



# INTERNATIONAL WOMEN PILOTS

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



## Type-Rated Trio

Jenny Beatty, Kelly Hamilton and Janet Patton,  
receive Type Ratings donated by United Airlines  
to the AE Scholarship Program.

# "GIVE WINGS TO YOUR DREAMS"

A Project to Benefit the Amelia Earhart Birthplace Museum Home Restoration



## SPECIALTY ITEMS



**New!**

**Notecards**

8 cards with  
envelopes  
only \$10

Short Sleeve T-Shirts – \$15

Long Sleeve T-Shirts – \$20

Sizes: Adult – S, M, L, or XL (XXL add '2)

Mugs – \$10 each

To order the prints, t-shirts, notecards or mugs call:

**1-800-344-0708**

J. Franklin Gallery • 3605 Beck • St. Joseph, MO 64506

Shipping/handling charges extra. We accept MC/Visa/Discover/AmExp.

***"Give Wings to Your Dreams"***

by Diana Augustine-Heckman  
A Limited Edition of 999

**SPECIAL OFFER  
THIS ISSUE!**

Unframed L/E Print Only – \$44<sup>99</sup>

16"x20" Framed\* Prints  
(was \$129<sup>99</sup>) – Now \$99

Frames — Your choice...Gold or Oak.

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

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



# 99 NEWS

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

Published by

THE NINETY-NINES INC.

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

## International Headquarters

Box 965, 7100 Terminal Drive  
Oklahoma City, OK 73159, USA  
405-685-7969 Fax: 405-685-7985  
e-mail: 102126,135@compuserve.com  
www: http://www.ninety-nines.org.

Loretta Gragg, Executive Director  
Cindy Rusher, Classified Advertising Sales

## Editorial Committee

Lois Erickson, Pat Ward and Carolyn Carpp  
Lu Hollander, Editorial Consultant

Betty Rowley, Editor

Jim Simpson, Art Director

Tom Hutchinson, Coordinator

PATRIC ROWLEY PUBLISHING

807 N. Waco, Suite 22, Wichita, KS 67203

Fax: 316-263-7350

## DISPLAY ADVERTISING SALES

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



## BOARD OF DIRECTORS

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

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

## COUNCIL OF GOVERNORS

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



# INTERNATIONAL WOMEN PILOTS®

THE OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

July/August 1997

Volume 23, No. 4

COVER: Three AE Scholarship winners earn Type Ratings at United Airlines

## President's Perspective

by Lois Erickson ..... 5

## Reach for the stars

by Jenny Beatty ..... 6

## Getting Type-rated

by Ann Leininger ..... 7

## How I became an airline pilot

by Sylvia J. Otyka ..... 8

## Collegiate pilot, by Megan Curry ..... 9

## How I learned about The 99s

by Lesley Miller ..... 10

## Long distance 99 friendship

by Clarice Bellino ..... 11

## Memories of Louise Sacchi

by Marge Gorman ..... 11

## Forest of Friendship

by Norma Vandergriff ..... 12

## AE Birthplace Museum report

by Marilyn Copeland ..... 13

## National Congress on Aviation and Space Education

by Sigrid Ramelli ..... 13

## My first balloon ride

by Kay Roam ..... 14

## World Flight '97

by Pamela O'Brien ..... 15

## Melanie Rader wins Webster Memorial Trophy

by Pat Crocker ..... 16

## Rosella Bjornson inducted into Canada's Aviation Hall of Fame

by Marie Oswald ..... 16

## National Intercollegiate Flying Association

by Sharon Ann Schorsch ..... 17

## Part IV - Staggerwing Beech Commemorative Tour

by Christine St. Onge ..... 18

## GRASS ROOTS

Section and Chapter News / Races and Rallies / Books / Ratings and Wings  
New Members / New Horizons / Classified Advertising ..... 19-24

## STATEMENT OF EDITORIAL POLICY

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

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

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

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

### Annual Dues:

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

Overseas - \$44 (U.S. dollars)

One-time initiation fee: \$10

Non-member subscription rates: U.S.: \$20

Canada and other countries: \$30 (U.S. dollars)

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

Copyright 1997

## 1997 JULY

**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

**6 — All Canada Section Meeting**, Mary Lee Burns, 604-736-4340

**7-9 — Canadian Women in Aviation Conference**, University of British Columbia, Mary Lee Burns, 604-736-4340

**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

**23-24 — Pacific Coast Air Museum Annual Open House**, *Celebration of Women in Aviation*, Sonoma County Airport, Santa Rosa, Calif., Sue Canavan 707-575-7900 or 707-545-8838

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

## SEPTEMBER

**6 — 1997 Chico Airshow**, Chico Municipal Airport, Chico, Calif., Diane Schneeweis

**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 — South Central Section Meeting**, Arlington Hilton, Arlington, Texas, Ellen Hamlett, 817-491-3069

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

**4 — San Fernando Valley Air Derby**, Van Nuys, Calif., to Mesquite, Nev. Mary Rawlings, 818-888-5360 or fax 818-888-1402

**4 — Coyote County Chapter Poker Run**, Kathy Buckman, 760-758-2629

**11 — Second Annual Fayette AirShow '97**, Fayette Regional Air Center, La Grange, Texas. Margo Johnson, 409-968-5756 or 1-800-LAGRANG

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

**8-12 — Staggerwing Museum Foundation Convention**, Wichita, Kan., Mattie Schulz, 615-455-1974

**18-19 — New York/New Jersey Section Meeting**, Canandaigua, N.Y., Finger Lakes Chapter, Charlotte Shawcross, 716-229-4165

**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

**30-11/2 — International Board of Directors Meeting**, Oklahoma City, Okla.

**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 Prophet, 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

## JULY

**8-12 — The Ninety-Nines International Convention**, Guadalajara, Mexico, Pat Ward

### 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 #C116  
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

• **September/October:** Convention highlights, AE Scholarship winners, Second Floor Museum at Ninety-Nines Headquarters and Canadian Women in Aviation conference.

• **November/December:** Pilots who fly for the airlines and the schools who trained them.

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

—The Editor

## NOTAM

### Join us at AOPA Expo Orlando

In 1995, after several years of absence, The Ninety-Nines restored their presence at the AOPA Expo with a very successful booth at Atlantic City, New Jersey, staffed by local volunteers. We greeted many members and potential members, promoted our programs to the general aviation community, sold a variety of merchandise and gathered for an informal meet-and-greet breakfast. Last year, we continued the pattern in San Jose, California. The numbers increased in each category.

We will continue the trend in Orlando, Florida, in October. The AOPA Expo is being held at the Marriott's Orlando World Center on Oct. 23-25.

If you wish to volunteer to help in the booth (day pass to exhibits) or meet for our special brand of fellowship over Saturday breakfast, contact Judie Rancourt, 8777 SE 70th Terrace, Ocala, FL 34472, 352-347-2828.

—Bev Sharp, AOPA Coordinator





Lois Erickson

## PRESIDENT'S PERSPECTIVE!

### Teamwork

SUMMER WEATHER IS HERE and the flying events are on! Here on the North American continent, the Air Race Classic, Buckeye Air Rally, Palms to Pines, Back to Basics, Michigan Small Race,

Hayward Air Race, Okie Derby and the Illini Air Derby are just a few of the opportunities to sharpen personal skills and proficiency while promoting safe flying.

Across the Atlantic, the British Women Pilots Association is planning a Young Eagles day in Scotland and a fly-in to the Royal Airforce College Cranwell, Sleaford, Lincs. BWPA members, many of whom are 99s, will be visible at the Popular Flying Association's Air Rally at Cranfield Airfield Bedfordshire, reported to be the largest gathering of aircraft outside the United States. More than 1,500 aircraft are expected to visit the rally. BWPA members will also have a fly-in to Caernarfon Airport to participate in a painting workshop being held jointly with the Guild of Aviation Artists.

In August, the 2nd International Ladies Cup will be held at Eindhoven, The Netherlands. The Federation of European Woman

Pilots Annual General Meeting will be held in conjunction with this air rally.

At most of these flying events, many volunteers are there working to make it a success. Without all these dedicated people, none of our activities, including our Section meetings and our International Convention, would be as successful. Without volunteers, many of the aerospace and education projects would never get off the ground, much less continue and grow, as we reach out to the communities in which we live, work and fly. Volunteers often work without being recognized and without seeking awards or attention for themselves. These individuals are the organization's greatest inner strength—and sometimes our best kept secret.

These Ninety-Nines teach children, participate in Flying Companion Seminars, staff the sales and information booths at trade fairs, make the phone calls and raise funds for scholarships. In addition, they serve as student pilot mentors to assist FBOs and flight instructors as part of the 99s' commitment to the GA Team 2000 industry-wide efforts to increase student pilots starts, work the race stops and do much, much more. We owe our volunteers a debt of gratitude and immeasurable appreciation.

From all of us, to all of you who give so much of yourselves to make our aviation events and projects a success: *Thank you, thank you, thank you!*

Teamwork is the ability to work together toward a common vision; the ability to direct individual accomplishment toward organizational objectives. It is the fuel that allows common people to attain uncommon results.

## LETTERS

I CAN'T TELL YOU WHAT a pleasure it is to have met Lois Erickson and fellow pilots in your organization! I felt right at home and can't wait to join our local Chapter.

The knowledge that there are people out there to support and nurture female pilots is very refreshing. At any time when we are taking giant leaps towards success, you have helped to lay stable bricks on which to step.

I guess it was my lucky day that you came in to Ruby Tuesday and I am so pleased to finally find a home! So I hope to hear from 99s Headquarters soon and am more than anxious to see what the whole organization is about!

—Kale Kurtzman

**Editor's note:** Kale met the 99s group in a restaurant during the Southeast Section meeting and is now a member of the North Georgia Chapter.

AS A FOLLOW UP to our previous discussions, we appreciate the strong support of the 99s for GA Team 2000. As you know, our market research was very encouraging about the potential of the women's market and we feel that your organization can be an important factor in getting women to take the \$35 Introductory Flight Lesson and mentoring them through the learning-to-fly process.

We would be pleased to have The Ninety-Nines as a GA Team 2000 Affiliate Member. We would list your organization on our publications and information releases and make available to The 99s our newsletters and materials. We would expect The 99s to continue to promote the program in your magazine and Chapters and run the "Be a Pilot" ad on a pro bono basis as other industry publications are doing.

We look forward to working with you on this urgent industry program.—Edward W. Stimpson, Chairman, GA Team 2000

I JUST WANT TO TELL YOU how very pleased I am with the new *Ninety-Nines History Book* I received recently. It is exquisitely done, from the binding and beautiful cover with my name on it to the content and pictures.

I had been looking forward to it with some trepidation as it seemed so long in coming—but the wait was well worthwhile. This book not only is a valuable resource where women in aviation are concerned, but also a keepsake to treasure always.

This book is full of my friends. Their achievements humble my soul, their stories and photos warm the heart. I thank you very much for your part in its creation.

—Diane M. Cozzi  
Chicago Area Chapter

THANK YOU for your great work with our magazine! Its quality seems to get better each time. Keep up the good work.—Marie Oswald, Alberta Chapter

I LOVED the recent cover of the magazine.—Pamela O'Brien, Sacramento Valley Chapter

**Letters to the Editor**, with the writer's name and Chapter, should be sent to Betty Rowley, 807 N. Waco, Suite 22, Wichita, KS 67203 or faxed to 316-263-7350. Letters may be edited for space and clarity.

### NOTICE

Bios and photos of the AE Memorial Scholarship Fund judges and the AEMSF winners will be published in the next issue. The judges were Julie Broderick, vice president for AMR Combs; Nadia Roberts, president of Flight Research, Inc.; Joseph Bidwell, Retired Executive Director of General Motors Research Lab; and Mort Crim, journalist and pilot.



# Three 99s earn United Airlines Type Ratings together

**M**ARCH AND APRIL found 99s Jenny Beatty and Kelly Hamilton, both of the South Central Section, in training at the United Airlines Flight Center in Denver. They were delighted to cross paths with 99 Janet Patton. All three were there to complete their Type Rating Awards donated to the 99s Amelia Earhart Scholarship Fund by United Airlines.

**Jenny Beatty**, a member-at-large of the South Central Section, was awarded this AE scholarship in 1995. During a working vacation from her job as MD-80 captain at Reno Air, Jenny achieved the Boeing 747 Type Rating.



Kelly Hamilton

**Kelly Hamilton**, a 1996 AE scholarship recipient and Pikes Peak Chapter member, is retired from the US Air Force and is currently executive director of enrollment for the Dowling College School of Aviation and Transportation in New York. Kelly also successfully completed the Type Rating program on the Boeing 747.

**Janet Patton**, Michigan Chapter, was awarded an AE Scholarship in 1996. She took leave from her position as DC-9 first officer at Spirit Airlines to take training for a Type Rating on the Boeing 737.

Many thanks to United Airlines, which has been most generous in providing this invaluable training to the 99s Scholarship Program, thus helping women pilots further their aviation careers.



Janet Patton

## Reach for the stars

BY JENNY BEATTY, *South Central Section*

*"If you want to be an airline pilot, think BIG!"* said the note from my flight instructor upon completion of my commercial-instrument checkride in 1982. A toy model of a 747 drove home the point that it is never too early to set your sights on a goal. After all, training to become a professional pilot begins with your first flight lesson.

That model 747 accompanied me through many moves across country and up the career ladder as a flight instructor, freight dog and commuter airline pilot. Recently, I dug the tiny airplane out of a storage box so that it could sit on my bedside table as I studied and reviewed jet aircraft systems and emergency procedures. It reminded me to stay focused as the classroom instruction and simulator sessions dragged on and on, as the numbers filling my brain struggled during dinner to align themselves in a meaningful way, and as I woke up suddenly at night performing engine shutdown actions from memory.

Then, after five weeks of training, more than a decade of thinking *big*, and a lifetime of dreaming, it all culminated here on a simple, two-engine visual approach. With a quick glance at the VASI lights, I assessed our glide path but found small comfort in knowing I could command nearly 100,000 pounds of thrust with the nudge of one sweaty palm. A two-engine

visual approach is routine for a pilot who has been flying light twins for years and now flies a twin-jet airliner. But the thrust from two engines does not go very far at a gross landing weight of more than 250 tons.

As I called for the landing gear to be extended, another surge of adrenaline coursed through my veins. The FAA examiner leaned closer to peer over my right shoulder, for I was committed to landing with no second chances. Because, you see, this two-engine approach was not normal. In a Boeing 747, it is considered an emergency maneuver.

Even with one engine shut down from fire, another engine flamed out, and with a small village of people on board, the 747 still maneuvered like a fancy, power-steering-equipped Buick. On the final descent, at 100 feet, its long wings seemed to reach out to feel for the runway, and the nose

bobbed up instinctively as we entered ground effect. Despite having a relative neophyte at the controls, the 18-wheeler placidly dipped its toes onto the asphalt for a gentle touchdown, the same as always.

Seemingly oblivious to my nervous tapdancing on the pedals, the lumbering craft came to a smooth stop on the centerline, as if it never intended to do otherwise. "Piece of cake!" as my flight instructor used to say.

Although I was not sitting in the actual three-story-high cockpit of the 747, neither was this just a dream. The flight simulator felt realistic enough, and when the FAA examiner shook my hand, the new type rating on my pilot certificate was most certainly real.

In addition to hard work, the opportunity to pilot a 747 airliner does not come without the vital help and encouragement from family, friends, and mentors like my flight instructor. My dream was also realized thanks to the support of The 99s, the dedication of the Amelia Earhart Memorial Scholarship Fund Trustees, and the generosity of United Airlines, which has donated training for two type ratings to The 99s each year since 1995.

I challenge each of you to reach for the stars, and also to do whatever you can to help others realize their dreams. Remember, you can't win the race if you don't enter. So think BIG!



Capt. Jenny Beatty in a 747 simulator.

*Capt. Jenny Beatty is a third-generation female pilot who flies an MD-80 for Reno Air.*



# Getting Type-rated

BY ANN LEININGER, *Oklahoma Chapter*

**W**ELCOME TO MY DREAM! Sit back, relax, close your eyes and imagine being in my shoes. Just over a year ago, I came home from a long work day as chief flight instructor for the University of Oklahoma to find in my mailbox a letter from Charlene Falkenberg and the AE committee.

I'd always heard that fat envelopes were good news, and this one was *fat*! My mom told me to open it in a hurry, but I couldn't. It was better to just carry it around for awhile and think I did have it, than to know that I didn't. After much prodding, I finally opened the letter and learned I had received an AE Scholarship for a Type Rating. What a way to start a dream!

I was overwhelmed by congratulations from friends when I received my award at the 1996 Convention. I wasn't really sure I could do the job—especially when two 12-inch boxes of books arrived in August! Along with completing 80 hours of home study, I was to pass a test the first day of class. No pressure there!

For months, I made notes and prepared flash cards and memorized everything that passed before my eyes. I couldn't study enough to satisfy my curiosity or my nerves. Everyone was great; they kept encouraging me and telling me I was overstudying.

Finally, it was time for the real class. I arrived in Phoenix in time to visit Jet Tech and be invited to observe a simulator lesson the next day. Afterward, I went back to my room and studied all that night and the next day.

Then came the day of reckoning. After reviewing one more time, and looking again at all the cards and letters of encouragement I'd brought with me, I thought, "If everyone believes I can do this, maybe I can." As I was walking to my "home" for the next two weeks, I thought, "Well, I'm about to meet my new best friends."

Boy, was that an understatement! My classmates, four guys, were my shadows and my crutches: one corporate, one airline and two military pilots (one heavy and one fighter). The F16 driver and I were the only two who would get to fly an actual airplane, since neither of us were Type Rated. The guys were great about accepting a "girl."

Ground school was intense, but all my long hours of advance studying paid off. After five days of ground school and five nights of completing home tests, we took our orals and our CPT (sim) rides.

My biggest fear with orals was being able to correlate everything I'd learned into something that would make sense. My examiner, a check airman from Southwest Airlines, said, "I've gotten the simulator for us to take our oral in." My first thoughts were, "I'm doomed." But, completing orals in the sim really helped make sense of everything.

Then the real fun began. Continue my dream with me during five four-hour simulator rides, all scheduled late at night—two at Jet Tech in a three-axis and three at SabreTech in a six-axis simulator. They were a lot of fun; however, they are very pitch-sensitive, and I struggled with motion sickness—something I'd never experienced before.

Simulator sessions consisted of emergencies, emergencies, steep turns, emergencies, instrument approaches and holding patterns and more emergencies. I think you get the

picture.

The first night in the six-axis sim, I took off, climbed through a cloud deck and began steep turns. The stars almost did me in! But, after a couple of hours, I began to overcome the feeling of sickness. These sessions were intense and I always left drenched in sweat. It's amazing how a little "play" flying time can make you work so hard.

My sim checkride was probably my best night of flying, but the part that really gave me chills was flying an actual B737. Three of us took the checkride in El Paso, accompanied by the copilot, a check airman from Continental, the check airman from Southwest, and our instructor. It's a pretty incredible feeling to have only six people on a B737. You definitely have a choice of seats!

Instead of the 737-200 we expected to be in, we climbed aboard a 737-500, glass cockpit and all. Whoa, amazing! Our flight consisted of taking off and circling to fly an ILS to 100 feet, completing a missed approach and entering the traffic pattern for a touch-and-go. (Yes, even in a 737, you do touch-and-go's.)

I remember thinking, "All my life I've been told no matter how big, they all fly the same." My flight? It was a lot easier than the simulator and truly one of the great experiences of my life. I cannot tell you the feeling I have every time I see a 737 pass overhead and I think, "I can do that."

If you are wondering how this dream ends. I'll let you know when I wake up. Even though I completed my training several months ago, I still can't believe I did it. Just writing about it brings tears to my eyes. I mentioned all the congratulations I received when my scholarship award was announced at the 1996 Convention. What I didn't mention was my feelings of confusion at receiving them. Instead of *receiving* congratulations, I'm the lucky one who should be thanking all of you 99s. You gave me my opportunity to fulfill a dream—earning my Type Rating was the easy part. You all did the hard part by making this financially possible for me. It was your hard work fundraising to support the AE Scholarship Fund that makes this opportunity possible.

I hope each of you will take a minute to stop and congratulate yourselves for the dreams you are making possible for your eager fellow pilots. What else can I say but, "Thanks a million for fulfilling my dream and congratulations to you." ✨

*Editor's note: United Airlines provides funds for two Type Ratings to members of The 99s. In 1996, Ann Leininger's scholarship was the first awarded from 99s' funds. Ann became a 99 and Oklahoma Chapter member in 1990, and the Type Rating she received was a result of her second application for an AE Scholarship.*



*Ann Leininger upon completion of her type ride in a B737-500*

**"...two 12-inch boxes of books arrived in August... For months, I made notes and prepared flash cards and memorized everything that passed before my eyes. I couldn't study enough to satisfy my curiosity or my nerves."**



# How I became an airline pilot

BY SYLVIA J. OTYPKA, *Colorado Chapter*

**I** STARTED FLYING ON A WHIM when I was 18 and needed a new challenge. I signed up for Private Pilot Ground School—whatever that was. I soon found out and after I took my introductory flight, I was hooked. I was living with my parents, working full time and taking flying lessons after work at an airport nearby. It was my big secret until I soloed and just had to tell someone. My parents, however, were not as excited as I was and thought I was wasting my money. But four months after my initial flight, I had my license. I sure had a lot to learn, though. I mastered flying tail draggers and took a 10-hour aerobatics course. I couldn't look up into a bright blue sky without wanting to scribe loops, rolls and hammerheads.

Then someone mentioned airframe and powerplant (A&P) school and I jumped on it. I was hungry to know all about airplanes. I just wanted to learn the basics and planned to leave after the first semester. Two years later, I had my A&P licenses as well as my commercial and instrument ratings. Then I heard about Air Traffic Control school. Everyone close to me discouraged this endeavor; they said it was too hard, that 50 percent of the people washed out of the four-month school, and more during the job training. They were right. I did it anyway and finished fourth in my class.

I was an air traffic control operator for two years and absolutely hated it. I abhorred watching everyone do what I wanted to do—fly airplanes. However, I didn't have confidence that I could make a living at it. I bought a little airplane and pattered with it. I got my multiengine rating and flight instructor ratings—basic, instrument and multiengine—but that wasn't enough.

Building flight time was tough. I flew parachute jumpers, towed gliders and banners, gave airplane rides, flew blood for the American Red Cross and daffodils for the American Cancer Society, and begged pilots to let me fly in the right seat of their twins. Then I quit ATC and started instructing, doing pilot service and charter work. I was flying part time as a copilot for a corporation and heard about a full-time job opening at a town I visited. I got a job flight instructing and flying canceled

checks in a single-engine airplane (VFR Part 135). When I went to the FAA to get my 135 check, the examiner was impressed and called me when he heard about a job flying twin-engine airplanes.

I had almost 1,200 hours of flight time when I acquired a night freight job in light twin-engine aircraft. Guess who did all the loading and unloading of the freight?

Fifteen long months later, I obtained a job flying turboprops for a regional commuter airline, which I stayed with for two years. The transition from being pilot-in-command and always in charge to becoming a first officer was a difficult one. When I upgraded to captain, I took all those hard-earned lessons and made sure that I wouldn't make the life of my copilots as miserable as it had been for me. And that worked well: I had the most wonderful job of my career.

While I was doing all this flying, learning to fly and sidetracking in other aviation careers, I also worked on a four-year degree at night school. After a mere nine years, I finally got a business aviation degree and had built up enough flight time (4,500 hours) to get an airline job.

Getting into the airlines seemed like a full-time job: requesting applications and completing and submitting them every month accompanied by the latest updated resume and appropriate letter. I wanted to work for Northwest Airlines so bad that I sent them a letter every week until they responded by asking me to stop writing them. (That's what you call crossing the line from persistence to becoming a pest. They never did offer me a job.)

After interviews with three airlines, one hired me. Then another called. I worked for the first one for just under a year and then left. (I was afraid they wouldn't be around for my whole career, and indeed, they have since gone bankrupt.)

I started at another major, then became involved in a pilot strike and was, fired for not crossing the picket line, unemployed for five long months, and then rehired by that same airline. Just over a year later, the airline won a lawsuit and threat-

ened to fire the group I was in unless we gave up our seniority and started at the bottom, which we did. It wasn't until seven years later that we got our seniority back.

The first five years was a troublesome time, partly from the politics, and partly from the difficulties of being a woman in a male-dominated job. It took a while for me to learn how to deal with bullies and for some good old boys to learn how to work with people who were different.

My aviation career has had some side-

tracks because there were no resources or role models to encourage me. As an air traffic controller, I saw some people who were much older than I who didn't make the sacrifices to achieve the flying career that they really wanted. They were unhappy, angry and frustrated because they weren't doing what they loved to do.

There are many more resources available now than there were 20 years ago to help stay on the right track. There were times when I became really discouraged. I was rejected by a commuter airline because they didn't think I could handle their big turboprop airplanes and now I drive an 18-wheeler—a Boeing 747-400! Friends and family thought I was chasing smoke and frequently tried to dissuade me because they didn't want to see me fail. But how much bigger a defeat it would have been if I had never tried!

*Sylvia Otypka is a pilot for United Airlines with more than 11,000 hours of flight time. She has been a pilot for 21 years, working for United since 1985, with type ratings in the Boeing 757, 767 and 747-400. She was a 99 member in 1979 and 1980 in Minneapolis, Minnesota, but lost touch with The 99s when her flying career started taking her around the country. In January, Sylvia spoke at the Colorado Chapter careers presentation. Afterwards she was invited to join The 99s—and she did. Although her routes across the Pacific don't allow her to attend every meeting, she has enjoyed getting to know some wonderful members. Sylvia can be reached via e-mail at 71322.1370@compuserve.com. To order Sylvia's book, see page 24.*



Sylvia Otypka at controls of B747-400



# Collegiate Pilot

BY MEGAN M. CURRY, *Northwest Section*

Ever since I was a small child, I have been interested in anything associated with flying. In the second grade, I was given an assignment to write about what I wanted to be when I grew up. I was sure I was going to be an astronaut. I wrote my paper and explained this ambition to the teacher.

A few weeks later, all eyes of my class were intently focused on the television as we watched the takeoff of the *Challenger* when the horrible catastrophe occurred. My teacher called my mother at work because she knew my dreams were to be an astronaut.

My mom came immediately to school to see how I was reacting to the tragedy. The teacher sat down and talked with the class. The general consensus was that flying was a dangerous profession. I raised my hand and said, "People can die on the highway, too!" My mother saw that I was a little sad, but otherwise fine and still wanting to fly as soon as possible.

My father was a pilot in the Air Force during the Korean War. He always encouraged my interests and ambitions. The rest of elementary school and middle school I dreamed of a plane of my own.

When I was in the sixth or seventh grade, my dad decided that I had held on to the dream of becoming a pilot for so long that I wasn't going to change my mind so my parents gave me seed money of \$1,000 to begin a flying fund. I held onto that money until my dreams began to become reality.

Our family moved from Tacoma, Washington, to Juneau, Alaska, after I had finished seventh grade. They bought a house on the flight path to the only airport in Juneau. A number of small planes flew

over my house daily: biplanes, float and aerobatic planes, and just about anything else. My parents encouraged me to take the next step toward getting my license. So during my junior year of high school, I took ground school at the University of Alaska, Southeast, where I passed the class and was ready to begin flying lessons.

Toward the end of my junior year, my father said I should look into getting my pilot's license. My heart went wild. I researched the possibilities and decided it would be most economical for me to learn to fly in Tacoma.

I really didn't have any idea about how long it would take to get a pilot's license, but I expected to be in Tacoma about three weeks. I talked to several companies and got their opinions with a general response of "No way, kid. It'll take at least two months, most likely three or four."

I wasn't satisfied with that answer, so I kept calling until I found a company who was willing to listen and work out a plan with me for four or five weeks if I made a constant effort.

On June 18, I left my family and friends and hopped on a jet to Tacoma. I lived with a family friend while I was in Tacoma who also loaned me a truck. It was my first taste of independence. I took and passed the written on the 19th and began with Davis Aviation that same day.

I flew almost every day, often twice daily, for exactly a month. I awaited the day of my private check ride on July 19 with excitement and nervousness. My instructors assured me I was prepared and would do fine.

They obviously had a lot of faith in me because when I returned to the office with my temporary Airman Certificate in hand, there was a cake, and on top of the cake, amid a country scene, a small airplane with Mickey Mouse as the pilot. I still have the plane with the date of my first solo and check ride written on the underside of one wing.

I returned to Juneau as a private pilot looking for opportunity. I had heard of The



Megan Curry

Ninety-Nines from my ground school teacher, but there wasn't a chapter in Juneau at the time. A cousin of mine went to the Reno Air Races in early September and stopped by a Ninety-Nines' booth and asked them to send an application to him for me.

He mailed me the application and I figured I was all set. I encountered a minor setback when I read on the application about needing a current member as a sponsor and I didn't know any members. I called a number I found on the application and my application was accepted. At 19 years old, I am a proud member of The Ninety-Nines and a freshman at the University of Oregon, working toward a major in journalism with my eye on law school in the future.

With the time and financial constraints of a young college student, my flying hours are minimal, but I fly whenever I get the chance and readily absorb all aviation information I can get my hands on. I want to combine my interest in aviation with my interest in law and journalism.

Although I don't have a plan for that now, I'm keeping my eyes open for any opportunities that come my way. ✨

## 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 air-mail 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 AEMSF Trustees, by phone/fax at 219-942-8887 or Prodigy ID-KCXH81A.



# How I learned about The 99s

BY LESLEY G. MILLER  
Westfield, New Jersey



THERE WERE ANY NUMBER of things I could have said, any number of people I could have met. Eavesdropping a bit here and there got me no closer to introducing myself at the airport's barbecue, however. Among the pilots, ground personnel, their spouses and significant others, I was an interloper with a fondness for airplanes and seven hours of documented flight time. Feeling very much an outsider, I would have left if not for the food. I was hungry.

Before I could find a table for the embarrassingly full plate of barbecue in my hands, an older woman in a colorful vest of airplane motifs passed my shoulder on her way to the food. She had a broad, easy smile beneath rosy cheeks. Her vest captured my attention. Yellow aerobatic biplanes, red wingwalkers and bright warbirds soared vividly in all directions among puffy white clouds in a quilted blue sky, all piped around in matching blue. Over a plain white T-shirt the woman wore the airplane vest like a banner that proclaimed a love of flying and airplanes and airports and every other thing in the sky. Why else was I there?

My own attire advertised that "Women Fly" above a picture of a famous Roaring Twenties barnstormer. I absurdly hoped everyone knew that I, too, flew an airplane; that I genuinely belonged in the company of aviators. The woman in the airplane vest belonged there. Her colorful airplanes were a badge of legitimacy.

"I love your vest," I managed to blurt out when she passed me. She stopped, as I'd hoped, and turned to see me for the first time. The lady in the airplane vest lit up with that easy smile.

Tall, with tousled strawberry blond wisps about her head, she seemed comfortable with her lanky limbs and casual demeanor. Her name, she said, was Dodie. Why I assumed she was someone's wife or mother, I can't remember. Perhaps it was her age—55 or so, I guessed—maybe it was her visible warmth.

"Women Fly," she read off my shirt. "They certainly do," she exclaimed. "Are you a pilot? There's a bunch of us here, you know, a number of women pilots."

I prayed my shock and embarrassment didn't show. She flew an airplane? "I'm just a student," I said.

"Oh, never say you're *just* a student," she chirped. "We were all students once." The airplanes on Dodie's vest seemed to fly around like a circling entourage lifting her in stature, tall as she already was. She, a woman closer to my mother's age than my own, was a pilot, a real pilot. When she invited me to join her and her pilot friends, I felt as if I'd been asked to sit with royalty.

Dodie introduced me all around in her gracious and gentle manner. There were four or five other woman pilots at the table. My hunger disappeared as I met them and learned how long they'd been flying and what they flew.

"Does your husband fly?" someone at the table asked. The question touched a nerve somewhere deep inside. The truth was that my husband had no interest in flying. I felt that at some level he also resented the time and money the hobby, as he saw it, required. He was happy I was happy, but he did not understand my desire to fly. The message at home was clear: You want to fly, fine. Keep it to yourself.

Someone from across the table added, "You know, it's easier to find a husband who flies than to keep one who doesn't." The bit of cynicism had come from a man. All the women laughed.

In the company of flyers for the first time, woman flyers at that, I suddenly looked at my life from a new perspective. There were people to talk with about flying. The airplanes on Dodie's vest buzzed with excitement as if to announce the end of my terrible isolation. The image stayed with me all the way home where I also belonged.

When the conversation turned back to flying, I discovered that the women pilots belonged to an organization called The Ninety-Nines. I was relieved to learn I could be a student member, or Sixty-Six, and that I would see these women again before long.

"Where did you get the beautiful vest?" I had to ask Dodie, thinking I could find the store or catalog for one of my own. Her friend Candy, it turned out, had made it for her. Candy, a very accomplished pilot, sat at the table with us. I

complimented her on her prodigious talents. A mediocre seamstress myself, I optimistically imagined that sewing my own airplane vest might be possible. Hell, if I could fly an airplane, was there anything I couldn't do?

When I looked at the vest again, I saw the love that Candy had sewn into it. There was only one in the world, and Dodie wore the singularly precious gift with quiet pride. The bright flying machines reflected the energy in her eyes as if shining in the sun.

There was something contagious about Dodie's love of aviation. I left the barbecue with renewed enthusiasm for my own flight lessons. Instead of quitting after my solo as I had originally intended, I saw new horizons to pursue. I flew more and asked endless questions, some of them pretty stupid. Nobody laughed, especially not The 99s. Theirs were the loudest cheers when I did solo a few months later. The goddesses of the sky welcomed me as a sister.

Dodie was particularly encouraging. Like me, she learned to fly later in life. It was her son David who turned her on to flying when he became a pilot. Barely six months after the summer barbecue, mother and son were flying on January 17 in David's Piper, just the two of them. It was a perfect day to fly—lots of clear blue sky, cold and calm. Maybe they should have known the airplane had a hole in the exhaust, but they didn't. Dodie's efforts to save them after David was overcome by carbon monoxide made the national news.

Not long after the funeral, Candy called me to say she had found the vest among Dodie's things. I was surprised but grateful it hadn't been lost somewhere on the New Hampshire mountainside. But the words didn't come. Only tears.

I wore Dodie's vest for the first time to the Student Pilot Forum, a day-long educational event run each spring by The Ninety-Nines. Every so often, someone new would come over to me with a compliment on the vest. It wasn't the place to start explaining, so I smiled and said thank you in the friendly way Dodie would have done. I asked about their training and shared my own love of learning how to fly.

It was strange, but I could almost feel Dodie's presence. The occasion itself was a bittersweet reminder of all she did to help pilots fly better and enjoy it more. Then there was the small voice I thought I heard in my ear. "That's right," it said, "welcome them... keep them flying... the gift is there... up in God's sky."

I might have missed hearing the delightful little voice in my ear that day. The beautiful airplanes around my heart make a lot of noise when I wear Dodie's vest.



## Long distance 99 friendship

BY CLARICE M. BELLINO  
*North Jersey Chapter*



*Clarice and Viji in India, January 1997*

**A**T THE 1979 INTERNATIONAL Convention in Albany, New York, I met a young, vivacious Indian woman pilot named Vijayalakshmi Vijayakumar, who became my instant friend. "Viji," as she is affectionately called by family and friends, told me she was visiting her brother, a practicing dentist in Buffalo.

Through the years, we maintained our friendship through many telephone calls, a few letters and visitations while she was in the U.S. I flew myself from New Jersey to Buffalo to visit her at her brother's home where I met family members, including her parents and sister-in-law. I enjoyed the warmth of Viji's family, and so I became part of an international extended family.

Viji's outgoing manner led her to Ninety-Nines' meetings in the Buffalo area, and she became acquainted with many pilots there, particularly Dorothy Hake. Viji also performed for us in the 1980s at a N.Y.-N.J. Section Meeting, for she is a classical dancer. She organizes dance troupe tours in the U.S. and will be bringing another tour next year.

Finally, after many invitations to her country, in January I flew on Air India to Bombay via London then on to Bangalore in South India via India Air. Two days later, a huge celebration for the 80th birthday of Viji's father was held. The cultural experience was diversely rewarding from the religious ceremony, food, music and my red sari. Being a guest in an Indian household allowed me insight into the life of an Indian family which the ordinary tourist would not have.

Then I returned to Bangalore and spent one morning flying with Viji from her flying club at Jakkur. Flying in India is restrictive and complicated with fewer navigational aids than in the U.S. We flew from an uncontrolled airport with no radio communication between aircraft. Fortunately, the weather was clear and visibility was good, so "see-and-be-seen" worked very well. Being Ninety-Nines al-

lowed two women living 10,000 miles apart from each other to meet and become friends and extended family. We share the joy of flying and we have experienced life together. ✨

## Memories of Louise Sacchi

BY MARGE GORMAN  
*All-Ohio Chapter*



*Louise Sacchi*

**I**FIRST MET LOUISE SACCHI during an annual meeting of the American Bonanza Society in San Antonio, Texas. She was the featured speaker for the luncheon program. Since I was the first woman to be on the ABS board of directors, I had the honor of sitting next to her.

I had recently finished reading her book, *Ocean Flying: A Pilot's Guide*, which immediately became the bible for pilots. It was a real opportunity to discuss flying with her. In one paragraph, she stated she had been a pilot on Atlantis years and years ago. Thus began her interest in navigation. I had to know more about her thinking on this and found her information fascinating!

The next day, I invited her to fly home to Ohio with me. It was a delightful trip—the first of many future ones. While crossing a wide section of the Mississippi River, she asked, "When are you going to fly your Bonanza to Europe?"

"Never," I said, "unless you go with me!" Nothing was mentioned about a trip and the following day my husband Jim and I flew her home to Philadelphia in our Staggarwing.

Some members of the American Bonanza Society were planning a flight to Europe the following summer and really wanted Louise to go with them. They were able to convince her only after she was told that I was interested. Later, I was informed by the same gentleman that *she* would go if *I* would make the trip.

When we discovered this maneuver, we laughed at the extent the men had gone to ensure she would accompany the flight. It worked for them! Lucky me! We were the only female crew and

"If the engine didn't sound perfect to her, she would say, 'Better give that bird another seed!' What an ear she had for the Continental. Her attention to detail was inspiring."

the lead plane for the other seven planes. We visited Greenland, Iceland, Scotland and Norway on a three-week vacation flight—60 wonderful flying hours.

The trip was the 337th and 338th crossing for Louise. It was a challenge for me. I flew left seat for the entire trip. Louise filed the flight plans, was the navigator and radio operator. My Bonanza (N19SL) did not have Loran or GPS as it does today.

She would often stress to hold 072 degrees, not 073 degrees. An angle of one degree is equal to one mile in every 60 minutes. This

would make quite a difference at our destination. And if the engine didn't sound perfect to her, she would say, "Better give that bird another seed!" What an ear she had for the Continental. Her attention to detail was inspiring.

The 99s will miss this wonderful lady who has been a true pioneer throughout her career. Her skill, courage and, most of all, her example have encouraged other women to participate in aviation.

I thank Louise for being an inspiration for me as she has been for so many women. ✨



# The annual sojourn to Atchison

BY NORMA WYNN VANDERGRIFT, *Oklahoma Chapter*

**W**HY IS THERE A MIGRATION of friends of aviation to the Forest of Friendship in Atchison, Kansas, every year? Perhaps the answer lies in the need to honor and to say, "Look at what these people have done with and for aviation." The greeting of friends and renewal of old acquaintances amid this honoring process keeps a loyal group returning. Registration figures showed about 250 people participated in the weekend festivities June 20-22 which began on Friday with a cocktail get-together. A buffet dinner followed at the Benedictine College Conference Center.

After dinner, a 10-minute video, "The Sound of Wings," highlighted the life of Amelia. As a project for National History Day, this outstanding video was made by Catherine Weng, age 13, and Gina Giambalvo, age 14, from New York City.

About 100 Boy and Girl Scouts opened the ceremonies Saturday morning carrying flags from many nations through the beautiful Forest grounds.

At the gazebo, Charter Member Fay Gillis Wells read short biographies of the 52 inductees and presented the 33 who were there with a Certificate of Recogni-

tion. Afterward, people strolled the area to view the many markers engraved with all the past and present honorees. The weather had cooled and was perfect for the occasion.

Returning to the Mount Conference Center, everyone had lunch and then dispersed to the AE Birthplace Museum, the Cray House and/or sightseeing. Most all were in awe of the gorgeous rebirth of the AE House. What had seemed to be an insurmountable job a few years ago is emerging as a beautiful jewel.

For the last 20 years, Charter Member Betty Gillies had made the Ball Bros. Pharmacy her favorite stop in Atchison to have a chocolate soda "just like the good olde days." Since Betty was unable to attend this year, many 99s stopped by the pharmacy to sip a soda and sign a card to be sent to Betty.

The Saturday evening banquet brought out more than 400 people. After a fine meal, the crowd was entertained by former astronaut Wally Schirra.

I'm sure the departure of visitors left the town of Atchison breathing a sigh of relief. They must have a few days of rest before AE's birthday party in July 24-26.



Judy Benjamin, Northeast Kansas Chapter, adds her signature to those of the other members of the Friendship Flight. (Photo: Chris Taylor, Atchison Daily Globe)

## Friendship Flight

BY BROOKS POWELL  
*Northeast Kansas Chapter*

On June 19 and 20, more than 90 airplanes landed in honor of AE's 100th birthday at AE Memorial Airport. The excitement of the crowds of 99s and townspeople reached its peak when Doris Lockness, Mt. Shasta Chapter, made a beautiful, fast, low pass over the numbers in a Malibu. The tail number was N9909 on this gorgeous machine belonging to 99 Michelle Stauffer, who offered it to Doris for the historic occasion. Doris has many distinctions but on June 20, she represented the "Spirit of Amelia" as one of the oldest flying females—still current and going strong.



WASPs at the 1997 Forest of Friendship celebration



Fay Gillis Wells with Doris Lockness.



99s  
at  
Forest  
of  
Friendship  
celebration



# Museum Report

BY MARILYN COPELAND  
Chairman, AEBM

IT IS WONDERFUL to stroll along the personalized side and front walks of the AE Birthplace and read the names of people from all over the world: 99s, 49 1/2s, Zontas and other friends. These bricks will continue to be sold for \$100 for the front and \$50 for the side. They may have three lines, 13 characters or less on each line. Funds will be used toward further interior restoration and furnishings.

Every effort is being made to preserve this historical home to the time that Amelia lived in it (1897-1909), and the Trustees consider carefully the cost factor for each project.

A new alarm system has been installed for protection from theft, fire and excess heat; UV protection has been applied to all of the windows; and termite recertification has required some new treatment on the exterior.

The interior has an entirely new look with its faux grained woodwork, repaired walls and ceilings, sanded and stained floors and interior furnishings that either belonged to AE or are reminiscent of the period.

The second parlor, now furnished as a

library, is stunning with its new burgundy and gold paper with a wide border. The butler's pantry has been painted white to accentuate the professional photographic exhibits. The north parlor has an exquisite foil paper of the period. This room exhibits an almost life-size oil painting of AE and her first plane, the Kinner Canary. Janet Rine, an interested pilot, commissioned Robert Wilson of North Carolina for this magnificent portrait.

Nancy's Upholstery in Overland Park, Kansas, gifted the upholstery workmanship for the front parlor settee and matching chairs, and I provided the burgundy and gold damask material.

New Oriental runners and small rugs guide the traffic flow and protect heavily traveled areas in the downstairs. The addition of central air conditioning adds greatly to the enjoyment of the troops of visitors.

In addition to the photographic exhibit, current exhibits include a large aluminum model of the Lockheed Electra by Ray Berning, a craftsman in Wichita. It hangs in the former sun room, consuming most of the ceiling space.

The Northeast Kansas Quilters gifted the AEBM with a special story of Amelia in the form of a beautiful hand quilting which is displayed in AE's bedroom. A replica of the suit which she designed and



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.

wore on her last visit to Atchison in 1935 is on a loan display.

Thank you again to all who have donated money and gifts. A list of our recent donors will be included in the next issue.



## NEW GIFT SHOP ITEMS

- AE Cookbooks (\$10 + \$3 s&h)
- Several new T-shirts
- Hand carved wood replica of AEBM (\$99)
- AE calendars with 15 AE photos (\$10 + \$2 s&h)

## National Congress on Aviation and Space Education (NCASE)

BY SIGRID RAMELLI, *Long Beach Chapter*

TWELVE 99S REPRESENTED OUR ORGANIZATION at the 30th National Congress on Aviation and Space Education in Houston this year. President Lois Erickson assigned Chanda Budhabhatti as the 99s' formal representative at the Awards Banquet.

Jack Barker of the FAA presented a humorous FAA interpretation of the poem *High Flight* as seen through the eyes of a Washington bureaucrat.

One session at the Congress, titled Women in Aviation, was presented by four female experts in the field. Mary Feik, known to many of us as the first woman engineer in the Air

Technical Service Command's Engineering Division at Wright Field; Debby Rihn, U.S. aerobatic team member; Vickie Stahlberg, FAA Flight Standards Office inspector; and Jean Tinsley, pilot and international aviation competition judge.

A field trip to NASA took us into the actual command post of a Space Shuttle Orbiter, and we had the chance to see parts of the International Space Station scheduled to be launched early in 1998.

During this Congress, the WAEIO board members finalized their next International meeting in Perth, Australia, in mid-July 1998. This will be a popular trip for many 99s who plan to head for winter in July and meet the koalas.

For more info, contact Chanda Budhabhatti at 1051 N. Columbus Ave., Tucson, AZ 84711. Fax 520-326-7243. ✨



Ten of the 12 Ninety-Nines who participated at NCASE in Houston.



# Sharpie:

## The Life Story of Evelyn Sharp - Nebraska's Aviatrrix

by Diane Ruth Armour Bartels  
Now Available

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

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

**1-800-216-8794**

**Dageforde Publishing**

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

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

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

## GET A HEAD START ON YOUR JOB SEARCH!

Global • Major • National

Delta Air Lines  
Continental Express  
Flight Safety Training Div.

• Regional

• Crew Leasing

• Charter



• Corporate

• Commuter

• Cargo

• Flight Instructor

Trans World Air Lines  
Kitty Hawk Aircargo, Inc.  
Atlantic Coast Airlines

UPAS assists more than 66 hiring companies, including Delta Air Lines & TWA with searches from our database of over 8,000 pilots! A one time \$100 (rate subject to change) fee saves pilots the time and cost of printing, mailing and updating companies individually. Choose UPAS custom software or a paper application to submit your qualifications.

### Universal Pilot Application Services, Inc.

580 Herndon Parkway, Suite 300 • Herndon, Virginia 20170

<http://www.upas.com>

**1-800-PILOT AP (745-6827)**

CompuServe: **GO UPAS**



## Amelia, My Courageous Sister

*the true story of  
the woman —  
and the flight*

told by her sister  
Muriel Earhart  
Morrissey,  
with co-author  
Carol L. Osborne



**Limited Revised Edition,  
Autographed & Numbered Keepsake with:**

- Startling facts & newly released documents that explain Amelia Earhart's mysterious disappearance.
- Historic, one-of-a-kind photos and signed memorabilia, perfect for yourself — and ideal for gift giving.
- Elegant, hardbound pictorial book to be released spring '98

Reserve your copy today! Special pre-release price only \$39.95 each, plus \$5 for S&H per copy. Mail check or money order payable to: Aviation Archives, 2464 El Camino Real #99, Santa Clara, CA 95051. Proceeds benefit educational scholarships.

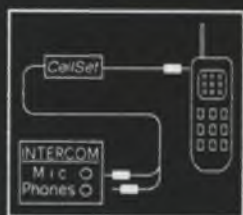
## Bobbi Trout autographed photo and video



- Personally signed 8 X 10 of Bobbi, Amelia Earhart and Thea Rasche.
- Video featuring Bobbi's daring flight adventures in the pioneering days of flight.
- All for **\$23.95** — includes \$4.00 s&h

Mail your check to: Aviation Archives,  
2464 El Camino Real #99, Santa Clara, CA 95051

Connect your  
**Cellphone**  
and  
**headSet**  
with  
**CellSet™**



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

Kennedy Technology Group, Inc.  
Wichita, Kansas, USA  
316.681.3355 • fax 316.681.3066  
www.cellset.com

## QUALITY MAINTENANCE FOR ALL THE NORTHEAST



prepurchase,  
interval and  
annual  
inspections •  
engine changes  
and conversions  
• ferry and positioning  
services • avionics repair  
and installation (the radio shop)

## AIR SERVICES DIVISION

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

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



**A**



**B**



**C**



**D**

**For the newly  
arrived aviator ...**

**About  
to solo**



**H**



**E**



**F**



**G**

**Also available in  
"Future Pilot"**

*Cruise Altitude*

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

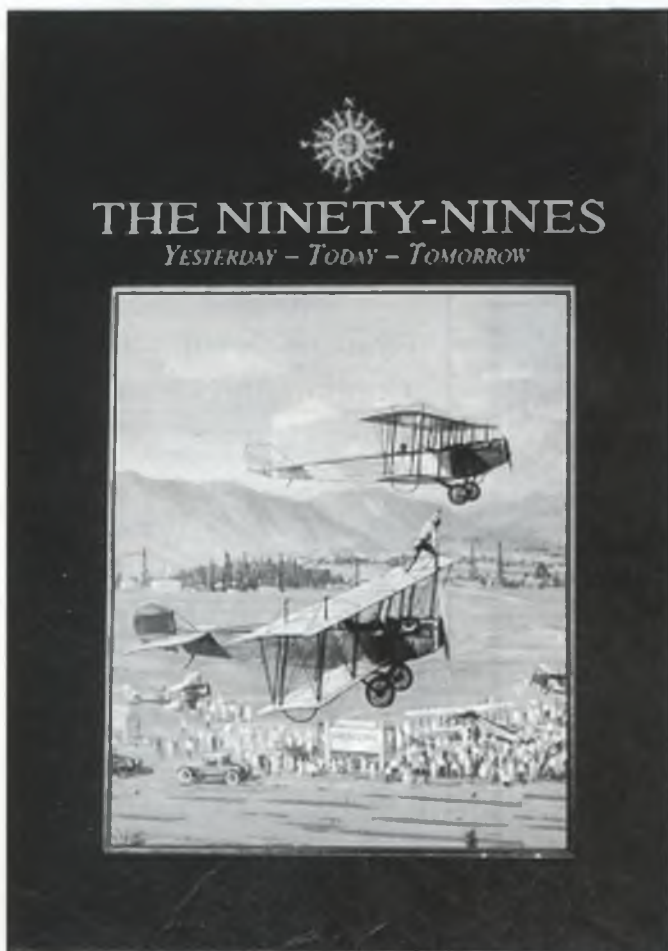
ITEM		SIZE	COLOR	QTY	PRICE	TOTAL	OR MAIL TO:
<b>A</b>	ADULT T-SHIRT - 100% SOFT, PRE-SHRUNK COTTON. FULL CUT. BLACK LOGO. SIZES SM, MD, LG, XL AVAILABLE COLORS - WHITE, GOLD, TEAL, WATERMELON, SLATE BLUE.				18 <sup>00</sup> ea.		<b>CRUISE ALTITUDE</b> <b>73-24 BELL BLVD., #225</b> <b>BAYSIDE, NY 11364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



NEW

# THE NINETY-NINES

YESTERDAY - TODAY - TOMORROW



*If you are a member of the Ninety-Nines,  
then your name is in this History Book!*

## CONTENTS

- International Headquarters
- Past Presidents
- Charter Members
- Complete history of The Ninety-Nines
- More than 2,000 members biographies and their photographs
- Membership roster with approximately 6,000 names
- Index

## QUALITY

- 9 x 12 inch, hardbound, coffee-table size
- 264 pages of history and stories
- Glossy, acid-free paper for longevity and superior photo reproduction
- Smyth-sewn binding for durability
- Beautiful sky blue leather grain cover with gold lettering featuring a four color painting by Douglas Ettridge
- Professionally written and artistically designed

## ORDERING MADE EASY

Send your orders to:  
**Ninety-Nines History Book**  
Turner Publishing Company  
P. O. Box 3101  
Paducah, KY 42002-3101



*Please make checks payable to  
Turner Publishing Company*

**Orders: 1-800-788-3350**  
**Inquiries: 502-443-0121**  
**Fax: 502-443-0335**

\_\_\_\_ Please enter my order for \_\_\_\_ copies of *The Ninety-Nines* history book @ \$59.95 each. Price includes shipping and handling.  
\_\_\_\_ Kentucky residents please add 6 percent sales tax  
\_\_\_\_ Add \$3.00 for each protective plastic book cover.

Ship To (Please Print):

We accept:



Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Card No. (MC/VISA) \_\_\_\_\_

Exp. Date \_\_\_\_\_

# New PMA'd Nitrile Rubber Fuel Cells for Beechcraft



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



**A new direction in fuel cell technology**

Call for the distributor nearest you:

**1-800-647-6148**

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

**RALPH MICHALKA A&P AND IA 1996 AVIATION  
MAINTENANCE TECHNICIAN OF THE YEAR FOR THE UNITED STATES.  
SPECIALIZING IN:**

- BEECHCRAFT MAINTENANCE
- INSPECTION, REPAIR & MODIFICATION
- 35 YEARS BEECH EXPERIENCE

**Kalamazoo Aircraft Inc.**

2729 E. MILHAM ROAD • KALAMAZOO, MI 49002 • 616.381.0790 • FAX 616.381.9762

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

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

Feast on our  
"Fighter Pilots" breakfast.

**SAMOA AIRPORT**



**Bed & Breakfast**

\$70.00 per couple  
Eureka, California

Call us for a brochure:

**707-445-0765**

99 OWNED AND OPERATED –  
REDWOOD COAST FLYERS CHAPTER

**Display  
Advertising  
Questions?**

**Call**

**John Shoemaker  
at**

**1-800-773-7798  
ext. 3317**

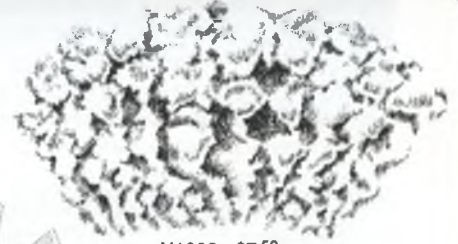


# Enjoy Using **ImaginAir Designs** Beautiful, Accurately Detailed Fine Aviation Rubber Stamps of: the Aircraft You Have Flown the Aircraft You Have Dreamed of Flying

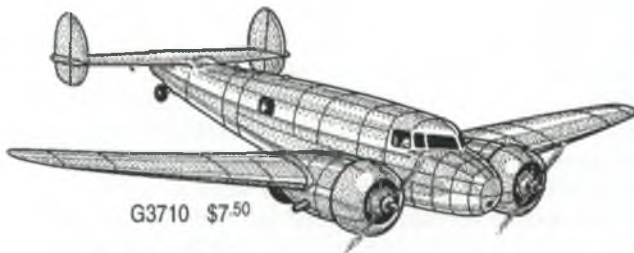
**SEND \$3 TODAY**  
for Your Catalogue  
Over 750 Fine Stamps  
FREE Catalogue with order  
Include \$3.50 S & H  
Always Prompt Service  
Satisfaction Guaranteed



G8190 \$6.50



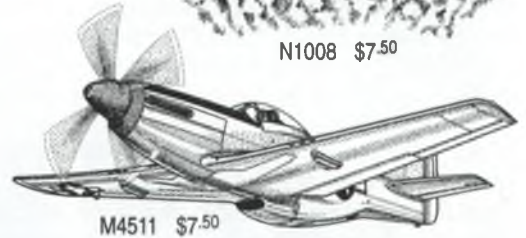
N1008 \$7.50



G3710 \$7.50



R4672 \$6.50



M4511 \$7.50

*I'd rather be  
Flying!*

R9104 \$6.50



G8510 \$7.50



G6028 \$6.50



M3922 \$7.50



G3317 \$7.50

*We also offer  
fine stamps of:*

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

*Always Great Gifts*



G7322 \$7.50



N1014 \$7.50



N1108 \$7.50





# My first balloon ride

BY KAY ROAM, *Yavapai Chapter*

I AM NOT FEELING CAREFREE as I drive east on the Carefree Highway into the slowly pinkening sky. I am in a state of near panic. The clock on the dashboard shows 6:45 a.m., the time women of the Phoenix Balloon Club are scheduled to lift off on their annual Powder Puff Derby. Mary Woodhouse, Chairman of our Yavapai Chapter in Prescott, Arizona, has invited us fixed-wing types to participate.

Frequently consulting the directions she provided, I negotiate one after another of the designated turns. Ah-ha, a gate is being opened by the female passenger of a four-wheel-drive vehicle towing a small trailer. This looks promising.

I follow them in and stop to close the gate. We bounce over about a half-mile of desert, me in close pursuit, before stopping in a clearing. We are the only vehicles. There are no balloons. What? Gradually the clearing begins to fill with cars and trucks.

Greetings are exchanged amid lots of hugs and laughter. Mary finds me and introduces me to Dan, Dani and Katie, her chase crew. She explains that this will be a hare and hound race. The contestants, 19 woman pilots, will follow the hare out into the desert, where it will land and set out a target. The goal is to drop your marker closest to the target.

A big, heavy bag is dragged off away from the trailer and the balloon is pulled out like an enormous dark blue ribbon with big silver stars. The basket is slid off the trailer. The uprights are locked in place and the burners attached. Mary fires off the burners to make sure everything is working.

The cords holding the balloon to the basket are attached. Dan runs out to hold a long rope attached to the top end of the balloon, while Dani rolls a big fan up to the mouth of the balloon. Mary has assigned Joyce Hilchie and Dorrie Benway from our Chapter to hold open the mouth of the balloon, while warning them that stepping on the fabric or getting tangled up in the cords is not acceptable. Another moment of panic—the fan does not want to start. After numerous pulls on the starter cord, it finally roars to life. Slowly the balloon begins to inflate, to come alive, to look like a giant blue whale emerging gently from the sea. Mary aims the burners into the open mouth of the balloon and ignites them with a roar and a shoosh. The top of the balloon begins to rise, Dan straining to hold it straight with the rope. Now it is vertical and the basket is upright. Dorrie and I awkwardly climb into the basket with Mary.

At last we are off, drifting gently above the desert floor. The only sound is that of the burners. There is no sensation of movement. It feels as if we are standing still and the earth is gently drifting below us and getting further away as we ascend. It is a glo-

rious morning. Visibility is so good we can see the trees on top of the mountains miles away. I gradually realize I am grinning so wide my teeth are becoming dry, and I can relax the death grip I have on the nearest upright.

We join the stream of rainbow-colored fantastic toys as we float towards the target. Mary is intently watching the movement of the others as she constantly changes altitude, looking for the perfect wind. We see one after another dip over the target and drop their marker. At one point, we are only a few feet above the desert surface with cows placidly gazing at us as our shadow darkens their water hole.

Alas, the winds have changed. We stay far shy of the target. Mary is chagrined. She has won this event in the past. Dorrie and I don't care. We are having the time of our lives.

Once clear of the target, she begins looking for her crew and a landing spot. "Stardust to Starchaser—where are you?" crackles over the CB radio. "Look to your right. We are about a quarter mile north of you." Oh yes, there is the blue truck.

Soon she spots a likely landing place and pulls the red cord which we had been warned would cost us a broken arm if we touched it. The earth rises toward us. Oops! A little wind gust. How did that tree get in the way so fast? We bump into the tree and then drop to the ground.

Dan, Dani, Katie, Joyce, Jan Anderson and Marj Hansen come running toward us and help push the balloon away from the tree before we climb out, still grinning. Joyce and Marj get in for their ride. We jump into the truck to follow them and see them drift over a hill and toward a clearing near the road. We hold down the basket while they climb out.

The laborious task of deflating the balloon and stowing all the equipment is less glamorous than setting things up. Eventually,

everything is in its place. Out comes the champagne, the traditional balloonists' salute to the flight. Mary tells of early ballooning Frenchmen carrying champagne to mollify the farmers in whose fields they have landed.

We drive back to the launch site where we are joined by Anja Groos, Anne Badger, Barbara Davis and Lillian Murphy, other Chapter members who rode with friends of Mary. We first-timers are ordered to kneel on the ground and face the sun god while Mary recites the balloonist's beautiful prayer. While we are distracted, her husband Jeffrey walks behind and anoints us with more champagne. Stinky and stiff-haired, we drive home, hoping not to be stopped by the police. A wonderful morning!



*After-flight celebration for Yavapai members Jan Anderson, Kay Roam, Mary Woodhouse, Marj Hansen and Dorrie Benway.*

**"The laborious task of deflating the balloon is less glamorous than setting things up. Eventually, everything is in its place. Out comes the champagne, the traditional balloonists' salute to the flight."**



# Linda Finch lands in Oakland!

BY PAMELA O'BRIEN  
Sacramento Valley Chapter

**A**FTER COMPLETING HER around-the-world flight, Linda Finch, Reno Area Chapter, arrived to cheering crowds at the Oakland Airport on May 28. It was a picture perfect landing after an all-night flight from Honolulu covering more than 2,000 miles of ocean.

About 1,000 people gathered at the airport to welcome Linda and the Electra home from her 26,000 nm journey.

Due to a 40-knot tailwind, she reached the west coast two hours early and took an aerial tour of Northern California in order to arrive at the scheduled ETA of 9:30 a.m. Speeches were given, bands played and flags were raised. It was a perfect welcome home celebration.

Four nights later, Linda was the guest of honor at a dinner at Oakland's Western Aerospace Museum where Lois Erickson presented her with a personalized copy of *The Ninety-Nines History Book*. Linda was a gracious guest of honor, signing just about anything that was put in front of her and posing for hundreds of pictures. (I can say for all the 99s attending, we had a great time!)

During the program, she talked about World Flight and how it began and grew, the commitment and support of Pratt & Whitney, and some of her adventures. After Lois made the presentation, Linda spoke about what a great organization we have and how she was deeply moved at the AE Scholarship luncheon that she attended in Oklahoma City last year—especially listening to all the past scholarship winners.

The flight to and over Howland Island was one of the highlights. She could not imagine trying to find it without GPS, and even then it wasn't easy. Listening to the stories made us all think about what it must have been like for Amelia to make the flight; how she had the courage to take off on each leg and what she might have felt as the trip progressed.

It didn't sound easy in 1997—think what it must have been like in 1937!

*Museum photos by Eugenio Castro (49 1/2 of Caryl Marie Castro, Tulare Kings Chapter). Oakland photos furnished by Pamela O'Brien and Pratt & Whitney.*



Linda Finch upon landing in Oakland



Linda holding her daughter Katie.



Susan Larson, San Joaquin Valley, and Gene FitzPatrick, Monterey Bay. As part of a high school paper assignment, Gene interviewed Amelia at the Oakland Airport in 1937 just before AE's departure.



Lois Erickson presents personalized copy of *The Ninety-Nines History Book* to Linda.



Linda signs autographs and visits with children at Western Aerospace Museum.



Ninety-Nines in Oakland with Linda Finch at celebration banquet May 31.



## Melanie Rader wins 1996 Webster Trophy Competition

BY PAT CROCKER, Maple Leaf Chapter

**C**ANADIAN 99 MELANIE RADER, Maple Leaf Chapter, beat out eight other regional finalists to win the 1996 Webster Memorial Trophy Competition, sponsored by Air Canada and the Canadian Sport Aviation Association.

To be eligible, applicants must never have received pilot training from the armed forces or have used their pilot license for hire or reward within the previous five years prior to the final competition month and never have been declared a winner of the Webster Trophy. The competition consists of regional flight testing eliminations and finals of written and flight tests at various nationwide sites.

Her proud family was not surprised by her performance: Her father, an airplane maintenance engineer, set her on this course early. On their farm outside of St. Mary's, near London, Ontario, Melanie availed herself of the family's 1951 Piper Super Cub, was soloed by age 16 and licensed by age 17. The time line follows through to a BSc (Statistics) degree from the University of Western Ontario, London Ontario, where the UWO Flying Club was just one of her interests.

This competition dates back to 1932 when the late Dr. J.C. Webster wanted to perpetuate the memory of his son John who was tragically killed while practicing to participate in an inter-

national aerobatic flying competition.

Reactivated in 1980 after a 25-year hiatus plus WWII interruption, today the Webster provides rewards including valuable prizes, lasting friendships and job opportunities, as well as national recognition within the aviation community.

The Webster Trophy is prominently displayed at the National Aviation Museum in the nation's capital, Ottawa, Ontario, and is loaned by the museum to the competition each year for display at the presentation banquet.

Melanie received a beautiful bronze medallion, minted by the Royal Canadian Mint, an Air Canada pass for two for any Air Canada destination and a framed print depicting John Webster's aircraft painted by one of Canada's foremost aviation artists, Robert Bradford, at her Presentation Banquet last fall.

Melanie performs flight instructor and Assistant Flight Operations duties at the newly instituted Diamond Flight Centre at the London Airport, where she flies Diamond's two-seater trainer, the Katana. Her 99s sisters, the Webster Trophy judges and all of Canada are very proud of Melanie.



*Top amateur pilot in Canada*

## Captain Rosella Bjornson inducted into Canada's Aviation Hall of Fame

BY MARIE OSWALD, Alberta Chapter

**C**APTAIN ROSELLA BJORNSON was added to the roster of distinguished members of Canada's Aviation Hall of Fame at its Induction Ceremony and Dinner Gala held in Calgary, Alberta, on June 6. She was honored along with three other inductees whose contributions to the advancement of aviation have been of superior benefit to this nation.

During the dinner at the Calgary Petroleum Club, Rosella was introduced to the audience by a short video clip and then called to the investiture ceremony to receive the Medal of the Hall of Fame and Membership Certificate, followed by the Order of Flight Medal presented by the City of Edmonton. Other presentations included the Government of Alberta and the City of Wetaskiwin, which is home to the Hall of Fame.

Rosella was born in southern Alberta where she grew up on her parent's farm. She showed enthusiasm for flying at an early age, when she would fly around the area with her father in his Aeronca Champ, and later, a Cessna 170.

Rosella had her first flying lesson on her seventeenth birthday at the Lethbridge Flying Club and completed her Private Pilot's license in two months. In 1965, she was introduced to The Ninety-Nines when she flew with friends to attend a meeting in Montana.



*Captain Rosella Bjornson*

Within months, she helped organize the Alberta Chapter. She devoted time to the first group of Girl Guide Air Rangers in Calgary and started the groundwork that led to the formation of an Alberta Flying Farmer Teen Chapter.

While attending the University of Calgary, she studied for her Commercial License which she obtained in 1967 at the age of 19. She was instrumental in organizing the University of Calgary Flying Club. In the same year she and her female copilot won the Alberta Centennial Air Race.

In 1969, Rosella received her Instructor's Rating and began employment as a flight instructor with the Winnipeg Flying Club. Within a year she had earned her Class II Instructor's Rating and endorsement to give advanced training. On May 25, 1972, she was awarded the 89th Gold Seal of Proficiency from the Royal Canadian Flying Clubs Association. While in Winnipeg, she was involved in organizing the Manitoba 99s Chapter and during her final year of instructing, she devoted her spare time to training a class of 40 air cadets in the basics of flying and ground school. This class was the first to include female air cadets.

In 1973, with 3,500 hours flying time, an Air Transport Rating and a Class I Multiengine Instrument Rating, Rosella was hired by Transair, the fourth largest airline in Canada. She was the first female to be hired as First Officer in North America, the first female to be hired by a commercial airline in Canada, and the first female member of the Canadian Air Line Pilots Association (CALPA).

In 1977, Rosella married Bill Pratt, a cor-



porate pilot flying out of Winnipeg. Her pregnancy in 1979 created another first in that there had been no precedent set for a pregnant airline pilot. She took a personal leave of absence, returning to work the following year as First Officer on the Boeing 737 for Pacific Western Airlines (PWA) which had purchased Transair. The family moved to Edmonton and both Rosella and her husband flew for PWA. After her second pregnancy in 1984, Rosella again returned to work at a new airline, Canadian Airlines International, as First Officer on the Boeing 737.

In 1988, Rosella received a number of prestigious awards. She was inducted into the International Forest of Friendship in Atchison, Kansas, and a Certificate of Appreciation in recognition of her interest in aviation and her participation in the organization was presented to her by The Ninety-Nines. Later that year, she received a Pioneering Award from the Western Canada Aviation Museum in Winnipeg.

In 1990, Rosella became the first female Captain with Canadian Airlines International and the first woman to be promoted

to Captain with a major Canadian air carrier. She was recognized again in 1991 when she was presented with an Award of Achievement from both the Manitoba Committee of Transportation and the National Transportation Board.

Throughout her career, Rosella has made a valuable and ongoing contribution to the youth of the nation by participating in school career days. In 1990 she was featured in a poster campaign by the Alberta Government, "Dream / Dare / Do," encouraging young people to set goals and strive towards them. She continues to be an active 99, and has held every Chapter and Section position, including Governor of the West Canada Section.

Rosella was inducted into Canada's Aviation Hall of Fame with the following citation: "As a young child she had a dream to be an airline pilot and by working steadfastly toward that goal, became the first female in Canada to achieve that level. Along the way she encouraged young people, especially females, to set and work toward their goals and continues to be an outstanding role model." ✨

## National Intercollegiate Flying Association (NIFA)

BY SHARON ANN SCHORSCH  
NIFA Ways and Means Coordinator

**A**PPROXIMATELY 20 NINETY-NINES, assisted by two 49 1/2s, served as judges at the NIFA SAFECON competition hosted by Western Michigan University at Battle Creek, Michigan, April 29 to May 3.

Though the weather this year was a bit frustrating to the scheduling, the professional, high-achieving attitudes of the competitors and their teams and coaches prevailed and the rain did not dampen the excitement and enthusiasm.

Most days, the judges were on duty from 0-dark hundred until after the ground events at night. As Poochie Rotzinger said, "You don't have to be crazy to do this, but it helps!" (Especially when it rains during the entire landing competition!)

Elaine Morrow was very efficient in her duties as Dispatch Officer and Wally Funk was once again the super Safety Officer. Pat Roberts, Jody McCarrell and Jerry Anne Jurenka lent their support and advice to the various Chief Judges.

Lois Erickson and Anne Black judged the Women's Achievement Award, which is presented annually by The 99s. Joan Mace presented the annual Top Woman Pilot Award on behalf of the All Ohio Chapter. Kelli Hughes Lager was Assistant Chief Judge. Next year,

she'll be Chief Judge! The rest of us included Joan Jones, Trine Jorgensen, Carol Leyner, Jimmie Olson, Mary Samuels, Carole Trump, Jean West, Betty Young and I, and 49 1/2s Glen Morrow and Bob West.

Winners of this year's SAFECON were: First place, Embry Riddle, Prescott; second place, University of North Dakota; third place, Western Michigan University.

NIFA began in 1911 as the first Intercollegiate Glider Meet. In 1935, 74 delegates representing 23 colleges and universities started the National Intercollegiate Flying Club. The first meet was held at Purdue University. After a hiatus in college flying due to World War II, it was reorganized in 1948 and the name was changed to National Intercollegiate Flying Association.

The current system of regional eliminations began in the fall of 1972 and early spring of 1973. There are now 11 designated regions with 69 member schools across the nation.

Donations and sponsors help defray the expense of competing. The generous donations of The 99s through Chapters, Sections and individuals are truly appreciated. In reviewing NIFA this year, I would be remiss if I did not mention and thank Polly Gilkison, our former NIFA Ways and Means Coordinator, for all her work raising thousands of dollars for NIFA.

To this year's contributors—Michigan, Lake Tahoe, Indiana Dunes, Wichita Falls, Carolinas, El Paso, Wisconsin, Greater Detroit, Chicago Area, Kansas, Colorado, Three Rivers and Lake Erie Chapters and the Southeast, North Central and Eastern New England Sections—THANK YOU VERY MUCH! ✨



*Several of the NIFA judges attending the concluding banquet: Kelli Hughes, Joan Mace, Lois Erickson, Jimmy Olson, Poochie Rotzinger, Jerry Ann Jurenka, Mary Samuels, Sharon Schorsch, Wally Funk and Trine Jorgensen. Missing from photo are Jody McCarrell, Pat Roberts, Elaine Morrow and Anne Black.*





BY CHRISTINE ST. ONGE  
Western Pennsylvania Chapter

*Last of a four-part series, picking up the tour as it departs Bartlesville, Oklahoma, Friday, Aug. 30, on its way to San Diego.*

I WAS NERVOUS and excited about this next leg in which we were to fly from TCC to AEG to Falcon Field, Mesa, Ariz., FFZ, to SEE, San Diego, Gillespie Field, El Cajon, California.

We left for the airport at 0810, filed my IFR flight plan for 10,000 feet to AEG and got the aircraft out of the hangar. Weather at TCC was around a 600-foot ceiling and two-mile visibility. We took off at 0849.

About 35 nm east of AEG, Double Eagle II airport, we broke out to beautiful VFR conditions. I remained on my IFR flight plan due to heavy traffic load at ABQ. We landed in a 15 knot left crosswind in just shy of two hours. We filed a VFR flight-following flight plan and departed at 1155.

The temperature was already 85 F and FSS warned us about density altitude. Field elevation at AEG is 5,834 feet. The effect of the high density altitude was evident: We were halfway down the 7,000-foot runway before the tail began flying, and two-thirds of the way before we broke ground. The large blue bird sluggishly climbed around 200 fpm until I got the gear up, when she responded with a rousing 500 fpm climb (normally 1,200 feet).

We leveled off at 10,500 feet. As we flew this leg, I was struck by the thought that this was the same route Louise and Blanche had flown 60 years earlier over some of the most beautiful scenery I have ever seen.

Barb was flying when we were

jolted with CAT that took my bird and rocked her wings nearly 90 degrees to the left. I instinctively grabbed the yoke and put her back upright. ABQ FSS said there was severe turbulence north of our course which would begin to infiltrate our area after 1230.

I asked for 11,500 feet to avoid the TB. It was still rough so I asked for 12,000 feet, the normal MEA for our route. Temperature was 70 degrees!

We arrived at FFZ 2.5 hours later. We had to step down to 8,000 feet and then circle outside of the FFZ airspace to get down below 4,000 feet, the class B Phoenix Airspace base. I then was cleared to land. There was once again a 15 knot left crosswind, and on my final approach, I didn't feel right on the setup. I opted for a go-around, with better setup timing.

We spent little time on the ground, just long enough for necessities, and filed the last leg of our trip. I filed IFR, considering there were numerous restricted airspace areas that I didn't want to wander into by accident. The temperature in the shade was 106 F; on the tarmac, it was closer to 120.

As we taxied for takeoff, I knew we were plagued by density altitude, but with a field elevation of only 1,400 feet, it was not as bad as AEG. We departed at 1445, climbed out nicely and were on our way to San Diego at 8,000 feet!

We encountered four F-16s in formation to our right, and a Harrier stayed at 7,000 feet until he passed us. Then he wiggled his wings and shot straight up for whatever altitude he was planning to climb—a sight I'll never forget!

We passed over the Sierra Nevada mountains, and suddenly, below us was San Diego. I had to descend to 6,000, then to 3,000, so I circled until SEE tower told me to fly upwind for 27R. I descended to 2,000 to prepare for the landing.

The tower turned me on a right downwind for 27R with a left crosswind of 14-16 knots. The tower wanted to know if I wished to make a sharp turn to land rather than the longer traffic pattern approach. I chose the longer approach, especially since the runway was around 3,600 feet—leaving no room for mistakes!



*Terry von Thaden, Chris and Barbara pose with local Ninety-Nines.*

As I turned back around a large hill, I lost sight of the runway but as I went around the mountain to turn final, there she was. The moderate TB did not help me at all. I made a smooth landing and stopped her before the turnoff. Total flight time: 2.5 hours; 1711 PDT. We were the first to depart and the last to arrive!

Our total flight time from 4G4 to SEE was 20.06 hours, just five hours more than Louise's! As Barb and I taxied up to where we were instructed to park, we were greeted by a group of our friends who had enough faith to wait for our arrival. Bud Fuchs, my mentor who taught me to fly the Staggerwing, was there as well.

We found ourselves laughing, crying and rejoicing that we made it! We were finally in California—and to think that I had never flown my Staggerwing west of Nashville, Tennessee!

That arrival was worth the previous days of frustration and anticipation of the maiden adventure we took into a region we had never flown before. We now knew what Louise Thaden and Blanche Noyes must have experienced!

After all the picture-taking, we proceeded to the San Diego Air & Space Museum for an evening of food and festivities.

I was brought to tears when Bill Thaden pulled out a fax from Lois Erickson, our 99s president, congratulating me on completing my part of the flight duplicating Louise Thaden's win in the 1936 Bendix Race. It is wonderful to note that our president cares about our accomplishments and goals.

I am glad I have been a 99 for 23 years for I have met some of the best pilots in the world and made some fond friendships! I have to thank my husband

Paul, without whose support I would not have made this trip; my two children, who think I'm a cool mom; my friends back in Pittsburgh, who were as excited as I was about this trip; Bud Fuchs who taught me to fly my blue machine; and especially Barbara Cox, my best friend, who assisted me in all aspects of the flight.

We did it my friend, WE DID IT! I love you all. ✨

#### The Staggerwing Museum

The Staggerwing Museum in Tullahoma, Tennessee, consists of a collection of several buildings, all located a short distance from the Tullahoma Municipal Airport in the heart of Antique Airplane Country.

The first building was dedicated to Louise Thaden who was instrumental in the idea of preserving all the memorabilia of the Staggerwing era. The Thaden Library and Office Building is connected to the Walter Beech Hangar.

Staggerwing Club membership is open to all aviation enthusiasts. For tours or appointments to see the Museum, call Mattie Schulz at 615-455-3594 or 455-1974 or write to her at P.O. Box 550, Tullahoma, TN 37388.

The Staggerwing Club will hold its convention in Wichita, Kansas, Oct. 8-12, the same time as the American Bonanza Society Convention. An Open House and tour of the Raytheon factory is planned for both groups.



# GRASS ROOTS



## Mid-Atlantic Section

Our Spring Meeting, hosted by the Washington, D.C. Chapter, was held May 2-3, at the Hyatt Regency Hotel, Crystal City, Virginia. Fifty-five members and guests attended.

Speakers were: Carolyn Russo, staff photographer for the National Air & Space Museum in Washington; Edward Stimpson, chairman of GA Team 2000, a national industry-wide program to increase student pilot starts; and Gregory Feith, senior air safety investi-

gator for the National Transportation Safety Board in Washington. Carolyn is the author of *Women and Flight, Portraits of Contemporary Pilots*, and Greg conducted the ValuJet DC-9 crash investigation in the Florida Everglades.

The meeting was dedicated to the memory of Louise Sacchi, a long-time member of the Eastern Pennsylvania Chapter, who died in April.

—Edith Fischer  
Hampton Roads Chapter



Barbara Rohde, Chairman, Washington DC Chapter; Governor Gayle Henze; Beverly Sharp, International Treasurer; and speakers Gregory Feith and Steve Daniels at the Mid-Atlantic Section Meeting.

## Southeast Section

International President Lois Erickson and Governor Vicki Lynn Sherman presenting Bonnie and Archie Gann Memorial Scholarship to Richard Brinkley at Southeast Section Meeting.



## Northwest Section

Members of Western Washington, Mt. Tahoma and Greater Seattle Chapters took telephone pledges during the KBTC (PBS) telethon. Toni Reinhard, chairman of Western Washington Chapter, was interviewed during the break. She gave a brief history of The 99s and invited interested women pilots to contact local chapters for more information.

—Marian Hartley

## East Canada Section

Our Spring Meeting was held May 2-3, in London, Ontario. Twenty-four 99s from Maple Leaf, First Canadian and Eastern Ontario Chapters attended. The mayor of the City of London sent greetings and officially declared Saturday, May 3, as Ninety-Nines Day in his city.

International Director Joy Parker Blackwood reported for the International Board. Governor Grace Morfitt announced Erna Scriven, Atlantic Chapter, was the recipient of the Governor's Service Award. Montreal Chapter was the winner of the voluntary Annual Proficiency Test. —Pat Crocker



Kneeling: Marilyn Dickson, Sherry Wheatley, Debbie Kiekens, Dorothy Bertholet, Pat Crocker and Betty Ellison. Standing: Jean Franklin Hancher, Jan Beattie, Sue Ehrlander, Anne Starret, Jane Atkinson-White (guest), Joy Parker Blackwood, Karin Williamson, Arlene Keener (guest), Andrea Kwasnik and Peggy Smith.



## Australian Section

Annual General Meeting at Victoria: (Front) Athley Duncan, Barbara Collins, Mary O'Brien, Section Founder Nancy-Bird Walton, Governor Cathy Salvair, Vice Governor Rosemary Colman, Peggy Kelman, Pam Collins (New Zealand), Anne Bithel. (Middle) Stephanie Day, Senja Robey, Faye Reeve, Margaret Stanton, Elizabeth Apps, Caroline Hinchcliffe, Ellen Warren, Heather Innes. (Back) Lyn Butler, Susie White, Noor Braybrook, Margaret Travers, Heather Parker, Jenny Gust, Marceline Luck, Ann Winter, Carol Durkin, Helen Walker.





**Montana Chapter** - Kimberly Bess of Dillon, Montana, is the winner of the Chapter's Esther Combs Vance/Vern Vine Memorial Scholarship. Presenting the award is Chairman Gail Sanchez-Eaton.

#### Orange County Chapter

Our Chapter presented an eight-hour Flying Companion Seminar to an enthusiastic group of 22 at Orange Coast College in Costa Mesa, California. (We have conducted numerous FC Seminars, and it was the third consecutive, Nancy Miessel—so we must be doing something right.)

Members participating in our successful fund-raiser were Linda Eldridge (Landings), Lori Lubline (You Heard it from the ATC!), Brenda Jackson (Basic Instruments), Shirley McFall (Registration and Introduction to Radios), Diane Myers and Celia Vanderpool (How the Airplane Flies), Chris Stulik (What Will I Do If...?), Eleanor Todd (Plotting the Course) and Barbara Ward (Understanding the Charts). Also assisting was our co-host Bill Padden, assistant professor of aviation at Orange Coast College.

Chris Stulik planned and orchestrated this superb seminar. The Flying Companions left armed with a deeper understanding of why we pilots do what we do, and new knowledge of how they can constructively help their pilot. What a rewarding day it was!—*Mary Van Velzer*

#### San Fernando Valley Chapter

Marcia Fuller organized 10 pilots with airplanes to fly high school students from the Antelope Valley area at the annual "Salute to Youth" hosted by the Air Force. They flew approximately 350 young people, many for their first airplane ride.

Jaye Howes organized a booth at the West Coast Pilot's Expo at the Pomona Fairplex. San

Fernando Valley, Santa Paula, Orange County and San Gabriel participated in the event. Members spoke with the public about the 99s as well as explaining the organization to potential members, and even sold a few fundraising items. It was a great experience to have several Chapters working on a project which gave us the opportunity to get to know one another much better.

Our Chapter awarded \$5,000 in scholarships this year. The recipients will use the money for further training in both flight and maintenance.—*Bertie Duffy*

#### Fullerton Chapter

The Fullerton 99s and the Fullerton Airport Pilots Association sponsored the Second Annual Sentimental Journey Dinner and Hangar Dance on April 26. Mike Blackstone, owner of Air Combat USA, hosted the event in two aircraft hangars based at Fullerton Municipal Airport.

To add to the ambiance, members of two antique car clubs came in 1940s attire with their beautifully restored automobiles. Other brought antique aircraft for display, including a 1947 Stinson and a T-6 Texan.

Guests came from all over—pilots, non-pilots, Rotarians, city council members, aviation clubs and the community. Many dressed in period clothing to compete in the costume contest.

Other prizes were awarded to contestants in the Name the Stars and World War II Aircraft ID contests. Raffle tickets were sold for rides in the antique aircraft and door prizes were given away throughout the evening.

After a wonderful dinner, we opened up the area for dancing. Everything from jitterbug and waltz to the chicken. Great fun for all. Our goal was to have fun at a reasonable price, yet this has become our best fund-raiser of the year. Plans are underway for next year's event.—*Denise Jennings*

#### North Jersey Chapter

When extremely strong winds threatened our Poker Run, all the workers and some stalwart regular players drove to the terminus airport in Trenton, New Jersey. Eighty-six hands were played.

—*Aileen Trotter*



*Women With Wings 99s at the Reunion -Weekend of Heroes parade*

#### Women With Wings Chapter

Our Chapter represented The Ninety-Nines during the Memorial Day Weekend in the largest parade in the history of Akron, Ohio. The Reunion-Weekend of Heroes was held throughout Akron Fulton International Airport. Our WASP, Pat Stark, was especially honored for her dedication and service during WWII. The Weekend of Heroes was to educate generations about what their grandparents and parents did to maintain freedom for our country.

Pride in being a 99 grew with the progression of our unit, as all along the parade route women cheered loudly and mothers told their children, "Look, those girls fly. Someday, you can too!"

The Chapter held their second Annual Girl Scout Day on June 7 at Akron Fulton International Airport. The event was well-attended with 50 guests representing four troops from the Summit and North Canton areas of Ohio. Guest speaker Marla Gaskill, dressed in her Ohio State Highway Patrol uniform, gave an inspiring talk on flying and the role of women pilots. Marla then gave each girl a Jr. Ohio State Trooper badge and

shoelaces as they awaited their turn to take to the sky, in what was to be the first flight for many of the girls. This is the best part of being a Ninety-Nine—giving to others in a way that may touch the future!—*Heidi Dietz*

#### Kitty Hawk Chapter

Our Chapter raised funds for the AE Scholarship Fund through a raffle held at the Raleigh-Durham International Airport Air Expo. A quilt made and donated by the mother of member Lori Hoover was the main draw.

The North Carolina Department of Transportation awarded the Chapter a plaque at the Wings Weekend banquet in April in appreciation of our help administering Wings Weekend safety seminars.

—*Marilyn Darling*

#### Indiana Dunes Chapter

Our Chapter sponsored an FAA Safety Seminar in May at Donnallen Aviation (co-owned by 99 Donna Stevens) at Valparaiso, Indiana. About 95 pilots attended. Don Hales, FAA Accident Prevention Program Manager from South Bend, Indiana, was the speaker.

—*Janice Topp*

#### Texas Dogwood Chapter

Jody McCarrell, NIFA, Air Rallies and Flying Events project coordinator for The 99s and an Oklahoma Chapter member, was a recent speaker at an AE luncheon for the Longview Zonta Club. "Jody wowed them!" said Jerry Anne Jurenka, Texas Dogwood Chapter and AE Chair for Zonta.



*Jerry Anne Jurenka and Jody McCarrell at Zonta luncheon.*





Sister Mary Loretta McLaughlin

#### Long Island Chapter

Member Sister Mary Loretta McLaughlin, CSJ, won the beautiful Alice Hammond Memorial Quilt created by Courtney Bargerhuff of Rolling Prairie, Indiana. Proceeds from making the quilt were donated to the Memorial Career Scholarship Fund which Alice, a member of the New York New Jersey Section was instrumental in creating in 1941. Sister Loretta donated the quilt to our Chapter.

Friendship Flight '97 was held at Republic Airport, Farmington, New York, May 17-18. This was a joint effort by many business and aviation organizations to commemorate the 70th anniversary of Charles Lindbergh's solo flight from Roosevelt Field (now a shop-

ping mall) to LeBourget, France, May 20 -21, 1927. Bill Signs in his single engine C-210L recreated the flight itself taking off from Republic on May 20, 1997.

The Long Island Chapter display was manned by Mae Smith, Sue Mirabel, Bozena Syska, Debora Bonnard, Jill Hopfenmuller and Diane Fisher. Debora and Bozena told about how they started their flying careers and how others, especially women, might learn to fly.

—Patricia Rockwell

#### Chicago Area Chapter

Members welcomed a very special guest, 101-year-old Emma Schweer, at their May Chapter meeting. She flew in Amelia's Flying Club, was a 99, participated in local government and raised a family. Emma shared stories and pictures regarding history of Chicago area aviation and the struggles in keeping an airport open in that era.—Jean Ingle

#### Florida Spaceport Chapter

Chapter members recently met at Leesburg, Florida. The history of Angel Flight in Florida (originally known as Medical Support Flight Team) was presented by Lee Johnson, Sunair Aviation.

—Dot Arnett



North Jersey Chapter member Susan Loricchio looks on as Reeve Lindbergh, daughter of Charles A. Lindbergh, autographs her book. Susan attended the lecture by Reeve at the National Air & Space Society of the Smithsonian Institution.

#### San Antonio Chapter

We don't have enough praise for member Linda Finch and her repeat of our founder's World Flight. Just thinking about her accomplishments from refurbishing the Electra to final touchdown bursts our hearts and puts a lump in our throats.

We had our first Flying Companion Seminar and with San Antonio's FSDO FAA Safety Program Manager Tom Hennessee's support, we had a most successful activity. Folios were assembled with material supporting the films and presentations by members plus a few extras. Door prizes were drawn every hour.

Ninety-Nines presenting were: Cheryl Casillas, (Aerodynamics), Margaret Cosby, (Preflight), Gloria Blank, (Basic Instruments), Sandra Stephens, (Airspace and Airports), Cheryl Casillas, (Flight Planning, Charts and Navigation), Faye Makarsky, (Radio Communication), and Elizabeth Jordan, (Weather). Handling Emergencies

was presented by John Reagan from the San Antonio Control Tower. —Margaret Cosby

#### Tucson Chapter

Our Chapter sponsored Nickel-A-Pound rides at Ryan Field, as part of Tucson Airport Authority's Aviation Day, April 12. More than 41,000 pounds were carried by 14 airplanes piloted by 99s and friends. Gloria Tombom organized the pilots and ground crew into a smoothly coordinated team, which made the event successful and bolstered our Chapter Scholarship Fund.—Kave Craig

#### British Columbia Coast Chapter

Despite "Touch & Go" weather on May 4, the Chapter's first Plane Wash & BBQ fund-raiser at Boundary Bay Airport, Delta, B.C., raised more than \$330. The proceeds were donated to the Canadian Women in Aviation Conference to be held in Vancouver, B.C., on August 6-9. —Colette Morin



Donovan Tocco and Amy Bender, third-grade students at Lynnwood Elementary School in Guilderland Central School District, Albany, New York.

Trish Bianchi, New York Capital District Chapter, used Beryl Markham's book, *West with the Night*, as an inspiration for a speech she was asked to give to a group of elementary students during Women in His-

tory month. She titled her speech, "The Perils & Pleasures of Being a Lady Pilot."

Those who work with elementary children may wish to contact Trish for a copy.

#### Greater Seattle Chapter

Our Chapter held its second auction to raise money for the Chapter Scholarship Fund. Box lunches and miscellaneous aviation items brought more than \$750. The Scholarship Committee is developing guidelines for two separate categories: Future Women Pilots and Aviation Careers.

The Chapter has a new resource library. Donna Wilson has developed a recommended reading list; Georgianne Ray is collecting books and I am collecting video tapes.—Marian Hartley



Members Eva Parks and Georgianne Ray congratulate high school junior Amy Loomis on receiving \$200 from the Chapter Scholarship Fund to be applied towards her solo.

## AIRMARKING



Airmarking by members of Mid-Columbia and Rainier Chapters.

A beautiful day and good company contributed to a perfect day for painting a runway in the desert. Veteran air markers Anne English and Marjy Leggett provided their expertise to volunteer painters Nita Schumacher and husband; Mary Cooke; LaRue and Jim Bell; Margie Fremont; Karyn and Mike Wiemers; Liz Lunden Jogtich; Miriam Munck; and Cindy Womack and her crew (husband, son and a friend); and Vickie Gassoway.

49 1/2s helped to chalk the runway numbers, which will be painted by the Airport Commission and residents of Desert Aire, Washington, as soon as additional paint is obtained.

Nita Schumacher and husband Dewane were perfect hosts and rewarded all painters with a barbecue lunch.—Vickie Gassoway



Kitty Hawk Chapter Airmarking Chairman emeritus June Rodd reviews the troops at New Bern, North Carolina.

## TOUCH & GO'S

• **Lori Anderson**, Indiana Dunes Chapter, has been promoted to Captain for United Express Airline. She is in Scotland receiving advanced simulator training.

• **Beverly Barnett**, Tennessee Chapter, is now operating her own flight school. She has bought a Cherokee and is operating independently.

• The **Canadian Precision Flying Team** received the Canadian Owners and Pilots Association annual Award of Merit at its 1997 convention at Summerside, Prince Edward Island.

• **Ann-Marie Donaca**, Columbia Cascade Chapter, received an Honorary Associate of Applied Science Degree for Aviation—Professional Pilot, as well as honors for scholarship, student leadership and achievement, from Mt. Hood Community College, Grisham, Oregon.

• **Joanne Moon**, British Columbia Coast Chapter, has a temporary posting to FSS in Ft. Smith, Northwest Territory.

• **Colette Morin**, British Columbia Coast Chapter, is flying a C-206 for Glacier Air Tours, Squamish, British Columbia.

• **Mary Norman**, First Canadian Chapter, has been appointed a Director of the Canadian Seaplane Pilots Association.

• **Amy Pilkenton**, Shreveport Chapter, is now based in Dallas with the FAA and is also an inspector for Mesa Airlines.

• **Margaret Riddle**, Kitty Hawk Chapter Chairman, was selected by the FAA as North Carolina's Flight Instructor of the Year for 1996. This award was presented at the Spring FAA/NCDOT Wings Weekend Safety Seminar in Greensboro, North Carolina.

• **Linda Scroggs**, Pikes Peak Chapter, completed her recurrency training on her 99s scholarship.

• **Sandra Silins**, British Columbia Coast Chapter, is 2nd Officer on DC-10 for Canadian International Airlines.

## FIND A NEW MEMBER

### Tips for finding new members

- Share your old 99 News with a nonmember.
- Take your old 99 News to your local FBO.
- Take copies of membership applications to local FBO.
- Carry a membership application with you.

## RATINGS AND WINGS

### RATINGS

Wendy Boyes	British Columbia Coast	Commercial
Anette Decker	Florida Spaceport	Instrument
Rebecca Leland	Eastern New England	Instrument
Adele McDonald	Tennessee	Multiengine Flight Instructor
Colette Morin	British Columbia Coast	Commercial
Marilyn Patiemo	North Jersey	Instrument
Alison Salerno	Willamette Valley	Commercial and Instrument
Stephanie Shonk	North Jersey	CFI
Carey Smith	British Columbia Coast	Multiengine and Instrument
Laura Smith	Western New England	CFII
Liz Swain	Shreveport	Instrument
Sue Weitz	Women With Wings	Seaplane
Chiyomi Williams	Hi-Desert	Multiengine and Instrument

### WINGS: THE SIGN OF A SAFE PILOT.

Heidi Dietz	Women With Wings	Phase I
Carolyn Carpp	Western Washington	Phase II
Bobbi Lichtiger	Florida Goldcoast	Phase II
Cynthia Madsen	Chicago Area	Phase IV
Laura Smith	Western New England	Phase IV
Betty Phillips	Western New England	Phase V
Shannon Small	Western New England	Phase V
Cynthia Welton	Western New England	Phase V
Marilyn Patiemo	North Jersey	Phase VI
Marilyn Horvath	Indiana Dunes	Phase VII
Lou Ann Gibson	Dallas	Phase X
Sara Parmenter	Virginia	Phase X
Marjy Leggett	Mid-Columbia	Phase XI
Wally Funk	Dallas	Phase XIV



**PEGGY EWERT**, Santa Clara Valley Chapter, and her husband John, along with their son Tom, daughter Marcia and a friend of Marcia's, perished on Mother's Day in a crash of their Bonanza A36 on takeoff from the Truckee/Tahoe airport. We are all stunned and devastated by this tragic loss. Not only was Peggy a close personal friend, but a major contributor to The 99s, to the Bay area community, to her church, and to general aviation. Their deaths will leave a tremendous void for a long, long time. Peggy and John are survived by their remaining children, Ken Ewert and Janet Lalor and adorable twin babies.

Peggy and John met at the end of their college days at Bob Jones University. From the start, they knew it was a heavenly match as they shared so many interests and loves. John, the enduring optimist and dreamer, and Peggy, the practical creative leader with patience to fill the Grand Canyon, ventured off together into a wondrous and full life.

Peggy wrote, "Until I learned to fly in 1977, my whole life revolved around family, church and work—in that order. I like to think that flying changed my destiny, and I cannot now imagine life without airplanes and airports. To soar with the eagles is the ultimate fulfillment!"

They started their lives together as teachers, travelers and givers, and though they changed



*Peggy Ewert*

careers, homes and hobbies, their lives remained as teachers, travelers and givers. In the early '70s, John opened a small photography store in Sunnyvale, California, and launched the flourishing Ewert Photo stores that came to be synonymous with excellence in the South Bay Area of San Francisco.

Peggy and John always enjoyed traveling, even before flying became a part of it. They married in Florida and soon after made the trek to California to visit family. From there, they moved to Arizona where John taught until the mid-sixties.

Summer vacations consisted of traveling to Oregon for Masters Degrees; and once matriculated, they spent two years in Germany teaching for the Department of Defense. They continued their wanderlust by roaming Europe, the Middle East and Russia, then settled down in California while growing their new photo business.

An introductory flight from John's instructor got Peggy hooked immediately and both became known and respected as fine pilots and role models for many who came later.

For Peggy, flying and The 99s became a consuming interest since 1977. They belonged to the Santa Clara County Airmen's Association, Angel Flight, EAA, and Peggy was Governor of the Southwest Section. Peggy joined the Santa Clara Valley Chapter as soon as she got her pilot's license and held many offices, most notably chairman and treasurer. Peggy positively influenced every person she met. And John was always beside her, coaching, assisting, supporting. He espoused The Ninety-Nines' ideals as much as anyone.

Together Peggy and John logged more than 3800 hours in the air, splitting the PIC time equally between them. There were many trips to the East Coast, Midwest and Florida. Four trips to Alaska in their Bonanza A36 highlighted their flying activities, with the most exciting being to Nome and Kotzebue and points near the Arctic Circle.

Please join me in wishing John and Peggy an eternity of blue skies.—*Pat Lowers*

**MARGARET "MAGGIE" SCHOCK**, Tucson Chapter, died Feb. 24 at the age of 76. Maggie earned her private license in 1948

and commercial in 1964. She was a life member of The Ninety-Nines, having joined the San Antonio Chapter in 1948. In 1950, she moved to the Phoenix Chapter, and in 1951 founded the Tucson Chapter. Maggie and her husband Ray operated flight schools in Texas before moving to Arizona. For more than two decades, Maggie took devoted, loving care of Ray, who suffered from Parkinson's disease until his death last September.—*Kaye Craig*

**Herbert C. Sundmacher**, 49 1/2 of Marjorie, Chicago Area Chapter died in April.—*Jean Ingle*

**Ray Newhouse**, 49 1/2 of Lorriane Newhouse, Tucson Chapter, died April 18, at age 79. Ray was a pilot for American Airlines for 38 years with experience in the DC-2, the 747 and everything in between. Ray also flew light planes of every variety, and especially loved antiques, having restored the 1931 Aeronca C-3 in which he learned to fly in 1934. Four of his sons became airline pilots. Ray supported The Ninety-Nines enthusiastically. His colorful flying stories were entertaining, his wisdom was valued and his love and friendship were treasures for us all.—*Kaye Craig*

**James Hammer**, 49 1/2 of Jean Hammer, Tennessee Chapter, died in a farm accident in May.

—*Evelyn Bryan Johnson*

## WELCOME THESE 54 WOMEN PILOTS TO THE NINETY-NINES

Jane Louise Atkinson-White, *Maple Leaf*  
Wanda M. Babcock, *Las Vegas Valley*  
Christine Bauer, *El Paso*  
Gail Turner Bauer, *San Joaquin Valley*  
Sheila Foley Beck, *Brazos River*  
M. Allaire Bennett, *Tucson*  
Colwyn Rebecca Brant, *Oklahoma*  
Kimberlee Ellen Brown, *Monterey Bay*  
Deborah L. Clifton, *West Canada Section*  
Christine Marie Cole, *Greater Detroit Area*  
Wanda C. Collins, *Monterey Bay*  
Kelly A. Cook, *Brazos River*  
Betty Ann Curtis, *Arkansas*  
Kathy Marie Devine, *NY-NJ Section*  
Sherry Lynn Edwards, *First Canadian*  
Susan R. Field, *Florida Goldcoast*  
Elizabeth Batten Frost, *Houston*  
Susan Forster, *Sacramento Valley*

Mary Louise Halvorson, *Orange County*  
Jennifer A. Havens, *Greater Kansas City*  
Catherine Hill, *Dallas*  
Catherine Ann Hosmer, *Southeast Section*  
Marie Elizabeth Johnson, *Palomar*  
Mialma Sue Johnson, *Brazos River*  
Beth A. Jones, *North Jersey*  
Barbara Kay Kajiya, *Greater Seattle*  
Diane K. Kelley, *Mid-Columbia*  
Kathleen M. Laprade, *W. New England*  
Susan Laskos, *Delaware*  
Ruth J. Logan, *San Fernando Valley*  
Emily Christine Long, *Alabama*  
Amy Jean Lovell, *Western New England*  
Jane Suzanne Lutz, *Greater Kansas City*  
Mary C. Marshburn, *Alaska*  
Erin Kay McCoy, *Greater Detroit Area*  
Ruth I. Mercer, *Western New England*

Nancy Ellen Merriman, *Alaska*  
Nikki R. Mitchell, *Southeast Section*  
Jane E.H. Moser, *Australian Section*  
Barbara Alice Neary, *Utah*  
Dawn Marie Peterson, *Idaho*  
Kristine Lynn Powell, *Greater Kansas City*  
Clarissa M. Quinlan, *Alaska*  
Daphinne Ann Race, *Mission Bay*  
Elizabeth Anne Rehm, *Chicago Area*  
Susan E. Rosenthal, *Santa Clara Valley*  
Robbin C. Russell, *Greater Cincinnati*  
Corinne L. Shalley, *East Canada Section*  
Linda Christine Smith, *San Gabriel Valley*  
Jeanie E. Stokes, *Colorado*  
Amy E. Tobol, *Santa Paula*  
Linda Ann Wiekhorst, *Old Dominion*  
Suzanne J. Wiltshire, *East Canada Section*  
Anne K. Zaboglio, *Dallas*

## RACES & RALLIES

### 16th Annual Sunflower Rally

This cross-country proficiency air race will be held Sept. 19-20, at Yingling Aircraft, Mid-Continent Airport, Wichita, Kansas, and is sponsored by the Kansas Chapter Ninety-Nines. The secret race course is selected by the Sunflower Rally race official and announced at the pilot briefing. Two courses will be selected with the final selection being dependent on the most favorable weather at race time. Scoring for the race is based on observations, fuel and time estimation. No one will know the rally course until it is announced at the briefing.

There are cash prizes and door prizes. The rally is open to any pilot—male or female. Teams consist of a pilot and navigator. Aircraft can be single or multiengine with standard airworthiness certificate. Only fixed-wing aircraft are allowed and no homebuilt or experimental airplanes, due to insurance requirements. Contact Karen Tucker at 316-733-4583, or Bonnie Johnson at 316-978-3404.

### Pilot's Poker Party

Members of Suncoast, First Coast, Goldcoast, Gulfstream and Space Port Chapters participated in a Pilot's Poker Party in May.

Tamra Sheffman, Cheryl Cichocki and Reba Ludlow organized the event which included five airports. Showalter Flying Service provided a delicious barbecue lunch at Orlando Executive, the terminal airport.

Aileen Watkins, Suncoast Chapter, won the \$99 first prize. Southeast Section received \$500; participating chapters each took home about \$100. Tamra said, "Everything went very smoothly and the day was great!" She's already talking about next year. —Laurie Householder

## BOOKS

### Flying The Big Birds On becoming an Airline Pilot by Sylvia J. Otycka

Book can be purchased from Leading Edge Publishing, PO Box 461605, Aurora, CO 80046-1605, by sending \$14.95 plus \$2 postage and handling (Colorado residents add \$1.13 for sales tax). ✨

## GENERAL AVIATION

### Airline pilot jobs

Airline pilot hiring averaged over 940 per month through May; 3,776 new jobs were created for the year to date. The majors alone have hired 1,384 of the total pilots hired, well ahead of last year's near-record levels. The current rate of hiring throughout 1997 will produce over 4,000 new jobs at the majors, 3,200 at the nationals and 12,000 new pilot jobs overall.

Civilian pilot hiring continues to dominate the hiring throughout the industry, with every segment hiring about 60 percent of their pilots with only civil experience.—Source: Air, Inc.

### New aviation career packet available

The Iowa Department of Transportation and the Iowa Aviation Business Association have jointly developed a video and career information packet.

This packet, *The Sky's the Limit!*, will acquaint counselors, teachers and students with aviation-related career opportunities, and the education and training facilities available in Iowa.

Copies of the career information packet have been distributed to all high school counselors in Iowa. ✨

## EDITOR'S DESK

Funds for 99 NEWS come from membership dues and advertising, so more members and more advertising, pays for more pages. If you have a service or a product to sell to pilots or their families, or if you know of someone who does, let us know.

If the survey and predictions of GA2000 are on target, there will soon be many more women pilots available to join The 99s. Spread the NEWS by leaving your old magazines at an FBO reception area and carry an Application for Membership with you. You never know when you'll meet a woman pilot who needs the support and camaraderie of The 99s. ✨

## CORRECTIONS

In the last issue:

- Page 18: Susan Harper was incorrectly identified as Susan Larson.
- Page 23: The Louise Sacchi "New Horizon" obituary should have been credited to Nancy Kyle of the Pennsylvania Chapter.

## CLASSIFIEDS

### WOMEN PILOT'S CAREER

#### GUIDANCE - KAREN KAHN

#### Ninety-Nines helping Ninety-Nines

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

#### New pilot career advice book by

Captain Karen Kahn includes more than 200 pages of published columns. \$19.95 + \$2.50 S/H (CA residents add \$1.55 tax). VISA/MC OK. Aviation Career Counseling, 933 Cheltenham Road, Santa Barbara, CA 93105, 805-687-9493, Fax 805-687-6226.

#### AVIATION CAREER COUNSELING

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

#### FUTURE AIRLINE PILOTS:

FAPA members and all future airline pilots — military and civilian. Compare before you buy or renew. AIR, Inc. offers a top quality complete airline pilot career development system delivered on time by experienced professionals for only \$156/1st Yr., \$85/renewal. Get all the hiring information you need to land one of the 9,000+ jobs in '97! Service in-

cludes: Job Monthly newsletter detailing 200 airlines - Majors/Nat'l's/Regionals/Pax & Cargo. Plus Application Handbook. Career Guide - hiring forecast/job search planning/interviewing. Airline Address/Fleet & Sim Directories, unlimited 800 career counseling. Optional - Lifetime resume service. National Career Seminars/Job Fairs - DFW Sat. MAR '97, LAX 9/28, PHL 11/23. Interview Preps for members & non-members by phone for - UAL/SWA/NWA/TWA/FedX/UPS & many more. Satisfaction Guaranteed. Call Kit Darby's AIR Inc. today: **800 AIR-APPS. 10% discount for 99s.**

#### BURT RUTAN BIOGRAPHY

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

#### FLY WITH CONFIDENCE IN THE CLOUDS.

Get your instrument rating in 10 days. Experienced instructor, instrument pilot. Call for details.

1-800-204-4779  
MG Enterprises  
Marcy Drescher, CFII  
Rt 1, Box 55  
Alden, MN 56009

## Advertise in The 99 News International Women Pilots magazine

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

Classified Advertising  
\$1 per word. Minimum charge:  
\$20. Enclose check with ad. No charge for name, address, telephone/fax. Send to:  
The Ninety-Nines, Inc.  
Box 965  
7100 Terminal Drive  
Oklahoma City, OK 73159  
USA

#### FOR A DISPLAY ADVERTISING RATE SHEET, CALL:

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





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

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

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

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

Katharine Hepburn



Lucille Stone: Circa 1930's

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

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

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

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



# AOPA EXPO '97

## Your General Aviation Playground



AOPA Expo '97 is on course. Next waypoint — Orlando. Whether you have 10 or 10,000 hours, Expo offers something for every general aviation pilot.

The entire Expo is like a playground for pilots! Everywhere you look pilots are pushing buttons, twisting knobs and talking aviation. Thousands of products and services are yours for the asking.

Expo offers you dozens of seminars on the hottest GA topics. And save time for Expo's static aircraft display. It's one-stop shopping for pilots who are interested in upgrading, adding modifications, trading up, buying new, or just like to look.

All the excitement of AOPA Expo with the fun and magic of Orlando promise to make this year's Expo experience the best one yet! Call today for details.

**Register In Advance And Save!**

# Orlando, Florida

# October 23-25

Call For Details And Registration Information:

# 1-800-942-4269

WWW.AOPA.ORG

♦ Mention  
Code 9734

**See for yourself why 98% of pilots who attend AOPA Expo will come back for more:**

- ♦ Thousands of GA Products and Services
- ♦ Dozens of Top-Notch Seminars
- ♦ The Latest Airplanes and Mods at the Static Display
- ♦ In-Depth Product Demonstrations
- ♦ Special Aviation Group Meetings
- ♦ General Sessions Covering the Hottest GA Topics
- ♦ Exciting Social Events
- ♦ Save with 1-, 2- and 3-Day Advance Registration Packages
- ♦ One-Day Passes Available On-Site
- ♦ Plus...The Magic and Fun of Orlando!

*Fly-in procedures available at your request.*

©Disney

**For more information, return this coupon or call 1-800-942-4269.**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

AOPA Member? Yes ☐ No ☐

If Yes, AOPA Member #: \_\_\_\_\_

**Please mail this coupon or a copy to: Expo Department  
AOPA • PO Box 4097 • Frederick, MD 21705-9654 ♦ Code 9734**