, conservation glass, mats, and backing.

**Frames — Your choice...Gold or Oak.**

**Mat Colors — Your choice...Navy with Gold (A),  
Green with Gold (B), or Buff with Green (C).**

### About the Artist—



Diana's beautiful, nostalgic paintings are rendered in a "Personal Realistic" style, drawing the viewer in and evoking a sense of warmth and joy. The award winning artist has enjoyed national recognition through magazine covers, limited edition prints, and other published works. In 1993 she was inducted into the International Museum and Artist's Registration Association, Washington, D.C.

### **T-Shirts — \$15**

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## 99 NEWS

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# INTERNATIONAL WOMEN PILOTS

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

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# 1997

## MAY

30 — **Southeast Section Poker Run**, terminus point, Orlando (Florida) Executive (ORL), Tamra Sheffman, 305-674-0495, or Reba Ludlow, 904-285-8026

30-6/1 — **28th Annual IlliNines Air Derby**, Vermillion County Airport, Danville, Ill., Illinois Chapter, Mary Panczyszyn, 847-729-1309

## JUNE

8 — **Wisconsin Chapter Pancake Breakfast Fly-in**, Watertown, Wis., Linda Neumann, 414-649-5079

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

14 — **Pennridge Airport Super Saturday**, (FAA Seminars), Perkasie, Pa., Laurie Forte, 215-345-8917

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

20-21 — **Forest of Friendship**, Atchison, Kan., Fay Gillis Wells, 703-960-4632

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

18-20 — **Aerocamp for Girl Scouts**, Rochester N.Y., Sponsored by EAA Chapter 44, Bob Barrett, 716-244-6695

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, or Marilyn Copeland, 816-246-4671

26-27 — **Torrance Air Fair 1997**, Torrance, Calif., Nancy Clinton, 310-325-7223

30-8/5 — **Oshkosh '97 EAA Convention**, Oshkosh, Wis., Cathie Mayr, 414-648-5092

## 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. (Entry deadline, May 31) Thea Geris-Vogels, 00-31-77-466-2255, or Fax 00-31-77-466-1364

23 — **Maple Leaf Poker Run**, London, Ontario Canada, Betty Ellison, 519-439-3564

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

## SEPTEMBER

11-14 — **Reno Air Races**, Reno, Nev.

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

19-21 — **Southwest Section Meeting**, Hi-Desert 99s, Victorville, Calif., Margaret Bolton, 760-247-2756

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

26-28 — **Mile High Air Derby**, Denver, Colo., to Aztec (Farmington), N.M., Colorado Chapter, Gretchen Jahn, 303-450-6557

## OCTOBER

2-4 — **National Conference of Silver Wings Fraternity**, for those who soloed more than 25 years ago, Marriott North Central Hotel, Atlanta, Ga., 1-800-554-1437

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

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

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

31-11/1 — **Third Annual SLO Derby**, central coast of California, San Luis Obispo Chapter, Heather Heaps, 805-528-5237

31-11/2 — **Southeast Section Meeting**, Victoria Wiltsie, 305-232-2718, or Bobbi Lichtiger, 305-444-3458

## NOVEMBER

7-8 — **Mid-Atlantic Section Meeting**, Engleside Hotel, Staunton, Va., Sara Fultz, 540-886-2027

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

## DECEMBER

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

# 1998

## APRIL

8-12 — **First Asia/Pacific Conference**, Queenstown, New Zealand, hosted by the New Zealand Airwomen's Association, Fax 64-3-312-5818

### 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 425-823-9799  
102755.1134@compuserve.com

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

### FUTURE 99 NEWS

• **July/August** issue will focus on past AE Scholarships winners, what they're doing now, how they got there.

• **September/October** will bring a review of the activities at the Second Floor Museum at Ninety-Nines Headquarters.

• **November/December** plans to feature pilots who fly for the airlines and the schools who trained them, what it takes to be an airline pilot, etc.

If you have stories you can share related to these themes, we would like to hear from you.  
—The Editor

## NOTAM

### Intent to Seek Election

It's time to start thinking about nominations for next year's elections. Your Intent to Seek Election form is available from Governors and Chapter Chairmen. You will need to send five copies to 99s Headquarters in Oklahoma City and one by airmail to Barbara Collins, Nominating Committee Chairman, P.O. Box 185, Glen Osmond 5064, South Australia. Deadline is Nov. 30.

### AE Memorial Career Scholarships

To receive an application form for an AE Memorial Career Scholarship, send a stamped, self-addressed legal-size envelope to Headquarters. Send your request after June 1 and before Dec. 1. If you have questions, contact Charlene Falkenberg, Chairman of AEMSFT Trustees, by phone/fax at 219-942-8887 or Prodigy ID-KCXH81A.



## Past - Present - Future



Lois Erickson

Recently, I've had the pleasure of attending a number of aviation-related gatherings as your official representative, and meeting many enthusiastic individuals who have a common bond ... a fascination with aviation, a love of flying and a dedication to the preservation of the stories about those who made aviation history.

At the Women in Aviation Conference in Dallas, I had the privilege of representing The Ninety-Nines and accepting for our first president, Amelia Earhart, her induction into the Women in Aviation Hall of Fame.

In Tucson, Arizona, I was a presenter at the first Women in Flight Conference held at the Arizona Aerospace Museum. Chanda Budhabhatti, Governor of the India Section Ninety-Nines, and representatives of the Indian government dedicated a new area honoring the contributions of Indian pilots to the world of aviation as we know it today. The conference was aimed at encouraging girls to pursue educational goals which would prepare them for future careers in aviation and aerospace.

Recently, the Oklahoma Chapter 99s participated in a three-hour session at the Oklahoma Air & Space Museum for more than 80 young girls from grade school to high school age. They were celebrating 99 Linda Finch's effort to fly Amelia Earhart's last flight successfully.

In every instance, the focus was on the relationship of past and present to the future. At each gathering, it was readily apparent that positive attitudes create positive people; people who know that enthusiasm about what they have done, and are doing, can make a big difference. Attitudes are contagious! Is yours worth catching?

This summer, the Amelia Earhart Birthplace Museum will be rededicated as we join with the citizens of Atchison, Kansas, in celebrating Amelia's 100th birthday. As part of the events leading up to the birthday celebration, the Birthplace Trustees recently sponsored a one-day event featuring fashions worn by early pioneers. The funds raised will be used to help restore the interior of the home. Again, aviation

enthusiasts, pilots and business people came together to celebrate past, present and future.

Another ongoing effort is the enthusiastic work to complete the Second Floor Museum at Headquarters, once again working to build a future repository for our yesterdays. Teamwork is making this happen!

The Ninety-Nines have a history rich in documented accomplishments of many women who have broken ground for all of us. Newer pilots, and students aspiring to a future career in aviation and aerospace, look to those of us who have been privileged to fly in any capacity to give them the support and encouragement they need to make it happen.

Someone once passed us the torch, and now it is up to us to pass it on to future generations. As busy as our present lives may be, can any of us refuse to do so and still look in the mirror every day and think that someone else should do it? There is no "Mikie" to spread the word or do the work for us. We who have earned our wings have a responsibility to honor the past, contribute to the present and work toward a positive future for the young women who will follow us.

As your president, I am challenging you to make certain that history will show that our ef-

forts to create opportunities in aviation and aerospace for women of all ages and ethnic origins were not in vain. I believe in today and the work we hope to do, and the sure reward that the future holds because we, as 99s, cared enough to stay the course and lead the way.

At spring Section Meetings, members will once again have gathered to take care of organization business, renew old friendships and make new ones. In our diversity is a unity of purpose and meaning which we must relate to others in the aviation in-

dustry and the communities in which we live and work.

The message I am sending you today, is that *when there is nothing to lose by trying, and a great deal to gain if successful, by all means try!* As we honor the PAST, live in the PRESENT, and prepare for the FUTURE, let the world know you are proud to be a part of the most dynamic group of women in the world—The 99s.



Together  
Everyone  
Accomplishes  
More  
...nothing is  
impossible.



99s at the Women in Aviation Conference in Dallas — Joyce Hilchie, Jacqueline Boyd, Fran Grant, Chanda Budhabhatti, President Lois Erickson, Briyankia Johri, Treasurer Beverley Sharp and Lois Feigenbaum.



# The Amelia Earhart Birthplace Museum

BY MARILYN COPELAND, AEBM Chairman,  
Assisted by AE Trustee Brooks Powell

**T**he Amelia Earhart Birthplace Museum, located at 223 N. Terrace in Atchison, Kansas, is a wood-frame Gothic Revival cottage built in 1861, with a rear brick Italianate addition built in 1873. Amelia's grandfather, Judge Alfred Otis, had the home built for his bride, Amy Harres. With a bird's-eye view of the Missouri River and distant vistas beyond, it's easy to imagine how such a view might enhance dreams of flying for the young Amelia.

Amelia was born in the southwest bedroom on the second floor of the home on July 24, 1897. Until about 1909, Amelia and her sister Muriel spent most of their time with their grandparents; their parents moved frequently, as her father was a lawyer for several railroads. The childhood years with their grandparents were happy ones with books, animals and outdoor fun filling their days.

Both grandparents passed away in 1912, and the house passed through several owners until 1956, when it was purchased by Paul and Winney Allingham. In 1971 it was nominated and accepted for the National Historic Register. The Allinghams died within days of each other in 1984, leaving no children or provision for the house.



Muriel Morrissey posing in front of statue honoring her sister in 1988 in North Hollywood, California. Photo courtesy of Lockheed Aeronautical Systems Co.

## HOUSE GIFTED TO 99s

Because of the Allingham's involvement with The 99s and the International Forest of Friendship, also located in Atchison, Evah Cray, a prominent Atchisonian, approached Dr. Eugene R. Briback to gift the home to the organization. He agreed and gave \$100,000 to The 99s for this purpose. With \$90,000, The 99s

purchased the birthplace in December 1984; the remaining \$10,000 was used to begin much-needed repairs.

## EXTERIOR RESTORATION

Fundraising efforts both within The 99s' organization and among local residents of Atchison have continued since the gift.

A professional architectural study was prepared by architect Dean W. Graves, FAIA, as the first step toward seeking funding grants to begin serious restoration.

While extensive repairs had been ongoing since The 99s acquired the home, actual exterior restoration became evident in 1994 when the rear porch on the southwest corner was completed.

A grant from the Kansas Heritage Trust, Kansas Historical Society, for \$75,000 was received and 99s and local citizens set about to raise the matching funds. Architect Graves updated his original restoration study and extensive exterior restoration began in earnest with new wood and copper roofs. Vinyl siding covering the original structure was removed and wood siding underneath restored and painted.



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.

## COMMEMORATIVE PRINT CELEBRATES CENTENNIAL

Recognized Midwest artist Diana Augustine Heckman was commissioned to create an original painting, "Give Wings to Your Dreams," that will be donated to the Museum and remain on permanent display there. (See inside front cover.)

The delightful scene captures the essence of Amelia smiling on two spirited young girls with dreams of taking flight in their homemade aircraft. In the sky above her birthplace, flying in the warm Kansas wind, are three of AE's most notable planes: the orange Friendship, the red Lockheed Vega and the fateful Lockheed Electra.

From this painting, 999 limited edition prints will be made and sold to provide funds for ongoing restoration and preservation.

For more information about the commemorative print and artist, contact Diana Augustine Heckman at 1-800-344-0708.



Exterior windows were restored and hand-crafted wood storm windows were installed. Chimneys were repaired and gutters and trim were repaired or restored. Sidewalks and concrete too near the foundation were removed and new brick sidewalks and steps were built. (Personalized bricks will continue to be sold, which will provide some ongoing funding for restoration and preservation.)

## INTERIOR RESTORATION

New private caretaker's quarters, located at the rear of the second floor in the unused space in the attic and a bedroom, were completed in 1996. Since interior photographs were not available for reference, credentialed architectural historian Barbara Anderson was retained to provide historical accuracy. Interior preservation and restoration are well underway.

Installation of central air conditioning is completed and will enable the museum to maintain a stable atmosphere to preserve furnishings and memorabilia, as well as provide visitor comfort. All of the deteriorated wallpaper has been removed and consultations with experts in historic wall covering and upholstery have been scheduled. The woodwork has been faux grained (as it was when Amelia lived in the home) by a firm with extensive experience working in the Kansas State Capitol and historic residences.



*AEBM float at St. Patrick's Day parade in Atchison, Kansas.*

## BENEFIT AUCTION AND ST. PAT'S PARADE FLOAT

March 15 was an important day. Furnishings in the house not of the 1897-1909 period were included in an auction benefiting the home. The same day, the AEBM earned a second place trophy in the local St. Patrick's Day parade with its entry — AE impersonator Sondra Ridgeway, a Northeast Kansas Chapter 99 and a mockup of the home created by Colorado 99 Bonita Ades and 49 1/2 Jon.



*Fashion Show: Chairman Marilyn Copeland, President Lois Erickson and Past President Lois Feigenbaum at AE Fashion Show in Kansas City.*

## AEBM BENEFIT LUNCHEON AND FASHION SHOW

More than 175 guests recently enjoyed viewing a new Amelia Earhart exhibit for the Birthplace Museum, as well as the Birthday Centennial exhibit from the Atchison Chamber of Commerce and Centennial Committee, at a luncheon in Kansas City.

Eight professional models paraded down a mock airplane runway constructed, lighted and marked by the Kansas City Young Architects. They wore elegant vintage fashions from the University of Missouri Kansas City Fashion Collection maintained by Fashion Group, International, whose member Dorothy Maloney, a Northeast Kansas Chapter, narrated. Futuristic fashions by John Dawbarn, a Hallmark Cards artist, concluded the show with an upbeat, "Let's go flying," mood.

A number of other volunteers assisted to create an event that generated great public relations and fundraising results.

## IT TAKES TEAMWORK!

From the beginning in 1984 when the house was gifted to The 99s to the present day, hundreds of volunteers have patiently made small and large contributions of time, energy and ideas along with financial resources. Their efforts, along with ours today and those who will undoubtedly move this project into its tomorrows, have contributed to its success.

## CHURCH SERVICE TO HONOR AMELIA

The church that Amelia Earhart's maternal grandfather Alfred G. Otis helped found will honor Amelia during the AE Birthday Centennial. Trinity Episcopal Church will host a Celebratory Eucharist with special intentions for Amelia on Sunday, July 27 at 10 a.m. at 300 S. 5th St. A reception will follow the service and the parish registry book which includes the entry of Amelia's christening date, will be on display.

## It's Not Too Late to Help

A recent contributor (not a 99) wrote, "I feel the AE home is a national treasure and I am so glad that it is being restored. Many people are fascinated about the AE history and are sure to visit. It is important that it be in good condition when they see it."

It's not too late to make your contribution to complete interior restoration and provide ongoing preservation for this 99s' jewel. (See boxed details for sending your contribution.) And if you have furnishings appropriate to the 1897-1909 era you wish to donate, please call 816-554-2567. All contributions are tax deductible.

## AE BIRTHDAY ACTIVITIES

**Thursday, July 24.** Evening: Giant birthday party. People in turn-of-the-century attire will be strolling about, the entire mall will take on a nostalgic turn-of-the-century flavor. There will be a bistro, beer garden and foods from around the world. People of all ages can join in games from Amelia's era.

**Friday, July 25.** A world of food choices on the streets, a parade of decorated boats on the river, antique airplanes in the sky. Military bands and B-1 bomber and fighter plane fly-bys will give the evening an all-American atmosphere, plus there will be spectacular fireworks and a laser light show choreographed to music. Street dances will keep the merriment going into the wee hours.

**Saturday, July 26.** Book signings by AE authors; a display in Memorial Hall with a cockpit from a Lockheed Electra airplane. AE Earthwork by Stan Herd will be dedicated at Warnock Lake. AE Birthplace Museum will be dedicated. Linda Finch fly-by.

**Sunday, July 27.** Sunrise service at the Amelia Earhart Earthwork, festivities all day along the mall; an airshow at Amelia Earhart Airport and a hot air balloon liftoff at Warnock Lake.

*For information about the Centennial Celebration, contact the Atchison Area Chamber of Commerce at 1-800-234-1854.*



AMELIA EARHART  
*Birthday Centennial*  
1 8 9 7 - 1 9 9 7  
*Atchison, Kansas*

### BOOKS BY AMELIA

*20 hrs 40 mins* —Our Flight in the Friendship. Putnam's Sons, New York-London, 1928. Reprint: Arno Press, New York, 1980.

*The Fun of It* — Random records of Amelia's own flying and women in aviation. Brewer, Warren & Putnam, New York, 1932. Reprints: Academy Chicago, Chicago, 1977. Gale Research Company, Detroit, 1975.

*Last Flight.* Harcourt, Brace & Company, New York, 1937. Reprint: Harbrace (paperback edition), Harcourt Brace, New York, 1965.

### SOME OF THE MANY BOOKS ABOUT AMELIA

*Courage is the Price* by Muriel Earhart Morrissey. McCormick-Armstrong, Wichita, Kansas, 1963. A biography and family chronicle.

*Amelia, Pilot in Pearls*, by Shirley Dobson Gilroy, Link Press, Publishers, McLean, Virginia, 1985.

*Women Aloft*, Valerie Moolman and the editors of the Time-Life Books, Alexandria, Virginia, 1981.

*Amelia, My Courageous Sister*, by Muriel Earhart Morrissey and Carol Osborne. Osborne Publishing Co., Santa Clara, California, 1987.

*Sky Pioneer*, by Corinne Szabo, National Geographic Society. Distributed by Publishers Group West, 1997.

*The following Chapters, businesses, schools and individuals have contributed to the AEBM recently. Thanks for all the great support.*

### Navigator's Club (\$1,000 or more)

Bea and George Balaban  
— Memorial for Bea's sister, Francis Marie Lee  
Lois Fiegenbaum  
Ladd and Karen Seaberg

### Chapters

Dallas Chapter  
El Paso Chapter  
Fullerton Chapter  
Galivan Chapter  
Greater Kansas City Chapter memorial  
for Bud Tuley  
Texas Dogwood Chapter

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Mary Jo Baum, Montage Salon  
Bosberg Valentine Radford Public Relations  
Central Franklin School  
John Dawbern Designs  
Executive Beechcraft, Kansas City  
Dorothy Malone and Fashion  
Group, International  
Kansas Aircraft Corp. Inc., Michele Stauffer  
Kansas City Downtown Airport  
Kansas City Young Architects  
Old Atchison Home Owners Association  
Betty Jean Stanford Ground Schools  
Norm Rice, Unique Events Catering  
Sprint

### Individuals

Joyce Allen	Agnes Kramer
Virginia Ball	Larry D. Lawrence
Zilpha Ball	Pam Liewer
Brenda Barnett	Craig A. Miller
Vernon L. Erisman	Misty L. Miller
Paula Fiorucci	Kathryn Moxley
Timothy J. Gerardy	Jean Murray
Kathryn Hach-Darrow	Christine E. Olson
Judith Hackman	Pamela S. Preston
Robin L. Haskins	Annette Pummel
Mel Hauk	Susan Ripple
Kathy D. Hines	Becky Roland
Helen Holdbird	Luana Schneider
Lavon M. Housh	Laurie Stephenson
Tedd Hurt	Judith J. Taylor
Ruth Jenkins	Joe Turner
Judith Jones	Linda D. Underwood
Connie Kasl	Mary Weholz
Wayne Kaufmanschmidt	Bridget Weishaar
Alexis Koehler	



## Maine-ly Fun



### Convention highlights By Mary Tait, Co-chairman

There are two new and exciting happenings planned for the Maine-ly Fun 1997 Convention.

#### 49 1/2's meetings

The 49 1/2s will, for the first time, have organizational meetings where they will discuss activities they would like to participate in at conventions and the possibility of renaming themselves.

#### Mystery Fly-out

Also, for the first time, there will be a Mystery Fly-out on Sunday, July 13. During the Convention, various "hints" as to the destination will be left for members to find and try to figure out where they will be headed. During the week, pilots can plan if they are going to participate and if they would like to have some other 99s join them on this all-day adventure.

There will be so much going on, so many fun things to get involved in that you'll have to choose which ones you want to participate in!

Registrations made after May 25 or on-site carry a \$50 late fee.

#### Brief review of speakers

- **Mary Wunder** - Life in the Controller's Cage
- **Ann Wood-Kelly** - Will describe her flying career
- **Greg Feith** - Searching for clues in major aircraft crashes
- **Donna Moore** - Accessing the power within oneself
- **Robyn Williams** - Test pilot
- **FAA Safety Seminar** - Aviation Survival by Harold Jones

**See your March/April issue of 99 News for a complete schedule of events, a description of tours and most importantly, the registration form.**

## PORTLAND: A lot of fun ...for a little city

*"A city that is quite charming with everything within comfortable walking distance of the convention hotel, which I feel is a great plus."*

— Martha Dunbar, Governor, New England Section

#### Tours

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2. Brunswick Naval Air Station
3. Historical City Tour
4. Kennebunkport Day Trip
5. Microbrewery Tour
6. Narrow Gauge Railway, Casablanca Harbour, Cruise, Portland Head Light
7. Ogunquit, Nubble Lighthouse, Perkins Cove

Tours are also conducted by the U.S. Lighthouse Society to visit some of the 71 lighthouses that still exist along the challenging and often perilous Maine coastline.

#### Seaplane rating

Those who want to get a seaplane rating before or after the convention, should contact Mary Tait for information.

#### White water rafting

Reservations can be made either prior to or after the convention at Wilderness Expeditions, Kennebec River, 800-825-9453; Unicorn Expeditions, Kennebec River 800-UNICORN or Penobscot River 800-UNICORN; and Northern Outdoors, Jackman, Maine, 800-765-7238.



#### Eastern New England Chapter

A gorgeous queen-size quilt, handmade by Chapter members, will be raffled off at the International Convention in July. Comprised of 16 large and 24 smaller squares, surrounding a colorful compass rose. Each large square has a different aviation theme. Avid quilter Susan Beauregard is responsible for the idea and participating members have worked on their assigned squares individually. They met periodically at the home of Chapter Chair Pat Theberge to assemble the squares and to do the finish work.

Raffle tickets are \$5 each or five for \$20. They will be available at the ENE Fly Market table at Convention, or they can be ordered in advance by sending a check to Pat payable to ENE 99s at 31 Davis St., Lawrence, MA 01843. —Katharine Barr



# World Flights of the Sixties

BY GENE NORA JESSEN  
Idaho Chapter

Her husband's light-hearted response to a plaintive cry of momentary boredom in 1963 led **Jerrie Mock** to Amelia Earhart's 1937



Jerrie Mock

attempted flight around the world. The mystery of Amelia's disappearance had generated a light industry for historians, researchers, promoters of wild theories (and the sale of their books),

snake oil salesmen and charismatic authors of dumb conjecture.

Jerrie Mock wasn't really interested in solving the mystery or disproving that Amelia was living with Elvis in Wisconsin. She saw an incomplete project. Unfinished. In default. She committed to fulfilling Amelia Earhart's dream laying fallow for some 27 years.

Along with a partner, Jerrie and Russ Mock owned an 11-year-old single engine Cessna 180. She chose to make the flight in this plane because that's what they had. I met Jerrie when she was a 700-hour private, instrument rated pilot getting tanks installed in Wichita, Kansas, for ocean-crossing range, leaving room for only one 5-foot-2-inch pilot.

Though barely edging into her 40th year, the press patronizingly dubbed Jerrie "the flying grandmother." True, the grandmother owned a mighty slim logbook for such an ambitious flight, but she knew her airplane, and she was a quick study of the volumes of information necessary to marshall that airplane around the world.

Fate intervened in the person of **Joan Merriam Smith**, a tiny 27-year-old dynamo, who had fallen under the same spell of inspiration. Neither woman knew the plans of the other. When the media discovered that two record flights were underway, they of course turned it into a race.

Joan was planning a longer flight than

Jerrie, sticking more to Amelia's route along the equator. Of the two, Joan Smith's scenario made more sense, since her Piper Apache had two engines and she was the



Joan Merriam Smith

more experienced, professional pilot. On the other hand, the airplane was old and Murphy's Law was firmly in place and for Joan everything that could go wrong, did.

Joan got off first on March 17, 1964, with Jerrie following two days later. Both suffered mechanical problems on their shakedown leg. Jerrie's radio problems were eclipsed by Joan's leaking fuel tanks, and though on widely separated routes, both encountered abysmal weather. Amazingly, Jerrie made the first actual instrument approach of her life to the Azores, after crossing the Atlantic Ocean.

Each pilot surmounted enormous challenges along the route. But Joan was plagued with mechanical problems. Jerrie Mock completed her flight around the world, Columbus to Columbus, in 158 flying hours over 22,858 miles in 29 days—the first woman to fly alone around the world, 27 years after Amelia Earhart had tried it (with a navigator). A congratulatory telegram from Joan Merriam Smith awaited her return and President Lyndon Johnson presented Jerrie with the FAA's Decoration for Exceptional Service.

Then Jerrie spent the next year on the "chicken and peas circuit" telling the story of her flight. She made other entries into the aviation record book, then she retired from flying in 1969. Cessna Aircraft Company bought the Mock's Cessna 180 and presented it to the Smithsonian, where I last saw it in the deep, dark recesses of storage at Silver Hill.

Meanwhile, Joan Merriam Smith plowed onward on her longer course, finishing in 23 actual days of flying, but 59 elapsed days from takeoff. The next year, early in 1965, Joan's beloved Apache burned after an emergency landing. Five weeks later, at the age of 28, Joan died while testing Rayjay blowers on a Cessna 180 (ironically, Jerrie Mock's airplane of choice). She was awarded the 1965 Harmon Trophy posthumously.

Anniversaries seem to attract significant commemoratives, and so did the 30th anniversary of Amelia's 1937 flight. **Ann Pellegrino's** airplane mechanic Lee



Ann Pellegrino

Koepke mentioned in 1962 that he'd acquired a "basket case" Lockheed 10, a sister ship to Amelia's, and was rebuilding it. He suggested that Ann might like to fly it around

the world on the 30th anniversary of Amelia's flight. Ann, a 100-hour Champ pilot, thought that pretty silly at her experience level, but the seed was planted.

It evolved that by 1967, the airplane was finished and Ann — by then a commercial pilot with multiengine and instrument ratings — with a crew of three flew the airplane around the world on the Earhart route, dropping a wreath over Howland Island where Amelia's voice had last been heard. The Lockheed had originally been of Canadian registry, and went home to Ottawa to be displayed by Air Canada.

A "first" can only happen once. Interestingly enough though, "first" women have had a pretty realistic perspective of their accomplishments. Amelia herself was quite embarrassed by the hoopla when she became the first pilot to fly across the Atlantic — as a passenger. She hastened to fly it herself solo, becoming a real first, and often pointed out that men had already done what she was doing. Jerrie Mock said, "This is something men do all the time. It was about time a woman did it."



Betty Miller

The first woman to fly solo across the Pacific was **Betty Miller**. She delivered an Apache to Australia, which brought her the 1964

Harmon Trophy. (She got the '64 Harmon instead of Jerrie Mock.) Betty's wasn't a burning desire to participate in the Earhart mystique, but simply a business trip put-



ting 54 hours in her logbook.

A British woman, **Sheila Scott**, flew around the world in 1966, making a monster flight of 32,000 miles along the equator in a Piper Comanche 260. She made a career of record distance flights (more than 100), even making the first solo flight in a light air-



*Sheila Scott*

plane over the North Pole, equator to equator, and became another Harmon winner.

If sitting behind one lone engine with a propeller out front flying across hundreds of miles of water could ever be called routine, perhaps another woman of the '60s, Louise Sacchi, made it seem so. As a ferry pilot for her company, Sacchi Air Ferry Enterprises, Louise made literally hundreds of flights around the world. She passed her expertise along by writing a book describing how to fly across the great waters. Louise died in March this year at the age of 83. ✨



*Amelia and her Lockheed Vega*

Amelia Earhart once said to her friend, Louise Thaden, "If I should hop off, it'll be doing the thing that I've always most wanted to do."

Although Amelia liked the attention and honors, her addiction was to the challenge. I think she would be amazed that 60 years after her death and 100 years after her birth, Amelia Earhart remains the aviator's name best known to all young people.

And Amelia would certainly understand those who continue to follow in her footsteps. She would probably say to Linda Finch, "Godspeed. Finish it up for me."

## WORLD FLIGHT '97

### World Flight '97 takeoff was INCREDIBLE!

BY PAMELA O'BRIEN

*Sacramento Valley Chapter*

March 17 was the 60th anniversary of Amelia Earhart's departure on her final flight and the first day of Linda Finch's World Flight '97 — a re-creation (with some modifications) of AE's course. I feel very lucky that I got to see a part of the adventure — just walking on the field and seeing that beautifully restored Electra was enough to turn me into a grinning fool. It is a gorgeous airplane!

The fun began around 10 a.m. when most folks arrived — there must have been 200 children there, some with banners and flags, all with excitement that is rarely seen in that many kids today. I was standing behind four girls ranging in age from 14 to 16 who all wanted to be pilots (one was even in ground school) and they looked to be having a religious experience.

There were some speeches (blessedly short) and the school band played a few tunes. Then the real fun began. With excitement building, the ground crew began pushing the Electra back

from the crowd, positioning it for the preflight and giving us a better view of it. Linda bid her family farewell, climbed onto the wing, waved before stepping into the cockpit and closing the door.

When Linda got in and started those amazing Pratt & Whitney Wasp engines, my heart was pounding. Those engines just purred — not loud, not rough — just a beautiful solid sound. The crowd gave out a loud cheer when the Electra became airborne and we all knew that the adventure had truly begun.

There were maybe 600 people there to see her off and another 100 people from the press (which blocked most of the 600 people's view) but even they couldn't mar the experience. Linda took off and did three fly-bys and then went out to the east of the airport and circled while waiting for her companion plane (an Albatross belonging to Pratt & Whitney) to take off. Most of us were wondering how the Albatross was going to keep up with the Electra as we watched it lumber down the runway.

Afterwards, about 15 Ninety-Nines met under a nearby flagpole where some were interviewed by TV and radio crews. Two Ninety-Nines from the Kansas City Chapter came all the way out here just for the takeoff. Eleven of us went over to Amelia's Restaurant for lunch to begin planning where we would meet when Linda finished her trip and landed back in Oakland. It was a most wonderful day!



*Linda Finch's Lockheed Vega.*



*Ten 99s from four Chapters met at Oakland for the World Flight send-off and shared a lunch break. (Front row) SW Section Governor Peggy Ewert, Ann Pescatello, Leslie Jenison and Pam O'Brien. (Back row) Billie Sposeto, Lynne Allen, Genny Solorio, Judy Benjamin, Judy Baker and Kath Holcombe.*



## World Flight in New Orleans

LISA COTHAM, *New Orleans Chapter*

When Linda Finch arrived at New Orleans Lakefront Airport March 21, she was greeted by New Orleans Chapter members including Chapter Chairman Lisa Cotham, and about 500 students, teachers and others. Linda spoke to the group about Amelia Earhart and the importance of fulfilling your dreams.



*Shown with Linda are Jaime Gonzales, Mary Donahue, Shela Thompson, Carol Rennessen, Lisa Cotham and Mary Sunor.*

## World Flight in Miami

BY LAURIE HOUSEHOLDER, *Goldcoast Chapter*

World Flight 1997 stopped in Miami the week of March 24-31. On Wednesday, March 26, Weeks Air Museum held an open house for both Dade County students and the general public. Goldcoast Chapter members Judy Portnoy, Tamra Sheffman, Bobbi Lichtiger and Ursula Davidson were on hand during the day as chaperones for the students. 49 1/2 Monte Lichtiger made two "Good Luck" banners.

Linda spent the day giving short talks about Amelia and her spirit. "Amelia," she said, "believed that limits were often more perceived than real and those fears imposed by society and friends can be overcome." Linda hopes to share with young people everywhere Amelia Earhart's goal to "reach above and beyond perceived limitations."

Linda answered many questions and signed lots of autographs; she seemed genuinely sincere in her quest to spread Amelia's message to the young people in the audience. She was also incredibly gracious with the mass of people who wanted to see her and shake her hand.



*Linda Finch.*

"The worst thing about this adventure," she said, "is being away from my family for so long."

Several members of the Gulfcoast Chapter were also present. Both Chapters awarded Linda Honorary Chapter membership.



*Linda Finch addressing students at Weeks Air Museum. Photo by Tamra Sheffman.*

## World Flight in Oklahoma

CAROL SOKATCH  
*Oklahoma Chapter*

A Cleared for Take-off Brunch was held on April 12 at the Air Space Museum at Omniplex in Oklahoma City to celebrate Linda Finch's World Flight '97 re-creation of Amelia's 1937 attempt to circumnavigate the earth. The event, especially prepared for women and girls (ages 10 and up), was sponsored by The Ninety-Nines, Inc., Oklahoma Aerospace Academy and the Air Space Museum at Omniplex.

A crowd of almost 100 listened intently to 99 Pam Kennedy as she impersonated AE and gave an excellent motivational talk to launch the program.

Past International President Lu Hollander and Chapter Chair Carol Sokatch were introduced. Several other 99s gave short talks about their flying experiences. Among them were: Rita Eaves, who got her license in the '40s and flew experimental planes; Lin Modestino, who learned in helicopters in the Air Force and has never flown a SEL; Norma Vandergrif, who flew to Alaska, Central America and in several Powder Puff Derbys; and Donna Jackson, who flies only balloons.

The attendees viewed a tape of Linda Finch restoring and preparing her plane for the flight; visited the computer room where the group viewed Linda Finch's latest entries on the Web site; and a mini tour of some of the old planes at the Air Space Museum. Rita Eaves signed up candidates for the EAA Young Eagles program.

A follow-up "Happy Landing Pot Luck Dinner" will be held Aug. 14, followed by a tour of The 99s Headquarters building and the Will Rogers Airport. Those who attend will sample international dishes from locations Earhart visited on her famous flight.



*Pam Kennedy as Amelia explaining an early model airplane.*



## Women in Flight Conference

The Women in Flight three-day conference sponsored by Boeing was held at the Pima Air and Space Museum. Chanda Budhabhatti, Governor of the India Section, Board Member of the Arizona Aerospace Foundation, and Chairman of the Women in Flight Conference, coordinated an exhibit devoted exclusively to India to promote awareness about India's aerospace developments. "We want to dispel a popular misconception among many Americans that India is a backward nation consisting of only elephants," Chanda said. Air-India continues to be a leader in providing opportunities for women aviators and is proud to have been the first in the world to have an all-female flight crew.

Scott Crossfield, the first man to fly at

Mach 2 in the X-15 rocket plane, unveiled the story of Indian aviation and space technology. The program brought together many nationally known women whose efforts have advanced aviation and aerospace history.

President Lois Erickson, a speaker at the conference, said, "We need to encourage girls to develop an interest in science and math and teach them that it's OK to be an achiever."

Nineteen-year-old Sara Narezo, a sophomore at Embry Riddle Aeronautical University in Prescott, Arizona, said, "It's a good feeling to be surrounded by women with the same interests. It's such a switch from the norm at our school."

"It's especially helpful to be around female pilots who are so supportive," added



President Lois Erickson with Mardell Haskins, Las Vegas Valley Chapter, at Women in Flight Conference.

freshman Suzanne Rohrer. Erin Brannon, 14, proudly wore her blue NASA uniform she got when she attended a program at the space academy in Huntsville, Alabama, last year.

"We've come a long way ... but we still have a long way to go ... but so has the rest of humankind," concluded Lois Erickson. ✨

## WOMAN OF THE YEAR

### Woman of the Year in Aviation

BY ELIZABETH MATARESE  
*Potomac Chapter*

The 1997 Woman of the Year in Aviation Award Luncheon honoring Dr. Shannon Lucid was attended by more than 200 aviation enthusiasts on March 12 at the Crystal Gateway Marriott in Washington, D.C. The event, sponsored by the National Aviation Club (NAC), was scheduled as part of the National Program to honor women.

Potomac Chapter member Edna Dragoo and I, along with Betty Vinson, Sara Parmenter and Shirley Baird of the Virginia Chapter, and Old Dominion Chapter members Peggy Doyle and Linda Cain, attended the event.

Unveiled at the luncheon was the prestigious trophy of Mercury carrying the Lockheed Electra, a statue originally intended to be presented to Amelia Earhart upon the completion of her around-the-world flight in

1937. The 368-inch-high statue is based on a sculpture by Francesco Righette which resides in the National Gallery of Art in Washington, D.C.

After engraving with Dr. Lucid's name is completed, the statue will be placed in the National Air and Space Museum (NASM), the repository for well-known aviation trophies. NAC announced that several companies in the aviation/aerospace industry funded the trophy, as well as the case in which it will be displayed at NASM and the miniatures that will be presented to Shannon and future recipients of the award.

Dr. Lucid remarked that she thought it most fitting that the statue, which would have been given to Amelia, would be received by another woman who had completed 75.2 million miles of travel around the globe from the vantage point of outer space. "Amelia began the flight which others would complete. Her courage pioneered our entrance into space," Dr. Lucid said.

Dr. Lucid was selected for the astronaut program in 1974 when she joined the first class that included women. She holds the U.S. single-mission space flight endurance record, and she is a commercial, instrument rated, multi-engine pilot.

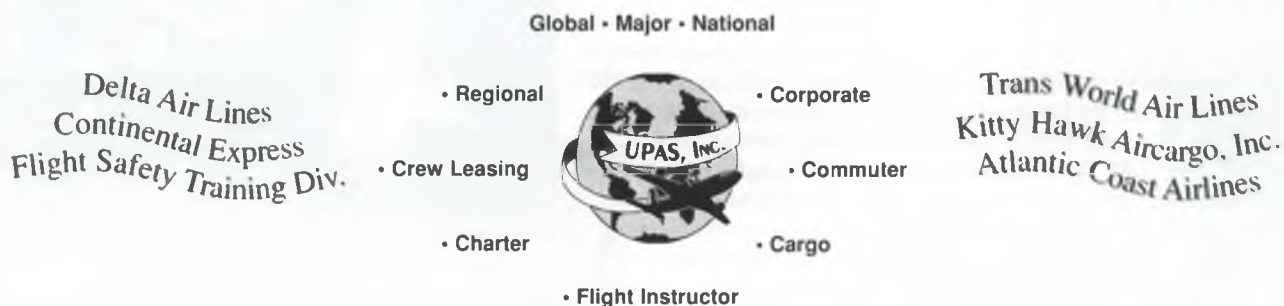
Beginning with her first shuttle mission in June 1985, Dr. Lucid has spent a total of 223 days, 2 hours and 53 minutes in space. Her latest mission aboard STS-79 which ended Sept. 26, earned her the women's record for Accumulated Space Flight Time. She was selected as one of the 10 Most Memorable Record Flights of 1996 by the National Aeronautic Association and honored at an Awards Ceremony at the National Air and Space Museum in Washington, D.C. ✨



Shirley Baird, Sara Parmenter, Dr. Shannon Lucid and Betty Vinson at the National Aviation Club, Washington, D.C.



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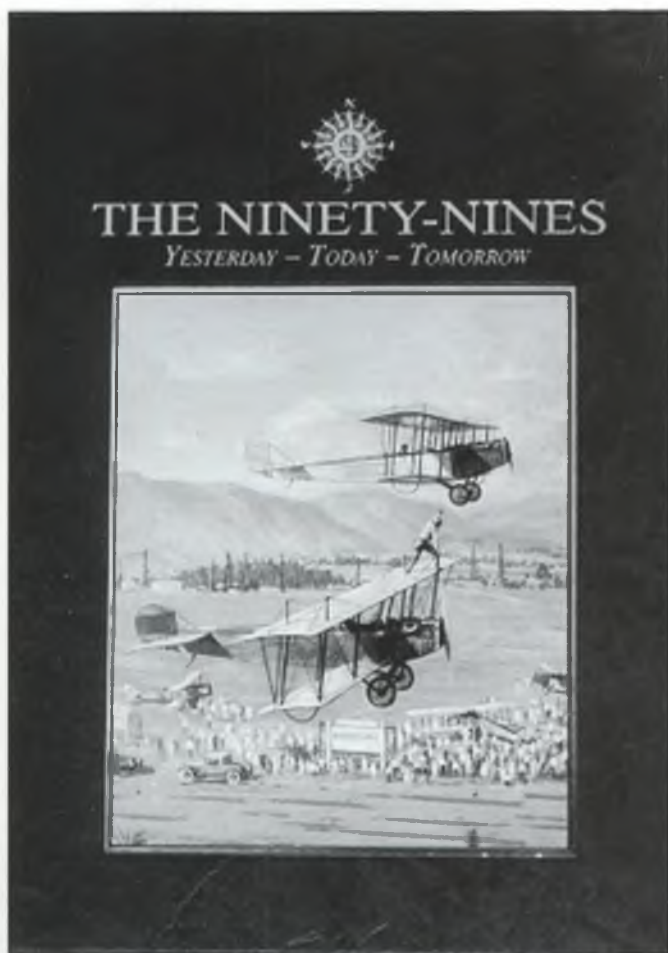
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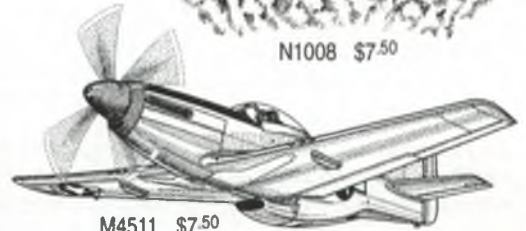


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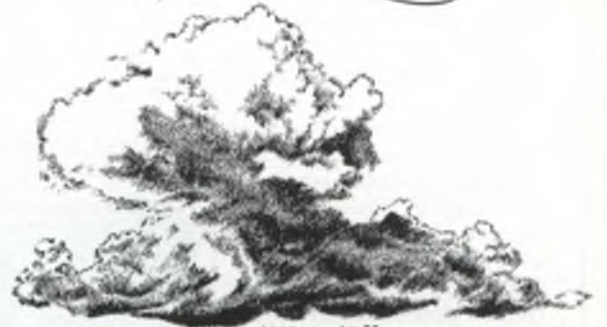
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BY CHRISTINE ST. ONGE  
Western Pennsylvania Chapter

*This is the third of a four-part series picking up the tour as it departs Bentonville, Arkansas, on its way to Bartlesville, Oklahoma.*

## Tuesday, Aug. 27

Terry once again flew with Barb and me and occupied the copilot seat. We broke through the clouds just as we were about to begin the approach, canceled IFR and turned base to final for landing. A fellow Staggerwinger asked to commence a fly-by, so I aborted the approach and set up to go around. By the time I flew Rwy 17 on a low approach, the winds had changed from a southeast to ENE heading. I opted to do a 360 degree turn and set my approach up for landing on Rwy 35. The winds, primarily easterly, had also kicked up to approximately 20-22 knots.

A Staggerwing does not cooperate well in crosswinds. A right crosswind is more controllable if power is needed to keep her straight, and brakes are used only as a last resort, i.e. if you have both mains on the ground after touchdown and rollout.

It was a turbulent approach and rough crosswind landing that tested my experience, but after a smooth rollout, I knew I had command of her. Landing time was 1414. Total flight time for the day was 2.0 hours. After refueling and tying the plane down for the night, we met two 99s from the Tulsa Chapter—Denise Whitman and Charlene McCullough—who brought us greetings from their Chapter Chairman Jo Ann Bland.

Later Barb and I went to the

Hotel Phillips to rest before the banquet dinner. Because of a foul-up with our reservations, we were given a deluxe suite for the price of a double room. The overnight was hosted by the Biplane Association President Charlie Harris. After the festivities were over and we were back at the hotel, I stayed up to write the flight plans for the next portion of the trip.

## Wednesday, Aug 28

After breakfast, we headed for the airport and were greeted by heavy ground fog which began to lift after 1000. Bill Thaden talked to me about cancelling our next stop, ICT, because Wichita was still fogged in. He also decided that it would be best if Terry flew with him in the Lockheed due to commitments in San Diego in case I would be weathered in somewhere (how prophetic!).

When it was finally decided we were not going to ICT, I had to reroute my IFR flight plans to accommodate fuel stops with an overnight in Albuquerque, New Mexico. At 1110 we departed for our first fuel stop, West Woodward, Oklahoma, WWR. We were filed for 6,000 feet. I let Barb take the helm for awhile so she could get some actual IFR experience.

After about an hour of deviating around mean build-ups, I took over only to fight the turbulence and deviate around thunderstorms even worse for the next hour. We were clearly off our course now and I asked Center to assist me to get to the closest airport. As we were in the air 2.2 hours, I was concerned not only about the tow-

ering cumulus surrounding us, but by the fuel situation.

I found a hole in the surrounding weather and proceeded to get underneath, around 3,000 feet, which was surprisingly VFR. I canceled my IFR but continued to report on their frequency until I would land safely.

The airport below me was Bufalo, Oklahoma, and no one responded to my calls on the radio. After checking the VFR chart, noting my position to WWR was only 35 nm or so, I told Center I would continue to WWR.

Barb and I spotted the airport, but it was not depicted the way it was shown in the *AOPA Directory*, *Flight Guide*, nor the *WAC* chart. I then flew to the VOR, and retraced my steps back to the same airport, only to realize it was West Woodward. WWR was depicted as a triangular field. Apparently, WWR had closed one runway, with Rwy 14-22 used only in an emergency.

The main runway was 18-36. By this time bad weather was moving in fast and the winds were fluctuating between 100-120 degrees at 20G24 knots. I had my hands full on this approach since demonstrated crosswind component for my aircraft is only 9 knots. I had no choice but to land south, as a tailwind is a killer in taildraggers. That left crosswind took my skills and experience to the limit, but we landed safely. Total flying time: 2.4 hours.

Once we taxied up, I decided to put my bird in the hangar since thunderstorms were not even 10 minutes away. From several calls

to FSS, the forecasts predicted that I would not be leaving Oklahoma today! We went to dinner and checked into the Northwest Inn.

## Thursday, Aug. 29

We awoke to find that the weather was still sour with a 400-foot ceiling and a half mile visibility. We had breakfast and packed up to leave around 1030. We departed at 1155 after a fly-by. The ceilings were up to 900 feet and three miles visibility. I filed for 8,000 feet this time. The flight was relatively smooth and we only had to deviate around a few build-ups. We broke through the clouds at 6,000 feet on our descent and arrived at our next fuel stop, Tucumcari, New Mexico, TCC, after 2.0 hours in the air.

Just as we were getting fuel, I saw two Staggerwings flying in formation overhead. One of them was Phil Livingston. I managed to get him on the radio and told him I would meet him in Albuquerque. After filing my IFR flight plan and doing an interview with KTNM/KQAY, the FBO manager alerted me to bad weather west. I called FSS again and received an updated briefing. The weather in Albuquerque had deteriorated, having Level 6 thunderstorms and half-inch hail. I told the FSS briefer that this was my first time to fly in this region, and she strongly suggested that I RON and leave early the next morning. I took her advice and decided to stay overnight.

(I later found out that Phil and his friend barely got their Staggerwings in a hangar at ABQ when the bad weather hit hard, so they RON in ABQ.)

The FBO loaned us a car best described as a "Rent-A-Wreck." If we stayed on I-40 we would've made ABQ before sunset! The speed limit here is 75 mph and I was in my glory to drive that fast! We went to Dean's Diner for authentic Mexican food, and then decided to get our laundry done since we were running out of fresh clothes. We picked up some items at K-Mart and returned to the motel. I stayed awake long enough to plot the remaining course for the next day.

*To be continued in  
the next issue*



Woodward, Oklahoma.

## WELCOME THESE 77 WOMEN PILOTS TO THE NINETY-NINES

Susan Leigh Adkins, *Hampton Roads*  
Linda O. Armstrong, *Fullerton*  
Sandra Ann Bachman, *Colorado*  
Dori M. Barnard, *Kansas*  
Norma J. Begley, *Garden State*  
Barbara Ann Berry, *Blue Ridge*  
Janice Christine Bobek, *Cook Inlet*  
Cathy Dale Brough, *Tulsa*  
Monica C. Buenrostro,  
    *South Central Section*  
Linda L. Brooker-Melhoff, *Greater Seattle*  
Debbie Lynn Cameron-Laniga,  
    *British Columbia Coast*  
Alison Frances Chaluer,  
    *Eastern Pennsylvania*  
Gayle Darlene Claus, *Cook Inlet*  
Cynthia T. Coffroth, *Kentucky Blue Grass*  
Jenny Coleman, *Aloha*  
Lisa Corsetti, *Santa Clara Valley*  
Nancy Lee Craddock, *Las Vegas Valley*  
Annmarie Craven, *Central Illinois*  
Jeanne M. Deaver, *Western Washington*  
Angela M. Difasi, *Central New York*  
Janice Elizabeth Dungan,  
    *San Luis Obispo County*  
Elizabeth Maureen Egan, *Easten Ontario*  
Kathryn Anne Farney, *Oragne County*  
Jani M. Fisher, *Florida Suncoast*

Kathie Marie Frasier, *Sacramento Valley*  
Corinne S. Friedrichs,  
*New England Section*  
Tricia K. Gagnon, *Florida Gulf Stream*  
Mary Kell Gibson, *Southeast Section*  
B. Anjani Girwarr, *Southeast Section*  
Jody Kay Hallada, *Minnesota*  
Roswitha Holtken, *Members at Large*  
Noriko Hosoyamada, *Columbia Cascade*  
Cheryl A. Hoyt, *Western Washington*  
Melissa Gwynne Jackson,  
*Greater Detroit Area*  
Margaret W. Jacobs, *Alabama*  
Joy L. Jeffries, *Kentucky Blue Grass*  
Susan Virginia Johns, *Santa Rosa*  
Anne Joyce, *Mid-Atlantic Section*  
Valerie Anne King, *Columbia Cascade*  
Dalene Means Krkosska, *Northeast Kansas*  
Tammy Ann LaBarbera, *Coyote Country*  
Teresa Elizabeth Ledbetter, *Blue Ridge*  
Gail Lively, *Santa Rosa*  
Sharon Ann Madaus, *Aux Plaines*  
Erin E. McEvoy, *British Columbia Coast*  
Christie D. McLain, *Redwood Coast Flyers*  
Laila Marie Menker, *Greater Cincinnati*  
Roswitha Miller, *Cook Inlet*  
Alona Chamai Namir, *San Gabriel Valley*  
Helen Francine Nielsen, *Aloha*

Betty Lorrain Omsundson, *Mount Tahoma*  
Sally Jo Perkins, *Brazos River*  
Margaret T. Peterson, *Arizona Sundance*  
Susan Ruth Pollack, *North Georgia*  
Lynda Joy Prior, *New Zealand Section*  
JoAnn L. Pritts, *Central Pennsylvania*  
Stacy Michelle Pugh, *Southeast Section*  
Jodie Kay Ramey, *Greater Seattle*  
Ellen Jean Reuter, *Wisconsin*  
Linda McRae Robinson,  
    *Eastern Pennsylvania*  
Mary Rose, *Santa Clara Valley*  
Julia Ann Schappals, *Fullerton*  
Linda Lucille Schwartz, *Florida Spaceport*  
Marcella Diane Skandis, *Aloha*  
Nancy Sanger Smart, *South Central Section*  
Gentra Abbey Sorem, *Tulsa*  
Patricia E. Stone, *Connecticut*  
Patricia A. Trusty, *New England Section*  
Melany Ann Walker, *San Fernando Valley*  
Ivy Wallace, *Santa Paula*  
Charla Lower Waller,  
    *New York New Jersey Section*  
Lorrene D. Watters, *Mount Shasta*  
Carol Susan Whitney, *Columbia Cascade*  
Patricia M. Wigfield, *Virginia*  
Susan Lodge Worster, *Santa Clara Valley*  
Renee Lynn Wright, *Rio Colorado*  
Meriam Zanaria, *South Central Section*

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## Sun 'n Fun

BY BARBARA SIERCHIO  
Sun 'n Fun Coordinator

We completed another successful year at Sun 'n Fun, Lakeland, Florida, April 6-12. Nancy Wright and I co-chaired the 99s building, with help from Deboraha Beach, Alice Cutrona, Elinor Kline, Fran Oehler, Lee Orr and Bobbie Roe. Fran Bohrer housed the out-of-town workers.

We signed up 13 new members, including one from Germany and one from Finland. We had almost 400 visitors to our 99s building; 265 of them were 99s. Our guests were from all over the continental United States and Alaska, as well as Finland, Germany, England, Nova Scotia and Newfoundland. We also greeted a number of WASPS who were having a luncheon at Sun 'n Fun.

We proudly displayed our 99s' sign in the Volunteer Workers' Parade, which gets longer and better each year. The Florida Suncoast Chapter provides a welcome center to greet all 99s in attendance as well as sign up new members. Sun 'n Fun '98 will be held April 19-25, 1998. ☀



Kay Cagle, former Mercury Astronaut trainee, in The 99s' tent.



Nancy Wright, Bobbie Roe, Ann Cooper, Lee Orr and Barbara Sierchio.



49 1/2 Stephen Kline, Elinor Kline, Lee Orr and Nancy Wright relaxing at The 99s' building.



Fran Bohrer's (third from left, back row) hangar party was attended by more than 50 people, including Bob Hoover, Ron Machado and Southeast Section Governor Vicki Sherman.



## Relationships... and an aviation career

BY KAREN KAHN  
*Santa Barbara Chapter*

**O**ne of the questions I am asked most frequently concerns relationships and the female airline pilot's lifestyle: How does one manage both a career and a relationship or marriage? The best answer is, of course, very carefully.

Dealing with both a career and a relationship can put a great deal of stress on all three of you. (Three? Yep, that's you, the relationship and your career—all three can suffer or prosper, depending on how you handle it.)

As you begin your aviation career, you'll need to direct your efforts toward convincing your superiors and co-workers that you're serious about your flying and that your personal life can and will continue just as it does for your male counterparts.

You'll be facing the dual problem of wanting to be accepted as a pilot on the one hand and as a woman on the other. It *can* be done without acting like "one of the boys." You merely need to adopt the "professional female" approach. This requires that you maintain high standards in both your flying and personal interactions with other pilots. Avoid the games of one-ups-manship; work to establish a good conscientious attitude that's based on a thorough understanding of your trade and a willingness to learn from everyone.

Remember, you don't have to participate in every round of pilot repartee. Silence and a raised eyebrow or two can earn you much more respect, in certain situations, than trying to partake in some rather questionable conversations. If you find yourself in an uncomfortable situation, walk away. You'll find you command the utmost respect when you don't allow yourself to be drawn into a "boys will be boys" fray.

We've discussed relationships of an informal and co-worker nature, so let's cover the more personal types to see what kind of attention they demand. First, as I'm sure you're all aware, airlines and airports (for you GA and corporate types) are *very* small when it comes to dating and relationships. Being discreet and considerate is the most important.

Many men feel threatened when they encounter competent women, particularly those in their own profession who can immediately assess their skills and separate the hype from the chatter. I've found the best way to handle the situation is to let them know you value their skills and talents and are interested in them as an individual—for who they are, not what they do.

The "real" ones will appreciate your sensitivity and likely reciprocate, providing you with perhaps a new-found special friend. As a button I once owned read: "Men of quality are not threatened by women of equality." Hence, you'll probably find yourself looking for those who are secure in their own right and can appreciate your talents and enjoy the sharing that results when both can contribute to partnership.

You'll find that the real macho types will probably steer away from you, preferring to dazzle those who can be more easily

snowed by their patter. Just as well, since you'd probably find the association frustrating and rather limiting. The possessive types can also prove to be very uncomfortable in a relationship where they expect you to limit your range of action to accommodate them.

As you begin an aviation career, you may find you don't have time for normal relationships unless you find the right type of understanding guy. Because of the amount of effort required to succeed in our business, there is often little time left over to cater to a "high maintenance" partner. Thus, many women pilots find themselves single until their careers are well-established, at which time they can begin to relax and expend the time and effort necessary to develop a mutually satisfying partnership.

Often men won't understand why you choose to be alone rather than be with them. I think it can best be explained by the circumstances of our job. We fly with many males with whom we have to share much time and space each day in the cockpit. When we are on our own and can choose our own company, we look for quality, not quantity. That is, we are frequently much happier amusing ourselves and enjoying the peace and quiet than we would be spending time with someone we don't particularly care to be with. Someone is not necessarily better than no one. We've learned to enjoy our own company and choose carefully when it comes to sharing it with someone else.

If you're already involved in a relationship and begin your airline career, remember that it will take lots of tolerance, understanding and consideration on both sides. You will have a lot of pressure to work hard and succeed as your first airline job takes you away from home and occupies most all of your waking moments. If you move your spouse or boyfriend with you, there's a danger of devoting too much time to him to try and maintain the relationship, when you should be studying and concentrating on doing your best as a new hire who needs to focus on the tasks at hand.

Remember what's important here and devote yourself to your job. You worked long and hard to get it; now's no time to lose your grip by splintering yourself into too many pieces. Asking your significant other to help you by understanding your temporary isolation from him is a necessary part of succeeding at your chosen profession. It's most important that you not carry outside pressures with you to what can be the most demanding period in your career.

As with everything else in life, it comes down to a question of priorities. If you're serious about this career, you'll have to be willing to devote the time and effort required. You can juggle all the requisite balls at once, you just need to do so very carefully with lots of compassion and understanding from both of you.



**If you're serious about this career, you'll have to be willing to devote the time and effort required.**

Karen Kahn is a captain with a major U.S. carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFII and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, a career guidance and interview counseling company based in Santa Barbara, Calif. She may be contacted at 933 Cheltenham Road, Santa Barbara, CA 93105, or via e-mail at CompuServe 76147.135.



# GRASS ROOTS



## British Section

Yvonne Trueman made her third visit to Belize since her only son Julian met his untimely death in that country in 1994 while serving as a helicopter pilot with the British

Army. She makes the trip to put a wreath on Julian's grave and to support "Wildtracks," the jungle playground and environmental education center that her son had been supporting at the time of his death. Yvonne is delighted with the progress she has seen at Wildtracks since her visit a year ago. What they need now is a refrigerator and a washing machine. Yvonne requests that donations for this cause be sent to Mr. and Mrs. Walker, P.O. Box 700, Belize City, Belize, Central America.

## East Canada Section

The Canadian Owners and Pilots Association will hold its annual convention June 19-22, at which time the **Atlantic Chapter** will present a workshop. The **First Canadian Chapter** will staff a booth at the Toronto Aircraft Show the first weekend in May. Members of the **Maple Leaf Chapter** toured a hot air balloon manufacturer in April. —*Pat Crocker*



**Northwest Section** — Members attending the Northwest Section Winter Board Meeting in March at the Sheraton Portland (Oregon) Hotel, pose in front of a 99s wall hanging quilted for Governor Nancy Jensen by her daughter. With Nancy are Treasurer Susan Larson, Secretary Anne English and Vice Governor Marilyn Moody.

## Australian Section

The first 99s "Dine with the Aviators" special dinner was held in Sydney. Australian aviation pioneer and legend Jim Hazelton was the guest speaker. More than 100 aviators and their friends attended. —*Mary P. O'Brien*



*Jim Hazelton with Governor Mary O'Brien and aviator Keith Singh.*



**Finnish Section** — *Eija Soini, Mila Kempas, K. Anneli Kokkola, Leila Jylanki and Ritva Laurila at the Valentine's Day celebration at the Aviation Museum of Finland near to the Helsinki-Vantaa International Airport. It was a warm meeting for the 99 members who could make it for the party and an opportunity for everyone to spend the evening talking about one's pet interest or to get acquainted to a wholly new sphere: aviation.* —*Elja Soini*

## Alabama Chapter

Our Chapter joined with Zonta Club of Birmingham to host an AE luncheon at The Club in Birmingham. This was the first joint venture of the two organizations in this area. More than 75 attended, including members from two Girl Scout groups. Ninety-Nine Sheri Coin Marshal spoke about her life as a physically impaired pilot. All profits from the luncheon were donated to the AE Birthplace Museum in Atchison, Kansas, restoration project. —*Nancy Miller*

## North Jersey Chapter

We held our eighth annual Student Pilot Forum in March at Morris County Community College. An audience of 100 came to hear 12 panelists speak on a variety of aviation subjects, followed by workshops on five subjects: communications, choosing a flight instructor, basic aerodynamics, weather briefings, and things to do after you get your license. —*Aileen Trotter*

## Santa Clara Valley Chapter

Our annual pasta night was held in March at the 94th Aero Squadron Restaurant in San Jose. An auction held during this event raises funds for the San Jose State University Precision Flight Team. —*Pat Lowers*



### Katahdin Wings Chapter

On Jan. 25, our Chapter, along with AOPA and the Portland, Maine, FSDO, sponsored a Winter Aviation Safety Seminar in Augusta. Despite a snowstorm, more than 40 people attended to hear HMC Kym Nixon of the Brunswick Naval Air Station speak about survival situations and demonstrate life-saving equipment.

Susan Hillman and Beverly Haid recently participated in the Angel Flight program in which pilots donate their time and aircraft to provide transportation for those with serious medical or other personal needs. In this case, a woman who was with her seriously ill husband in Boston needed to return home to her family in northern Maine. Sue and Bev made the trip to Boston from Sanford, Maine, in a Beech Sierra and brought the woman home in six hours.

—Debbie Welsh

### Arkansas Chapter

In response to a proposal by the Aerospace Education Center in Little Rock, our chapter has pledged \$500 toward establishment of an audio/video

viewing station at AEC which will feature women in aviation. Chapter members have supported AEC since its beginning, serving on the planning/steering committee and as volunteers since its completion.

—Nelda Donahue

### Women With Wings Chapter

Five members from our Chapter attended the Women in Aviation Conference in Dallas: Lynne Erbaugh, Donna Moore, Bonnie Moorhead, Pam Sprang and Gaye Wohlin. Said Lynne, "A good time was had by all with lots of good resources from which to learn. I highly recommend that particularly our younger gals attend this Conference in the future as it is especially geared to those seeking careers and opportunities in aviation."

—Heidi Dietz

### Wichita Falls Chapter

Last fall we sponsored our First Annual Red River Poker Run. Thirty people flew to five different airports to pick up their poker hands. We were pleased with the response to our first attempt at this type of project. —Betty Kidd



**Manitoba Chapter** — At the annual Winnipeg Flying Club Wings Banquet held in January, the Chapter awarded Sherry Kantymir (center) the 1996 Rosella Bjornsen Flying Scholarship Award of \$700—and an annual membership to The 99s. Sherry is a flying instructor at Confederation College in Thunder Bay, Ontario, and plans to take recurrency training on her multi-IFR rating. On the left is the Chapter's Treasurer, Lou Milhausen; and on the right, Bette Holtman, Scholarship Committee Chairperson.

—Lou Milhausen; photo by Walter Zylich.



### Arizona Sundance Chapter

A busy time. Early in March several members traveled to Casa Grande, Arizona, to help park airplanes for the antique aircraft Cactus Fly-in. The next weekend we held an airlift at Falcon Field, Mesa, Arizona, in conjunction with Women in Aviation Day. Then two weeks later about 15 Sundance 99s and friends painted a compass rose at Falcon Field. Shirley Cochrane and 49 1/2 Hal and Vicki Kerr were instrumental in laying out the compass rose. Lucy Enos painted the 99s logo. A falcon bird will be painted in the center of the compass rose at a later date.

—Kay Kohler

### Crater Lake Flyers

Our Chapter will be hosting our 4th annual fly-in on June 20-22 at Chiloquum State Airport (Oregon). We will be having survival classes on Saturday in the surrounding forest. Following survival we'll have a barbecue and entertainment. Camping will be available on the airport. Prior to the fly-in, flyers will airmark the airport. In August, members will be helping with timing for the Palms to Pine Race. —Mary Carroll



**Greater Seattle Chapter** — Members visiting the Air Station Museum in Arlington, Wash., are Doris Smith, Georgianne Ray, Donna Wilson, Nichole Vander Ley, Doreen Keyes, Marian Hartley, Linda Morrison, Sharon Dieterich, Eva Parks, Sue Pal, Priscilla Cox, Sandy Sullivan, Ann Humphreys (Museum volunteer and member of Western Washington 99s), and visitor Sonya Steiner. The museum is housed in a hangar from 1943 which was used during World War II for training by the Army Air Corp and Navy.

—Marian Hartley





#### Houston Chapter

The Chapter honored Woody Lesika by sponsoring him into the Forest of Friendship this year because of his tremendous contributions to aviation. Woody has been the owner of West Houston Airport since 1973 — the first FAA approved private airport in the U.S. to serve both private and air carrier aircraft under the stringent Part 139 regulations.

In 1984 he built a new terminal building and established one of the finest meeting facilities for aviation groups in the country where organizations such as The 99s, Civil Air Patrol, American Bonanza Society, Boy Scouts of America, Young Eagles, Confederate Air Force and many others with aviation in their veins meet. West Houston Flight School has made it possible for young and old to learn to fly.

Woody holds ratings of air-line transport, flight instructor, powerplant mechanic and has about 8,500 hours flight time.

— Sue Frantz



#### Santa Paula Chapter

In February, more than 30 members from our Chapter and the San Fernando Valley Chapter enjoyed a tour of the Northrup Grumman B-2 facility in Palmdale. We saw four of the aircraft in various stages of manufacture and refurbishment, then were treated to lunch and a presentation.

— Linda Butler

#### San Fernando Valley

Maggie McCurry, initiator of Wings for Greyhounds, Inc., is a commercial pilot with multiengine and instrument ratings. She has been a licensed pilot for more than 10 years. She uses her small private plane and the help of volunteer copilots to fly Greyhounds from the Arizona rescue organizations to outlying adoption centers in California. For more information about this unusual nonprofit organization, call 1-888-493-3596.

#### El Cajon Valley Chapter

We arranged with the Challenge Center, a local rehabilitation center, to take 10 physically challenged adults for airplane rides, freeing them from their wheelchairs.

This "Freedom Flight" was accomplished with five local pilots who generously donated their airplanes. We were also assisted by the U.S. Coast Guard Auxiliary, Civil Air Patrol Squadron 57, and local fuel vendors who donated the gas.

#### Coyote Country Chapter

In February, we had a fly-in to Palomar Airport where 49 1/2 J.C. Boylls, an FBO and FAA Flight Examiner, talked to us about taking bi-annuals and other flight tests. Our March Fly-in was attended by Carolee Sansone, Barbara Brotherton, Vivian Steere, Kathy Buckman and Bonnie Wills.—Vivian Steere

#### Indiana Dunes Chapter

We delivered 178 cases of daffodils to various areas in Indiana for the American Cancer Society. Janice Topp, 49 1/2 Bob Nusbaum, Chris Murdock, 49 1/2 Rawson Murdock, Dee Nusbaum, Loretta Collins and Donna Stevens.



A welcoming banner was provided by a local company for the event and our Chapter furnished refreshments.

Thanks to almost 60 hours of volunteer efforts by a group of women aviators, a compass rose was "moved" to a better location at Gillespie Field. Others besides myself taking part in the project were Patty Years, Doris Ritchey, Edith Kaspin, Frankie Clemens, Eileen Hancock, Anna Stalcup, Carol Biggs and Brenda Moore.—Noreen Crane

#### Florida Goldcoast Chapter

Chapter member Pat Compton was recently the guest lecturer to the local chapter of Zonta International, a worldwide service organization of business executives and professionals with a common goal to advance the status of women. Amelia was a "Zontian" and a Fellowship Award has been given in her honor since 1938 to women pursuing graduate studies in the aerospace sciences and engineering.

Pat gave a wonderful lecture about Amelia and her contemporary female pilots of the time. Many of the audience members were unaware of the trials Amelia went through to pursue her dreams and aspirations. Pat also discussed the events that led up to the formation of The 99s.

On March 26, several Zontians were present at Weeks Air Museum to present Linda Finch with a dozen roses and a plaque commemorating her World Flight '97. Linda

was also made an honorary member in memory of Amelia.

— Laurie Householder

#### Yavapai Chapter

On March 28 Anja Gross of our Chapter and Robert Deford exchanged marriage vows in separate planes over Paulden, Arizona. The bride wore a lovely lace dress and flew a Cessna 140 while the groom, attired in his Army uniform, flew a Stearman. The minister arrived in a Piper Cub Cruiser. The ceremony was performed while in a formation of four at 6,900 ASL.

The traditional kiss was replaced by a wave of wings. It was a most appropriate ceremony for two aviation aficionados, a couple who think flying is more important than eating. A reception was held at Tail Wheels and More but the traditional champagne was saved until later as everyone was planning on more flying.

It was a most unusual wedding, and the most fun of any wedding I have ever attended.

—Joyce Hilchie



Robert Deford and Anja Gross-Deford



## 13th Mile High Derby

The Colorado Chapter will sponsor this popular event on Sept. 27. Pre-race activities of impounding and inspection of aircraft will be on Friday, Sept. 26. The route starts at Centennial Airport in Denver, and goes to La Junta, Colorado, to Taos, New Mexico, with a final fly-by at Aztec, New Mexico. Pilots will then continue to Farmington Airport at their leisure for the awards banquet. Participating pilots in the speed race will fly single and multiengine piston aircraft. \$1,000 goes to the first-place winner and all pilots will qualify for other prizes.

Contact Gretchen Jahn at 303-450-6557 or write to 14437 W. 32nd Ave., Golden, CO 80401-1475 for more information.

## Coyote Country Poker Run

Proceeds from this event on Oct. 4 go to the Kay Brick Memorial Scholarship for continued education in the aviation field. To be eligible for prizes, planes must land at all five airports in the Run: Hemet, Fallbrook, Ramona, French Valley, Oceanside and Gillespie Field. For information, contact Kathy Buckman at 619-758-2629 or Bonnie Wills at 619-728-8973.



Shown here are Ed McDonough, president of Signal Aviation Underwriters, a major sponsor of the U.S. Air Race for the past three years, with Marion Jayne's daughter Patricia Jayne Keefer, president of the race and member of the South Central Section.

## Marion Jayne U.S. Air Race

The 1,900-mile race will be held June 7-12 in Albuquerque, New Mexico. Designated refueling stops are at Guymon, Oklahoma; McPherson and Atchison, Kansas; Farmington, Missouri; Bowling Green, Kentucky; Columbus, Geor-

gia.; ending at Monroe, North Carolina. The three-day event is a challenge to pilots' skills. Two former SR-71 Blackbird pilots from Omaha, Nebraska, have already signed up. To receive information, call 817-491-4055 or fax 817-491-3601.



Esther Grupenhagen with SLO Derby winners Al and Criss Yecny.

## SLO Derby

The second annual SLO Derby sponsored by San Luis Obispo Chapter last October was a smashing success with 21 entrants, triple the number from the previous year.

Race Chair Esther Grupenhagen unveiled the mystery route at the pilot briefing the night before the race. The next morning, with Halloween less than a week away, she donned her witch's hat just before race time and took all Lorans and GPSs hostage. A ransom of a 10-mph penalty

could be paid if the contestants wanted their nav aids back before the race. No one did.

The racing crews and event organizers did some major hangar flying after the race while they enjoyed a hearty hangar barbecue. Witch Esther in a black and gold lame tunic and hat, presided over the awards banquet that evening at the Embassy Suites.

Winners were 99 Criss Yecny and husband Al, owners of Air San Luis.

—Heather Heaps

# RATINGS AND WINGS

## RATINGS

Jenny Beatty	Member at Large	747 Type*
Linda Butler	Santa Paula	Instrument
Marla Gaskill	Women With Wings	IFR written
Kelly Hamilton	Pikes Peak	747 Type*
Judy Longnecker	Indiana Dunes	AIP, MEI, CFI II
Lisa Reece	Katahdin Wings	Sea Wings
Raquel Reid	Atlantic	Commercial, IFR and Multiengine
Ava Sumpter	Houston	Commercial
Nancy G. Swanner	Alabama	CFI
Mart Tait	Katahdin Wings	Sea Wings
Anne Tanner	Santa Paula	CFI
Jacquie Thomas	Greater Detroit Area	ATP
Sue Weitz	Women With Wings	AGI

\* - AE Scholarship, United Airlines

## WINGS: THE SIGN OF A SAFE PILOT.

Melanie Fearnside	Santa Clara Valley	Phase I
Frances Frederick	Women With Wings	Phase I
Doreen Keyes	Greater Seattle	Phase I
Pamela Distaso	San Fernando Valley	Phase II
Joyce Pryor	Alabama	Phase II
Sue Weitz	Women With Wings	Phase II
Linda Carroll	Alabama	Phase III
Jackie Murray	Katahdin Wings	Phase III
Marian Hartley	Greater Seattle	Phase IV
Sandy Thomas	Greater Detroit Area	Phase V
Donna Moore	Women With Wings	Phase VI
Carol Brackley	Houston	Phase X
Pat Frierson	Alabama	Phase X



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

**NANCY HOPKINS TIER**, a Charter Member and member of the Connecticut Chapter, died Jan. 12 at the age of 87. A warm and loving tribute was paid to her on a windy and gray New England winter day in St. John's Church, in Salisbury, Connecticut.

The distinguished Hopkins family included such celebrated relatives as Dr. John Hopkins of medical university fame and the illustrious American artist Charles Dana Gibson, creator of the fanciful "Gibson Girl."

Nancy learned to fly at 18, soloed in 1927 and obtained her license in 1928, the youngest woman pilot in the U.S. at that time. Not one to rest on her laurels, in 1929 she earned her limited commercial license (#5889) at Roosevelt Field, New York. This was swiftly followed with her FAI Sporting License (#7677) and in 1931 with a Transport License (#273) — both signed by Orville Wright!

Early in her aviation career, Nancy proved to be quite dashing and adventuresome. Dur-

ing President Herbert Hoover's Inaugural Parade, Nancy flew so low down Pennsylvania Avenue that, immediately after the Inauguration, altitude flight restrictions were implemented!

Nancy's love of aviation blossomed during the early Air Race and Air Derby era. She became a sales representative for the Viking Flying Boat Company's Kittyhawk aircraft. In 1930, she flew the Kittyhawk as the only woman in the grueling 5,000-mile Ford Reliability Tour and the 2,000-mile Women's Dixie Derby. She was crowned Connecticut Speed Champion in 1931 and Meriden Aviation Pylon Race Winner in 1932. Nancy continued her lifelong tradition by amassing titles and trophies up to 1992 when she loaned her Cessna 170 named Dilly to her grandson so he could prepare for a flying career in the Navy.

At Roosevelt Field, Nancy served as a hostess where she was privy to meeting and hobnobbing with many of America's early aviation greats. It was during this time that she slowed down enough to meet, fall in love with and marry Irving Tier in 1931. Nancy continued her flying



exploits while a wife and mother of three. In 1933, she was one of the first women to fly solo coast to coast.

During World War II she joined the Civil Air Patrol and flew bomb patrols. She was the first CAP female wing commander and served the organization for more than 18 years.

Nancy had a great many aviation achievements and accolades, but perhaps her most ambitious and rewarding project was the creation and fulfillment of the International Women's Air and Space Museum located in Centerville, Ohio. In March 1986 a life-long dream was realized when Nancy presided as the museum's president on opening day, a position she held

until 1994.

From the time she attended the 99s' first meeting in 1929 on Curtiss Field, Long Island, she remained a lifelong member and mentor. Locally active and affiliated with the Connecticut Chapter, in 1977 she was selected "Woman of the Year" by the New England Section.

Nancy passionately supported the advancement of women in aviation. She was a pioneer woman pilot in the truest sense who not only witnessed the incredible flowering of aviation in our country, but was very much an active participant, mentor and outstanding role model.

She will be greatly missed by all who knew her, but we can be heartened by her many legacies. She may have gone to New Horizons, but she is soaring with the eagles!

Nancy is survived by two sons and a daughter who live in Vermont, David in Middlebury, Benjamin in Shelburne, Mary Anne Oxford in Cornwall; and a sister in California, six grandchildren and several great-grandchildren.

—Martha Dunbar, Governor  
New England Section.

**MARY HAZLIP**, Los Angeles Chapter, died in January after a long and full life, a life that made its mark on aviation. She was one of a tiny minority, so certain of the future potential of travel in the skies, in spite of the public apathy toward general aviation in the late 1920s and up through the 1930s.

Mary always said the highlight of her flying career was meeting and marrying Jim Hazlip, her flight instructor. The courtship lasted three weeks, the love affair lasted the rest of their long lives. As a married couple, they were con-

spicuous at all the big races and flying events of their era, first in America and then in Europe.

Mary's instructor taught her well. She was the second woman ever to hold a commercial pilot's license. She held three flying records: two for altitude in the light class and the prestigious Women's Speed Record, which she set at the Cleveland National Air Races in 1932 and which stood for seven years. She was the first person to fly using 100 octane gas and the first woman inducted into the Oklahoma Aviation Hall of Fame.

In 1983, the OX5 Aviation

Pioneers honored her as the Outstanding Pioneer Woman Pilot.

Mary was a test pilot for the American Eagle Company and the Spartan Aircraft Company. She became chief test pilot for Buhl Aircraft Company, a subsidiary of Ford Motor Company.

She competed in many races in 1929 and '30 but her favorite races





were the closed circuit pylon races.

Mary and Jim were among the few people who made a successful crossing of the North Atlantic in the Hindenburg. They took their Beech Staggerwing as baggage stowed in the cargo hold and lived in Europe for several delightful years, exhibiting the Beechcraft at airshows.

After World War II, with experienced young pilots returning home, Mary liked to quip that there was little demand for an aging lady test pilot. So she stopped flying and took on a career in real estate in Malibu and Pacific Palisades, California.

With her vivid memories, her wit and her never-ending

of tales about flying, she was in great demand as a speaker. Those of us who loved this charming and gracious lady and enjoyed her keen intellect will always cherish her memory and feel richer for the pleasure of her company.

—*Eugenia Rohrberg,  
Los Angeles Chapter*

**DOROTHY FRANCES ROACH ALBRIGHT**, former Chairman of the Montana Chapter, died March 18 in Roundup, Montana, after a fight with cancer. She was born in 1920 in Vancouver, Washington. Dorothy served in the Navy WAVES during WWII. While working for Camp Fire Girls of America, she met and

married Rolan Tedman Albright and the couple operated Albrights Poultry in Lewiston and Juliaetta, Idaho, and Albrights Flying, Inc., in Roundup.

Dorothy was recently honored by Montana Aero Division for her years of dedication to the 99s airmarking program. Montana has lost a great advocate of general aviation.

—*Tina Pomeroy*

**ADELE BINSFIELD**, Michigan Chapter, died on Feb. 14. She joined The 99s and our Chapter in 1947. She chaired many committees, flew in several SMALL races and was a copilot in two Powder Puff Derbies. —*Grace Lienemann*

**DONNA HALE MAZE**, a charter member of Arkansas Chapter, lost her battle with cancer on March 21 in Little Rock at age 68. Donna began flying at age 16 and flew crop dusters while still in high school. She was a skydiver and a member of the Civil Air Patrol. —*Nelda Donahue*

**MARGARET E. RADKA**, Michigan Chapter, died Dec. 31, 1996. She and her husband, Elmer, took flying lessons together and became licensed pilots on the same day: Sept. 28, 1960. She flew in two of the SMALL races placing 11th in one of them. She is survived by her husband.

—*Grace Lienemann*

**LOUISE SACCHI**, 83, Eastern Pennsylvania Chapter, died in Jenkintown, Pennsylvania, March 22, after a lengthy illness. She was born in New York City, the daughter of the late Gustavo Adolpho and Teresa Coulbourn Sacchi. Her family relocated to the Philadelphia area in 1926.

Louise started her career as a nurse and lab technician in 1932 and in 1938 became a medical technologist for New York Life Insurance Company, but her true love was flying airplanes and in 1939 she received her private pilot certificate.

After trying for many years to find employment as a pilot, she finally landed an aviation-related job in 1942 as the Advanced Navigation Instructor at the #2 British Flying Training School in Terrell, Texas. She earned her Commercial Pilot Certificate in Texas and returned to New York in 1944.

She taught flight instruction in Long Island, New Jersey and Pennsylvania. From there until 1962 Louise logged many



firsts in aviation, including the first woman corporate pilot and the first woman to run a seaplane base on the Delaware River.

In 1962, she was asked to be copilot on a trans-Atlantic flight and that event would develop into a 16-year career as a ferry pilot. After three years of freelancing trans-Atlantic ferrying of small aircraft, she started Sacchi Air Ferry Enterprises (SAFE).

She soon developed a reputation for delivering aircraft quickly, safely and responsibly

across the North and South Atlantic and the North and South Pacific Oceans. Between 1962 and 1978 when she retired, Louise delivered 333 airplanes, both single and twin-engine, all over the world. Most of the aircraft were Beech — from Musketeers to King Airs.

In 1971, Louise set a world speed record for single engine, piston-powered general aviation airplanes from New York to London. She is the author of two books: *Ocean Flying* and *The Happy Commuter*.

Louise served as newsletter editor for the Eastern Pennsylvania Chapter for many years, was a member of the Aero Club of Pennsylvania, the National Aeronautical Association and the American Bonanza Society.

Louise has been recognized by numerous aviation organizations, including the Distinguished Service Medal from Beech Aircraft in 1968, the Wright Brothers Award from the Aero Club of Pennsylvania in 1971, and most recently the FAA Award for Distinguished Service in 1996. She was featured in an article in the March 1997 *FAA Aviation News* during Women's History Month.

Louise is survived by three nieces, two nephews and many friends around the world.

—*Marge Gorman, Mary Wunder and Lois Erickson*

#### March/April Correction

Credit for letter on page 5 was attributed to Fay Gillis. We have learned it was drafted by Clara Treackmann Studer and signed by four Curtiss Wright women pilots: Marjorie Brown, Frances Harrell, Neva Paris and Fay. — The Editor



## GA News

## AIR, Inc.

Aviation Information Resources, Inc., the largest airline pilot career information service, has just published its new 1997-98 U.S. Airlines Salary Survey. The 140-page edition provides estimated average monthly pay rates for 53 airlines. The publication is available to Air, Inc. members for \$35, as well as non-members for \$40, plus \$4 shipping and handling. Call 1-800-247-2777.

## AWC groundbreaking

Groundbreaking ceremony for the new home of the Aviation Weather Center took place March 4 in Kansas City, Missouri. The groundbreaking signified start of construction on a 95,000-square-foot, \$10 million facility. The facility will be completed in the summer of

'98. It will provide a cost-effective investment, renewed efficiency and will represent a commitment by the U.S. government to provide the best aviation weather forecasts and training for National Weather Service forecasters and technical support personnel in the world.

The Aviation Weather Center is the national center for weather information used daily by the FAA, commercial airlines and private pilots. At its new location, the AWC will grow to accept global forecasting responsibilities. The National Weather Service Training Center is the sole institution for training National Weather Service meteorologists, hydrologists, science officers, electronics technicians, computer support personnel and maintenance personnel.

—Carolyn Kloth,  
Greater Kansas City  
Chapter

## BOOKS

## SHARPIE

**The Life Story of Evelyn Sharp** by Diane Ruth Armour Bartels 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. The \$21.95, 344-page book containing 105 photographs may be ordered by calling 1-800-216-8794.

—H. Glenn Buffington

## THE HAPPY COMMUTER

This book by Louise Sacchi may be purchased from the Eastern Pennsylvania Chapter of The 99s. Send your check for \$15 to Mary Wunder, 743 Collegeville Rd. Collegeville, PA 19426. The

proceeds will go to the Chapter. It is great reading and a true account of Louise's flying career.

## FLIGHT GUIDE FOR SUCCESS

Ninety Nine Karen Kahn has collected 40 of her career advice columns which have been published in various aviation magazines into an airline pilot career compendium. Copies are available for \$19.95 plus \$2.50 s&h. (See Classifieds for Karen's address.)

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## CORRECTIONS

In the last issue:

- Governor Vicki Lynn Sherman's name was misspelled.
- The Southwest Section Meeting will be held on Sept. 19-21, not Oct. 19-21.

## TOUCH &amp; GO'S

• **Marilyn Wilson**, Central New York Chapter, helped organize the American Heart Association Run/Walk Weekend. The event raised a whopping \$674, 200 during Heart Weekend '97 which drew 5,719 participants.

• **Lisa Cotham**, New Orleans Chapter, received her Bachelor of General Studies in May.

• **Elizabeth Clark**, New Orleans Chapter, is president of Women in Corporate Aviation.

• **Audrey Cook** won the Northwest Airlines scholarship at the Women in Aviation Conference for a type rating of her choice.

• **Jetta Schantz**, Florida Firstcoast Chapter, was selected by the National Aeronautic Association for one of the 10 Most Memorable Record Flights of 1996 and honored at the NAA Awards Ceremony at the National Air and Space Museum in Washington, D.C., April 28.

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Katharine Hepburn



Lucille Stone: Circa 1930's

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