



99 NEWS

INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



*Charter members of the new German Section:
Renate Schmidt, Dr. Angelika Machinek, Jösephine Schuhmann, Andrea Moller, and Marion Hof.*

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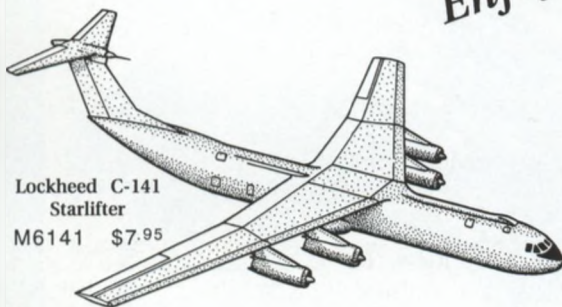


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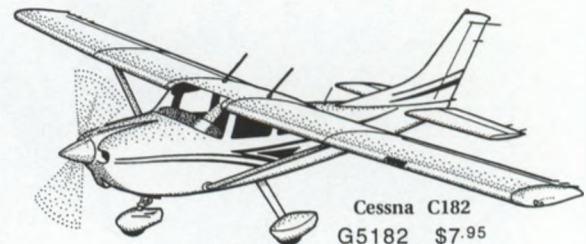


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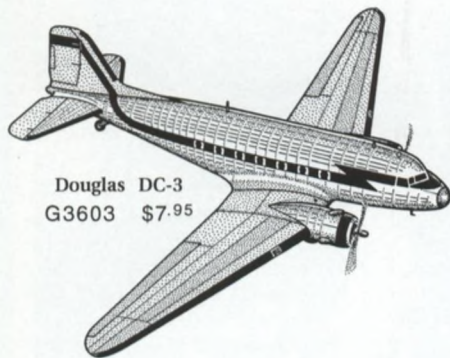
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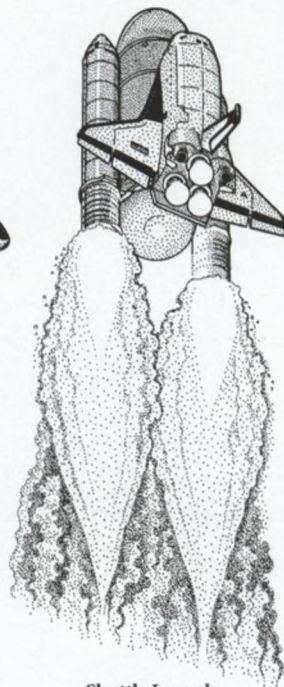
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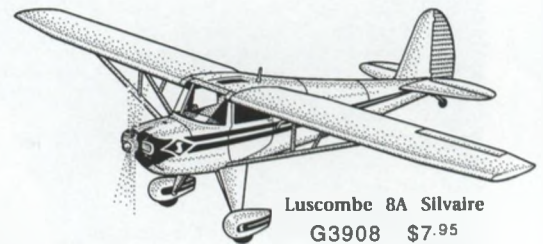
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INTERNATIONAL WOMEN PILOTS®

THE OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

January/February 1998

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Let's Meet
in

Guadalajara

1998 Convention in Guadalajara, Jalisco, Mexico, July 8-12

STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in this 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, April 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 in Oklahoma City.

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1998

MARCH

6-8 — International Board Meeting, Oklahoma City, Oklahoma

6-8 — Women In Flight Conference, Pima Air & Space Museum, Tucson, Arizona. Elissa Lines, 520-574-0462

12-14 — Women in Aviation Conference, Denver, Colorado. Peggy Baty, 937-839-4647

21 — Northwest Section Board Meeting, Eugene, Oregon. Marilyn Moody, 360-678-6341

25-28 — National Congress on Aviation and Space Education (NCASE), St. Louis, Missouri

APRIL

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

17-19 — South Central Section Spring Meeting, Gloria Blank, 830-510-4963

23-24 — West Canada Section Meeting, June Mills, Office 250-492-8017, Home 250-497-5731

24-25 — New England Section Meeting, Concord, New Hampshire. Aileen Anderson, 603-472-8279

24-25 — New York/New Jersey Section Meeting, Hammonton, New Jersey. Rhonda Goodwin, 732-329-8814

MAY

1-3 — Southwest Section Spring Meeting, Bakersfield, California. Donna Weeks, 805-393-6922

1-3 — North Central Section Spring Meeting, Saginaw, Michigan. Gloria (Eby) Buck, 313-653-6319

4-8 — NIFA National Competition, Salina, Kansas. Jody McCarrell, 870-642-2508

15-17 — Southeast Section Meeting, Beaufort, North Carolina. Judy Hall, 912-987-1538

JULY

8-12 — The Ninety-Nines International Convention, Guadalajara, Mexico, Pat Ward, 972-346-3517; fax 972-347-2917; e-mail 76764.1253@compuserve.com

13-16 — World Aerospace Education Organization 10th Biennial Congress, Perth Australia. Diane Cozzi, 847-248-2595 (day) or 630-495-6565 (evening)

AUGUST

14-16 — Northwest Section Meeting, Kennewick, Washington. Marjy Leggett, 509-474-4347

20-22 — 3rd International Ladies Cup, Eindhoven Airport, The Neatherlands. Thea Geris-Vogels, 31.77-4662555

OCTOBER

1-3 — North Central Section Fall Meeting, Madison, Wisconsin. Krys Brown, 920-261-6651

25-26 — West Canada Section Meeting, June Mills, office 250-492-8017 or home 250-497-5731

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
cccapp@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.

Let's Meet in Guadalajara

1998 INTERNATIONAL CONVENTION, GUADALAJARA, JALISCO, MEXICO, JULY 8-12

Convention Package

Registration Form was printed in November/December magazine or call International Headquarters in Oklahoma City at 405-685-7969.

The convention package includes 3- or 4-night hotel room including tax and gratuities for bellman and room maid; full buffet breakfast Thursday through Sunday in the hotel restaurant; round-trip airport transfers; transportation, tour guide and gratuity for an excursion to the village of Tlaquepaque; reception and fiesta dinner with entertainment on Thursday night; AE luncheon on Friday; reception and Awards banquet on Saturday night; logo souvenir and convention program, documents and educational seminars.

There is no separate convention registration. A day rate is available for those who wish to make their own hotel and transportation arrangements.

Extra nights before (July 4-7) and after (July 12-15) convention are available at a special discount rate through Southwest Travel. Includes bellman and maid tips, room and hotel tax only (no breakfasts).

Hotel Reservations

The convention headquarters hotel is the 5-star Holiday Inn Crowne Plaza. The hotel will not accept reservations for the 99s convention room block and rate from any individuals or any other travel agency except Joan Granger of Southwest Travel. No other discounts will ap-

ply. Name of person sharing room must be included on your Registration Form. Any rooms blocked but not reserved at the headquarters hotel by May 7 will be released. Reservations made from May 7 - June 7 or later will have to go to the overflow hotel, where discount rates and transportation will also be provided for all tours and convention events.

Reservations for 99s' discounted airfares, optional city tour and pre- and post-convention tours through Southwest Travel only. **Tours must be pre-reserved and checks made out to Southwest Travel.** Airline seats are limited in number and frequency, and all flights are booked full all year. If not confirmed early, maybe even months in advance, attendees may have to travel earlier or later than their preferred dates or pay higher fares.

Airline Information

Airline reservations by phone only to Joan Granger, Southwest Travel: 800-658-9338 M-F 9 a.m. - 1 p.m. MST

American Airlines, the official airline of the 1998 convention, is offering 99s booking through a special contract with Joan at Southwest Travel of 10 percent off the lowest available fare, and 15 percent off the regular coach fare for tickets purchased 60 days or more prior to convention. Similar discounts are also available to 99s through Southwest Travel on Continental Airlines and AeroMexico.



Lois Erickson

AS WE BEGIN the new year, let us never doubt that a group of thoughtful, dedicated people can change their world for the better. Indeed, personal and collective effort is the only thing that ever has.

Positive thinking is defi-

nately contagious! Ideas like pride, determination and the ability to seize new opportunities can spread from one person to another, and then throughout the entire organization.

Our International Membership Co-chairmen developed a program to encourage recruitment and retention. Ilse Hipfel and Sheila Drayster will be happy to assist you in any way they can to re-

**Ability is what you're capable of doing.
Motivation determines what you do.
Attitude determines how well you do it.**

—Lou Holtz

cruit and retain members.

At the fall Section meetings, members told us they want more educational opportunities and aviation-related activities at every level of the organization. More "first timers" came to these meetings, and they caught the spirit of those who have enthusiastically attended year after year.

Student pilot programs are

generating many new potential members. Chapters like Women With Wings, San Fernando Valley and Greater Detroit Area would be happy to share their mentoring programs with anyone. Just write the Chairwomen and ask!

From coast to coast, across boarders, and around the world...*Enthusiasm - Positive Attitudes - Camaraderie - Teamwork*...these all serve to spark any successful group.

**HAPPY NEW YEAR
and TAILWINDS**

German Section receives Charter

The official presentation of the Charter for our new German Section was held December 4 in Frankfurt. These Charter Members are a dynamic group of active women pilots who are determined to make a difference as they represent 99s in their part of the world.

I was met at the Frankfurt airport by all the Charter Members of the German Section, along with Joyce Hilchie, Chairman of the Yavapai Chapter; and Mardell Haskins, Vice Chairman, Las Vegas Valley Chapter. Connie Wilds, International Director, had arrived early that morning and was still recovering from jet lag at the home of the new Vice Governor, Marion Hof.

That evening we gathered for the presentation ceremony at the Schlosshotel Kronberg, a house built for the Empress Frederick, eldest daughter of England's Queen Victoria.

Joining us was guest of honor Isolde Wördehoff, Vice President of the Deutscher Aero Club. After an exchange of gifts with our hostesses by the warmth of a massive fireplace, Joyce and Mardell assisted Connie and me with a candle-lighting installation and charter ceremony.

Ingelo Hovels, President of the German Women Pilots orga-



Present at the Charter presentation: (Front row) Connie Wilds, Lois Erickson, Mardell Haskins; (Back row) Josefina Schumann, Andrea Möller, Renate Schmidt, Marion Hof, Joyce Hilchie, Isolde Wördehoff and Dr. Angelika Machinek.

nization, joined us at another function planned by the new Section. I had the pleasure of spending several hours discussing the mutual interests of both our groups. This distinguished lady is very interested in developing a closer working relationship with us, and our enthusiastic German Section will be another bridge to strengthening our ties to women pilots in Europe.

A group tour of the Lufthansa base and training facilities at the Frankfurt airport was arranged by Senior First Officer Andrea Möller and Flight Attendant Josephine Schuhmann. The courtesy, safety training, attention to passenger comfort and professionalism of the Lufthansa personnel was most impressive.

***Please welcome this dynamic team and
wish them success for many years to come.***

Governor Josefina Schuhmann had a passionate desire to learn to fly. She got her Private license in Prescott, Arizona, in November 1995 after "guardian angel" Joyce Hilchie took her into her home so she could devote all her time and financial resources to becoming a pilot. She obtained her German license in July 1997.

Vice Governor Marion Hof developed an interest in flying while writing a biography about Amelia. She felt that in learning to fly, she could better understand the life of a pilot. As a result of two years of research, Marion has published her own book about Amelia. She manages her own farm business in the south of England and holds powered glider, ultra-light and Private Pilot licenses.

Secretary/Treasurer Andrea Möller learned to fly at an early age. She was very interested in becoming a commercial pilot on heavy jets. When told it would be impossible for her to get a job as an airline pilot, she started another career and kept flying as a hobby, earning her PPL and IFR licenses, then an ATP. Lufthansa hired her and by the end of 1989 she had a Boeing 737 Type rating. She is now Senior First Officer on the new Airbus 340.

Renate Schmidt became interested in flying after a friend invited her to come along in his private plane; she has held a PPL since 1958. She has her own business promoting cosmetic products, nutrition and health matters.

Dr. Angelika Machinek learned to fly at 14 and holds a variety of ratings and a position as Chief Flight Instructor and member of the examination board for pilots. She is a member of the German National Team for Glider Flying and invites women soaring pilots to join in the European competition events.

Pilot training programs at colleges and universities

University of Nebraska at Omaha

OMAHA, NEBRASKA

By Duane Boyle, recruiting and retention

UNO Aviation Institute promotes female involvement in aviation. Many scholarship awards are available to women at the institute, such as the Omaha 99s annual scholarship for a female student in the flight program. Additionally, women are eligible for the 11 other internal scholarships offered by the UNO Aviation Institute.

UNO female students are competitive for scholarships at the national level as well. Several UNO aviation students received national aviation scholarships last year.

Other opportunities for the 40 female students enrolled in the program include an annual trip to the Women in Aviation Conference each year, sponsored by the Aviation Institute, and participation in the local 99s chapter.

Leadership and mentoring are available to the students, via one-third of the faculty and administrative positions at UNO Aviation



Seven of the 40 women students enrolled in flight program at UNO.

Institute held by women. Guest lecturers include Lois Durham, a former WASP, who participates in the undergraduate course titled Diversity in Aviation. This course explores the role females and minorities play in the aviation industry—past, present and future. Students will have the rare opportunity to meet many former WASPs at their 1998 reunion in Omaha.

Arizona State University-East

MESA, ARIZONA

By David W. Bormann

The Bachelor of Science flight program at Arizona State University started more than 25 years ago and recently moved from the main campus in downtown Tempe to the new East campus at the Williams-Gateway Airport. As of the fall semester 1997, 12 women were enrolled in the Flight Management curriculum which offers certificates and ratings from Private to CFII and Multi-engine plus Multi-crew training.

The women of ASU's Flight Management program have said they like the university's structured pilot training program because it is an incentive to keep striving toward their flying goals. They feel the available student organizations promote camaraderie and encouragement to them as pilots and individuals. Observing other organization members succeeding in their pursuit of flight certificates and ratings and getting together to talk about flying and other interests has been a significant boost for the members.

The women like the broad experience range of the faculty, which



Six of the 12 women in pilot training at Arizona State.

includes airline, military and other general aviation experience, as well as the faculty's accessibility to students.

The university offers scholarships which help defray the cost of flight training and internship opportunities that provide firsthand experience with the operations of major airlines and related areas. These factors and the great flying weather in Arizona, were important in the selection of ASU and continue to play a big role in maintaining the level of effort needed to complete this difficult and challenging Bachelor of Science degree.

LeTourneau University

LONGVIEW, TEXAS

By Bill Gibbs, Director of University Relations

Women make up a small but growing number of students in LeTourneau's rigorous flight program. While there are just 23 women flight alumni, there are five women currently enrolled—our largest number ever. "Everywhere I go, I encouraged prospective women students to consider our flight program. They'll get a great education, thorough training and after graduation can virtually write their own career ticket," said Bryan Benson, director of alumni relations and the university's chief pilot.

LeTourneau's accredited and FAA-approved program is not easy. Many in the aviation industry consider LeTourneau's curriculum one of the best four-year programs anywhere. Students earn a full-fledged four-year college degree, typically majoring in aviation technology and some other major, such as business, computer science or cross-cultural studies. They also will leave certified in instruments, multi-engine, commercial, flight instruction, instrument flight instruction and A&P. Typically, they accumulate 200 to 250 hours of flight time.



These women are in an intense flight program at LeTourneau.

The program is intense, but graduates leave with a wealth of job skills and training that make them highly sought after by employers.

Admissions recruiters encourage interested candidates to visit the campus, attend classes and fly the back seat of a training plane to observe how the university trains its pilots. For more information about LeTourneau's aeronautical and aerospace science programs, contact the university at 1-800-759-8811 or its website: www.letu.edu/

College of Aeronautics

LAGUARDIA AIRPORT, FLUSHING, NEW YORK

By Joan Vitale Strong, communications specialist

Although the College of Aeronautics was founded in 1932, it is new to the specialty of flight. Beginning in the fall of 1996, the college began to offer an associate in applied science (AAS) in flight operations. The program boasts an enrollment of 44 students, four of them women—above the national average of female vs. male pilots of about six percent.

Sandra Cabral, a student majoring in a maintenance degree program, decided to take advantage of the opportunity to learn to fly once the program was offered. Sandra says she had written "flight" as her major interest on her application when she first enrolled in the fall of 1995, but they didn't offer it then. She enrolled in the AAS degree program in maintenance and began taking many of the basic degree requirements she knew would transfer to the new flight program once it was approved. She became the first woman at the college to receive her Private license. She is now studying for her instrument rating. "My long-range goal," she says, "is to fly corporate jets. I know it will take a long time, but that's what I want to do."

A welcome new addition to the college's flight operations program is the FAA's Collegiate Training Institute. Chosen by the FAA as one of nine colleges to pilot the program, the College of Aeronautics will now help prepare prospective air traffic controllers.

The college also offers a variety of programs to encourage women in the field of aviation. A grant-funded program titled Aviation Partners in Learning provides academic and career counseling to local



Dr. Maxine Lubner, chair of the aircraft operations department (center), with the four women students out of 44 enrolled in the College of Aeronautics flight program.

high schools; a Women in Aviation program offers industry connections and regular discussions on pertinent issues; and a New York State Education Department vocational grant which provides outreach programs to high school, middle school and elementary school students on the opportunities available in the aviation field.

Focused now more than ever on the changing needs of the aviation industry, the college has supplemented the curriculum with innovative degree programs and enhanced learning facilities. Students can enroll in bachelor's and associate's degrees in five primary areas: flight, maintenance, computer technologies, pre-engineering and avionics.

For more information, call 1-800-PRO-AERO or e-mail: joni@aero.edu

Auburn University

AUBURN, ALABAMA

By Dr. Margaret Klemm, Dept. of Aerospace Engineering

Auburn University's aviation management program has a rich history having begun in 1931 as the Department of Aeronautics with 108 students taking classes in airplane design, maintenance and operation of airplanes and the business of commercial aviation. Today the program has over 200 students and is part of the Department of Aerospace Engineering.

The program has a diverse faculty with backgrounds in all areas of aviation, and students have a choice of four curriculums: basic aviation management, professional flight, airways science or aircraft systems. The department has a state-of-the-art simulation laboratory and the university owns and operates the Robert G. Pitts Airport where students learn to fly, manage airports and provide executive transportation for university officials.

We have students around the world and approximately 10 percent are women. Many of our students are active in the Alabama 99s, the War Eagle Flying Team, Alpha Eta Rho, Eta Mu Sigma, Women in Aviation and extracurricular activities such as lacrosse.

In addition to excellent academics, facilities and numerous social activities, there is a wide range of financial support available to aviation management students. There are co-op opportunities with Delta,



Ten percent of the students in pilot training at Auburn are women.

various internships with airlines and airports, scholarships and student worker and flight instructor positions.

Our female graduates are found in the cockpits of major and commuter airlines, working for the FAA, managing airports, serving in the armed forces and in management positions throughout the aerospace industry.

For more information about Auburn's aviation management program, please contact me at the Department of Aerospace Engineering, 211 Aerospace Engineering Building, Auburn University, AL 36849. Phone: 334-844-6844; e-mail: mklemm@eng.auburn.edu.

THE UNIVERSITY OF HAWAII does not at this time have a pilot training program but we are planning a pilot training program at the associate degree level with UND Aerospace as our training partners. We anticipate having the program operational by Fall 1998 operating under UND's FAR 141 Certification as a satellite training center, with academic credit granted through Honolulu Community College.

We welcome women in all of our fields that could be considered as non-traditional for women. For more information, call 808-845-9135 or fax 9173.

—Ramsey R. Pedersen, Dean of Instruction

Student Pilot Network

Detailed information on the availability of flight training is now immediately available in a simplified and standardized format on the Student Pilot Network (SPN) Flight Training Search Engine. Accessing the SPN website (<http://www.ufly.com>) simplifies the process of finding a flight training organization by allowing students to quickly identify schools offering the training they need.

In 1998, all international candidates have the option of preparing a position statement of no more than 500 words. Their own words follow:

AS CHAIRMAN of the Nominating Committee of The Ninety-Nines, Inc., such committee consisting of myself, Barbara Evans, D. Joan Lynum, Nancy Walters and Nancy Wright, I am pleased to provide the names and Chapter affiliations of the candidates whose names will appear on the ballot. Ballots will be mailed to all members on March 1; returned by June 1 postmark.

—Barbara Collins

President

Jaye Howes, San Fernando Valley
Beverly Sharp, Washington, D.C.

Write in candidate: for President
Joy Parker-Blackwood
First Canadian

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Carolyn Carpp, Western Washington

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Beverly Fogle, Columbia Cascade
Lenore Kensett, Kansas
Hilda Ray, Alabama



**For President
JAYE HOWES**

I CONSIDER IT a privilege to seek the office of President of The 99s. Only a handful of women in our 69-year history has had that distinction.

My goal is to strengthen the power base of The 99s. We must continue in our tradition and attract women who fly primarily for pleasure and provide them with our unique camaraderie. However, many of today's women are highly motivated toward professional aviation. These women will expect more from us.

Can we open a gateway to the future for these women? Can we provide a solid mentor base? Can we provide a stimulating and challenging atmosphere in which to grow? Can we meet these challenges? My answer is yes, but not without hard work. No successful project just happens. It requires diligence, planning and innovation. Some people fear innovation. I embrace it.

I would like to bring my ideas and "can do" attitude to International level. My experience on the International Board of Directors, my roles as Leadership Chairman and Membership Chairman, my Chapter Chairman's experience, and my 25-year history of business ownership have prepared me for this extraordinary role. I welcome the challenge and offer you my total commitment.

My 99s' life sometimes gives way to my other life that includes a wonderful, thoughtful husband, two spunky dogs, my graphic design business, my computer graphics teaching, and, of course, my enjoyment of flying our 1946 North American Navion. I am Commercial Instrument rated and have been a loyal, hard-working 99 since 1982.



**For President
BEV SHARP**

TEN BEST REASONS to elect Bev Sharp for President:

10. As Treasurer, Bev has improved our financial management reporting and accountability. (Quarterly HQ Dispatch reports, expense vouchers, more timely Section dues disbursement, program-oriented budgeting/reporting, improved cash-flow, improved inventory control, full functioning Finance Committee.) As President, Sygnet Systems, she has an impressive history supporting nonprofit clients. Among post-graduate pursuits, she completed Fundamentals of Finance and Accounting for Non-Financial Executives at the Wharton School.

9. Bev treasures our members—new and old. For several years representing The 99s at AOPA and WIA, she signed up about 100 prospective members and student affiliates each show. As Chapter Membership Chairman, she established the "buddy system," pairing veteran members with prospectives and new members. In Portland, Maine, she approached a guest speaker publicly and enrolled her that evening. She encourages participation by members at all levels, especially our overseas members.

8. In keeping with our mission, Bev strives to *preserve the unique history of women in aviation*. She supports an autonomous board to manage our Museum of Women in Aerospace following the successful pattern of the AE Scholarship, AE Birthplace Museum and 21st Century Endowment Fund Trustees.

7. Bev works to *provide networking and scholarship opportunities for women and aviation education in the community*. She helped establish The 99s initial participation in GA Team

2000 and serves on the infrastructure committee. She co-authored the FAA *The Aviation Safety Counselor Manual*.

6. Bev continues to *promote world fellowship through flight*. As a long-time volunteer (FAA Safety Counselor, GA Action Plan Coalition, etc.), she developed positive working relationships with leaders of the "aviation alphabet groups"—AOPA, AOPA Safety Foundation, EAA, FAA, GAMA, NAA, subcommittees. Living in the Washington, D.C., area provides Bev with frequent access to these groups. Her personal legacy transfers directly to The 99s.

5. Bev loves flying and it shows. With SEL, MEL and Instrument ratings, she flies for pleasure and business, often participating in 99 activities. Bev joined The 99s upon getting her license in 1982 and has remained a hard-working member and advocate since then. She enthusiastically extols the virtues of The 99s at every opportunity.

4. Like George Putnam, husband of The 99s first President, Amelia Earhart, and founder of the "Forty-Nine Point Five Club (49.5)," Ed Sharp is ready to help Bev to do the job effectively.

3. Bev listens. Knowing that long-range planning is essential to the health of any organization, she also recognizes that leaders must be constantly attuned to what the members want. Only then can planning and programs be effective.

2. Bev has a vision of a world where *every young girl knows that she can fly*. The 99s can make this dream into reality. Bev is ready to lead the way.

1. Bev's principal goals are: sustained growth with effective participation and financial strength resulting in a strong public image. Bev will do the best job!

Write-in candidate

**For President
JOY PARKER
BLACKWOOD**

First Canadian Chapter

VOTE! VOTE! VOTE!



**For Vice President
CAROLYN C. CARPP**

IN THE SPRING of 1998 when you will be voting for new officers, I will be completing five years as a member of the International Board of Directors. These five years follow two years as Northwest Section Governor, making a total of seven years in the "boardroom." When contemplating another two years of service to The 99s, Inc. I thought seriously of the areas within the organization where my efforts would be the most effective. The office of International Vice President is both an honor and a challenge. I am ready.

When I first ran for International Director, I promised you "Commitment, Caring and Communication"—the three "C's"! My campaign promises have remained much the same through the five years that I have served on the Board and the opportunity to be your International Secretary has given me many communication opportunities by writing and proof-reading for The 99 NEWS, as well as writing the minutes for the Board.

As Vice President I would do no less, although the job description will be different. I am now deeply committed to the Long Range Plan of The 99s, Inc., and the three "P's"—to *Promote, Provide and Preserve* our unique organization. I remain committed and caring towards working for you!

If elected, my first personal goal will be to support the President in every way possible. Each candidate for President has encouraged me to run for Vice President and I believe I can work effectively with the person who is elected by you.

My second goal will be to work towards organizing and simplifying the International Level of our organization. I am a sincere believer that the Chapter Level is the most important and that the International Level should be an "umbrella" or "conduit of information" that ties Chapter and Section level activities together. The International Board

should serve the membership rather than control the membership. Our International Headquarters should be a "resource" for the members along with the new Second Floor Museum and the AE Birthplace Museum.

My third goal will be to continue improving all areas of communication. As a past governor and COG spokesperson, I know what the Governors can do to improve communication. I believe in open board meetings and participation by a large group of members. All of our publications and public relations activities are of great interest to me as well.

In summary, I believe that my experiences as a labor negotiator and a teacher for close to 40 years more than qualify me to continue to serve The 99s on the International Level. I look at myself as one who is able to look at all sides of an issue, listen to others, and work together to effectively reach a common goal. Leo Buscaglia, a great writer and educator, came up with the three "L's"—to *Live, Learn and Love*. "We can do that, too, as 99s who live to fly, are continually learning and love our organization."



**For Secretary
ELAINE R. MORROW**

AS SOON AS I earned my Private pilot license in February of 1986, I joined The 99s, Inc. and have been volunteering ever since. For the Minnesota Chapter 99s, I have served in all offices, plus Committee Chairman of Student Pilots, 99s Membership, Awards Banquet (twice), Nominations (twice), Section Planning (twice), Fundraising, currently Ways and Means Co-Chair, and have been 501(c)(3) Chairman since 1991-92.

I rarely miss a Chapter meeting and participate actively in the volunteer and fund-raising activities, plus make presentations about The 99s to local community groups. My husband Glen and I are charter members of and held offices in EAA Chapter 878, Maple Lake, Minnesota, and are active in the Young Eagles and Air Adventure Day programs. We actively

participate in volunteer work for the American Wings Air Museum on the Anoka, Minnesota, airport.

For the North Central Section 99s, I served as Chairman of Aerospace Education, Nominations, 1996 World Precision Flight Competition float, and Student Pilot Membership Committees. For the last four years I have been the Public Relations Chairman. I received the North Central Section Governor's Award in 1994-95 and a special National Intercollegiate Flying Association (NIFA) service award in 1994 for being a judge since 1987. I have filed to be on the ballot for North Central Section Secretary.

I served as the International Student Pilot Chairman for three years, have assisted at The 99s' booth at Oshkosh and the Women in Aviation Conference in Minneapolis, and served as teller at the July 1997 Convention in Maine. I have attended most Section and International meetings since 1987, and usually attend the Forest of Friendship and Oshkosh Fly-In events annually.

The first half of my working career was as a secretary where I learned to be very organized and innovative on limited budgets. I still type more than 130 wpm, take shorthand and learned computer skills which were invaluable as I progressed to office manager and then into technology. I now work full time for Norwest Audit Services, Inc. (auditors for 60,000 Norwest Corporation employees), Minneapolis, Minnesota, as a technical consultant specializing in Lotus Notes (groupware) database design, workstation/server installation, end user support and training and designing Intranet Web pages. I have a Bachelor of Science in Business degree from the University of Minnesota.

My goals for the future are to use my technology experience to assist The 99s wherever they need me most. If elected, I would particularly like to help with increasing the networking system to share expertise regarding career, educational and personal needs, provide services to retain existing 99s, and increase recognition and avenues of income. It would be an honor and privilege to serve as International Secretary so I can try to return a small measure of all I have received from The 99s, Inc.



**For Secretary
ANITA LEWIS**

I JOINED THE 99S in 1981 and have served as Governor of the Northwest Section, Idaho Chapter Chairman, International Chairman for the 21st Century Fund and various other International and local appointments. I have also been actively associated with the World Precision Flying Championship, Idaho Aviation Association, AOPA and NAFL.

Over the years I have worked in various occupations, but my most fulfilling experience has come from being a flight instructor and owning and operating my own charter and rental business. I finally found out what I want to do when I grow up! My ratings include Commercial, Instrument, Multi-engine and Advanced Ground and Flight Instructor.

The 99s has become my avocation and creating and designing the "21st Century Fund" was a great experience. People have begun to call me the "Fund Raiser" because of my determination and success at seeking out and acquiring in-kind contributions to benefit the many 99s endeavors.

I have been married for 37 years to Vic, with grown children, Maria, Leah and Chris and grandchildren, Mallorie, Kelsey and Max.

Once a very wise man said that we cannot see the future but can only learn from the past. This includes most governments, businesses and organizations such as ours. The 99s organization is very sound and will continue to grow. But if we lose sight of the past and the history of the many who have blazed the trail for us, then as a viable growing group we are doomed to mediocrity that has befallen many other organizations.

As Secretary, I plan to add a voice to the board that will keep alive the dreams and aspirations of the women pilots of yesterday, today and tomorrow. I also plan to bring a sense of honesty and integrity to the International Office of Secretary.



For Treasurer
JODY MCCARRELL

SINCE THE DAY I went to my first 99s' meeting with the Golden Triangle Chapter, I guess I have been known as a mover and shaker. Ninety-Nines have been a special love of mine and I have tried throughout many years to give back some of the things I feel I have gained through this special and unique group of wonder ladies.

My word is my bond and I hope I have proved this throughout the years of service for The 99s. I helped put together the Ninety-Nines Coloring Book, "Let's Go Flying," and while promoting it, traveled to as many Chapter and Section meetings as I could. I was involved in the first Air Age Education Workshop as the assistant coordinator in this endeavor held at the University of Oklahoma in 1978.

I have been involved in NIFA so long that my classification there is Senior Chief Judge, if that tells you anything. I am now serving on the NIFA Council, which is its board of directors. I was one of the first of four women FAI International Judges appointed in 1983 while being involved with the United States Precision Flight Team. Helped set up and run, as Chief Navigation Judge of the first World Competition held in the U.S. in 1985. Have attended every World Competition since, promoting The 99s and the activities of women pilots.

I served on the Board of Directors of the Powder Puff Derby for a couple of years which was a great experience, but wanted to run that great "1976" Derby, so had to resign. Ran a couple of the Air Race Classic races, also enjoying each and every mile. In the midst of all this, I became a corporate pilot which sent me all over the U.S. for several years and certainly put many flying hours under my belt.

In 1990 I approached the Board of Directors about putting on another World Competition and they bought it. I guess I am most proud that I promised to make at least one Section meeting of every Section and tell you all

about it, and I not only made my promise good, but I had a heck of a good time doing it.

Here again, I promise all of you that I will represent each and every one of you to the best of my ability if I am elected to office. I think the future is ours, we have much in the works with the Second Floor Museum, as well as many other goals that we can certainly reach. We must do what we can to educate the public about the best of the best: The 99s—and the sky's the limit.

I have a business background helping run and set up several businesses during the past 40 years and am still very active as a bookkeeper, as well as a partner in businesses in the Texarkana-DeQueen area. I know how to organize people and get the job done.



For Director
LISA ANNE COTHAM

I AM OFFERING my services on the International Board of Directors to repay my indebtedness to The 99s for the career and networking opportunities, friendships and associations made available to me through my membership.

My qualifications have been gained through a career of managing corporate affairs independently and with a board of directors, both in the public and private sectors. I am an aviation professional, employed as an Aviation Safety Technician by the Federal Aviation Administration, a 1992 Amelia Earhart Memorial Scholarship winner, and a dedicated supporter of the purposes and mission of The 99s.

I want to serve on the Board in order to contribute my expertise and experience as an aviation museum curator and director to the new and exciting museum project at 99s Headquarters. I will use my experience in museum planning and development and my training in preserving historically sensitive aviation artifacts to help develop a world-class exhibition and historical archive on women in avia-

tion. I will expand our affiliation and cooperation with other aviation and historical museums through my knowledge of and contacts in the museum industry. I will pursue museum assessment grants and national accreditation for our museum and am available to go to Headquarters when needed to supervise its development.

As our founders knew in 1929, women must support each other in reaching their goals; we must act as mentors to young girls who don't know that "Yes, girls can fly airplanes." We must gain more recognition in both the aviation community and industry through publicity, public relations and participation. We shouldn't have to answer the question, "What's The 99s?" We must be known as the source for women in aviation.

As International Director, I will bring a younger perspective to our organization and an understanding of the needs of women actively involved in aviation careers. I will listen to members'; suggestions and concerns and present those to the Board of Directors. I will bring a record of successful grant-writing to the purpose of furthering our mission.

I earned a Private pilot certificate in 1978 and joined The 99s in 1988. In 1991, I earned a Commercial certificate with Instrument and Multiengine ratings followed by a Flight Instructor certificate. My commitment to aviation and The 99s deepened in 1992 when I was awarded an AEMSF scholarship for a Multiengine Instructor rating. It is my desire to extend that commitment by serving as International Director.



For Director
MARDELE HASKINS

THE PAST YEAR I have been traveling around the U.S. and Europe with President Lois Erickson gathering material for the International Scrapbook. This included the privilege of working at the WPFC in Ft. Worth, Texas. Through these travels I have been amazed at how much I have learned and grown as a person and a

99. I have been inspired to put this time and the things I have learned to good use. By becoming an International Director I hope to return some of these benefits to our organization and to other 99s.

A dedicated and committed member of The 99s since 1980, I have attended most Chapter and Section Meetings and several International Conventions. In addition, I have helped to organize Section meetings and served as Vice Chairman and Secretary in both the Inland California and Las Vegas Valley Chapters. I have learned much by chairing just about ever committee, with emphasis on Public Relations, Membership, Airmarking and preserving our history. Currently, I am Scrapbook Chairman for International, Southwest Section, Air Race Classic, World Person Flying Championships, Las Vegas Valley Chapter and, in the past, for the Inland California Chapter.

Working for 30 years in the construction industry, I have been a dedicated member of The National Association of Women in Construction since 1969, serving as Vice Chairman and Secretary for several terms, as well as holding many chairmanships including membership.

Active in the community, I am serving my third term as Secretary-Treasurer of the Stewarts Point Home Owner Association. A member of the local Chamber of Commerce, I have utilized my organizational and management skills to organize and chair three Overton Airport days featuring Young Eagle flights for 700 students, chartered a local pilot's association and instituted an Aviation Explorer Post in the community, serving as their leader and advisor. A frequent guest speaker at Scout, civic, school and aviation organizations, I actively promote 99s, aviation and Women in Construction and Aviation.

An avid air racer since 1983, I have flown many races, including the Air Race Classic with several first place and many top ten finishes. I also chaired and worked on several races.

Currently, I am working with Clark County Heritage Museum to place an impressive display of the Powder Puff winners at McCarren Airport Museum.

I am excited and proud to be a pilot and a 99. I bring my personal enthusiasm and dedication to the organization. I feel it is important to bring The 99s to a level as a professional organization in keeping with the needs of the time and also to help the

organization grow, increase our membership, to help our International Sections and to bring more interaction to our members at large. I pledge to work to the best of my ability to help each of us to realize and achieve our own goals as pilots, to improve our Chapters and the aviation community.



For Director
ELIZABETH LUNDIN
JOGTICH

FINANCIAL SECURITY and accountability are critically important to our organization. To survive, we must administer our assets wisely and remain responsive to the needs and wants of our members. I have spent my professional and personal life preparing budgets, managing money and planning and achieving long range financial goals. I have found solutions to financial problems so that we accomplish our goals without jeopardizing our assets. The Ninety-Nines are in a position to do many things for the future of women in aviation and to establish our position as a strong voice in the aviation community. To do all of this requires careful and conservative financial planning by people with experience.

I have 40 years of financial experience at a professional and personal level. Prior to my retirement in 1996, I was an accounting manager and contract administrator for a commercial real estate developer. In that capacity, I was responsible for the budgeting and disbursement of funds for projects totaling more than \$300 million. The cost of each of these buildings ranged from \$7 million to \$20 million per building.

I prepared the yearly operating budgets for these buildings and was responsible for the accounting for the area office. In the past, I worked for a local CPA firm as a staff accountant. I have worked with computer accounting systems since the 1970s and have converted many companies from manual accounting to computer systems as well as assisting in the day-to-day operation of these systems.

I have been in The Ninety-Nines

since 1966. During this time, I have held all offices and most committee positions in the Western Washington and Rainier Chapters. At the Section level, I have served on many committees, as treasurer, vice governor and then governor in 1984-85.

During my term as governor, we hosted a very successful international convention in Anchorage, Alaska, with more than 900 Ninety-Nines in attendance. I served two years as International Bylaws Chairman in 1994-95. In 1975 with the assistance of Pat Jenkins, I prepared all the legal documents to incorporate the Northwest Section in the state of Washington. I then secured a 501(c)(3) Group Exemption Status for the Section and all of the Chapters. Currently I am serving as Northwest Section 501(c)(3) Chairman.

I have attended all but three Section meetings since 1975 and 10 International meetings. I was active in the Civil Air Patrol as a search-and-rescue pilot, observer and air operations officer. I belonged to the Washington Aerospace Association and set up the initial accounting records for the Fear of Flying Clinic. My husband also is a pilot and we own a 1974 Turbo Cessna 210 that we fly as often as the weather permits.



For Nominating Committee
JOYCE WELLS

I AM AN experienced candidate for the Nominating Committee and have been a part of the 99s' management team at all levels since '69, serving currently on the Board as immediate past president, having served as President and Vice President and two terms as a Director.

Members running for office should be well informed about the business of the organization and have appropriate experience when they file an Intent to Seek Election Form.

As a member of the Nominating Committee, I would endeavor to (not in any particular priority):

1. Study the bylaws and standing rules.

2. Study the SOPs from previous committees and not be afraid to suggest some new dimensions/requirements.

3. Consult the last two or three Presidents, recent past Governors, Governors and Section officers, all of whom have been actively participating in the affairs of the organization.

4. Be aware of Chapter/Section size in relation to experience gained.

5. Assure confidentiality within the committee to those who are asked to offer their opinions (hopefully, honest ones).

6. Ask for input/references from individuals outside The 99s.

7. Seek candidates who have a leadership, fund-raising and business background, remembering that the Board is responsible for running the Corporation efficiently.

8. Be constantly on the lookout for prospective nominees.



For Nominating Committee
NANCY JENSEN

TWENTY YEARS with The 99s, other volunteer and paid aviation positions have shown me the importance which the Nominating Committee holds for any busy, active organization. Qualified candidates must be discovered, groomed and encouraged for leadership positions.

The friendships I've made as a 99 include members from around the world. It is this aspect of belonging to our organization that stands out for me. Due to these many contacts, I feel I have the networking connections to find qualified candidates from all Sections.

Upon earning my Private license in 1976, I immediately started attending local 99 meetings and joined the organization as soon as I was eligible in 1977. The first year, I was elected treasurer of my Chapter and have served as an elected officer or appointed committee chairman every year since, including two two-year terms as Chapter Chairman.

I worked in education as a teacher for 20 years while raising my family. Today I work part-time as a science

teacher and continue to work with young people as a volunteer with the Girl Scouts, the EAA's Young Eagles, Big World Flight for Education and AAUW projects. In addition, I help with Fear of Flying Clinics and serve as a member of the Washington State Aviation Advisory Committee. During the past few years I have worked in customer service positions with an airline and as a manager of an insurance office and FBO.

All of these jobs have shown me the importance of qualified people. We need good people to run an effective organization! It is the members who make our organization what it is today. Let's utilize more of these talented ladies!

After having served on the NW Section Board as 66 Chairman, Director, Secretary and Vice Governor, I served as Governor from 1995-97. It was during my term as Governor and Council of Governors member that I became very interested in the events going on at the International level. Attending board meetings at Oklahoma City for two and a half years has enabled me to become very knowledgeable of the challenges facing our organization.

I feel very strongly about the responsibility of the Nominating Committee to provide our members with qualified candidates from which to choose our future leaders. We need candidates who will commit to fulfilling the responsibilities they are elected to carry out. If elected to the 1998-2000 Nominating Committee, I will work hard to achieve that goal.



For Nominating Committee
NANCY LUCILE WRIGHT

I AM FAIRLY new to The 99s as I have only been in the organization since 1982. People have told me that you learn by doing—so I jumped in with both feet.

I began my journey in the Florida Suncoast Chapter. I served on just about every committee and held all of the Chapter offices. One thing I did not do was be a Chapter officer more than once.

My journey continued to the Section level. There I served as Secretary, Vice Governor and Governor, with two years on the Board of Directors as Past Governor. I also served on various committees.

Onward and upward! International! I have been International Aerospace Chairman for four years, Standing Rules Chair, Convention Chairman 1991, Ad Hoc Committee for Conventions, Spokesperson Council of Governors, International Nominating Committee and a few I'm sure I've forgotten. I have journeyed to 12 International Conventions and 20 Section meetings. I am a Commercial pilot with an Instrument rating and all of my Ground School ratings.

In these days of ever-increasing changes, I feel that experience counts. It is critical than an experienced ballot be presented to the voters. I can add experience as I have served on the Nominating Committee in the past and am familiar with all of the pitfalls that can be associated with the selection of an experienced and qualified group of 99s to guide this great organization.



For Nominating Committee
LU HOLLANDER

A COMMUNICATIONS professional with more than 30 years of experience, Lu Hollander is a "for the fun of it" private pilot who has held her license since 1970. She has accumulated more than 1,000 hours in Cessna 172s and 182s, a Piper Dakota and a single-engine Aero Commander 112TC, and 30 minutes in a United Airlines Boeing 747 simulator. Memorable trips include a cross-country flight to the 1989 New York City 99s Convention and other coast-to-coast flights in the U.S.

Lu has been an active member of the Oklahoma Chapter since joining The 99s in 1979, holding most Chapter offices and currently chairing the South Central Section Nominating Committee. She edited both the Chapter and Section newsletters and, at the International level, served as editor of The 99 NEWS from 1980 to 1986.

In 1988, she was elected to the International Board as a Director, subsequently serving as Secretary and International President. Lu concluded eight years on the Board in 1996, including guiding establishment of the current Resolution governing the Amelia Earhart Birthplace Museum in Atchison, Kansas.

Other accomplishments in the organization include design, editing and production of the coffee-table size *History of The Ninety-Nines, Inc.*, produced for the organization's 50th anniversary in 1979; *Sixty and Counting*, the 60th anniversary supplement to the first volume; and editing the book, *The Ninety-Nines, Inc., Yesterday-Today-Tomorrow*, published in 1997.

Additional responsibilities have included revising and updating internal governing documents, as well as working on publicity and programs for the 1996 Convention and the World Precision Flying Championships.

Lu is the first woman to be named to the Board of Trustees of the Oklahoma Air and Space Museum in Oklahoma City and served as its secretary for several years. When the museum merged with two other entities in 1996, she moved to the Executive Committee of the new board, carrying the title Vice President of Air and Space. She also holds memberships in the Aircraft Owners and Pilots Association and Oklahoma Pilots Association.

"I feel my long-term involvement with the organization at all levels places me in a uniquely qualified position to serve the International Nominating Committee well," Lu said. "Bringing talented members to positions at the International level is essential to maintaining a strong organization."



For Nominating Committee
MAE SMITH

ELECT ME TO the Nominating Committee so The 99s will have a concerned leader who can find the right

stuff in our members. I want us to move into the 21st Century with a viable group of women. Flying is my love and to others it is their calling.

I joined The 99s to be a part of a very special group and later I was able to show my loyalty by becoming a Life Member.

Having attended every convention for the last 19 years, I have met many 99s from other Sections and have learned much about flying in other parts of the world. Many friendships have bonded from such meetings of aviation-minded women.

Flying for The 99s, I have enjoyed the excitement that flying has created in young children from the Ida Van Smith Flight Clubs, the Girl Scouts and the Boy Scouts. It has been a

rewarding experience when I fly first-timers with Pennies-A-Pound events.

I have taught the Air Bear Program in elementary school and demonstrate it to future teachers at Dowling College and Adelphi University. I have spoken to young women at Career Days about flying as a career and what it means to be a 99.

As a 99, I have been active on Long Island and Connecticut in the various air shows helping out with a display booth and participating in seminars such as "Flying Companions."

Goals: Motivate, communicate, educate, obtain flying goals; Increase membership in The 99s by the year 2000; Looking forward to entering the next century with strong leadership.

Your vote is important. This is your organization, and your vote can make a difference. Ballots will be mailed on March 1 and must contain a return postmark no later than June 1.

21ST CENTURY ENDOWMENT FUND TRUSTEES

For Trustee BEVERLY FOGLE

MY OBJECTIVE IN SEEKING election as a Trustee of the 21st Century Endowment Fund is very simple. I want to create a \$5 million Endowment for the benefit of aviation and of The 99s. I believe this is a reasonable objective. If every member can be motivated to contribute \$99 per year for five years, we will have about \$2,500,000. Add in special gifts, bequests, memorial contributions and some conscientious fund raising, and The 99s can have a permanent fund which generates an income of \$250,000 per year to finance special projects to further our objectives in the world of aviation. Motivation is the key.

Professionally, as a Certified Financial Planner, I have worked with people who want to make major charitable donations as part of their retirement and/or estate plans. I also serve as trustee of a church-related foundation. This has given me considerable insight into the motivation and utilization of charitable gifts by people who have accumulated discretionary funds.

In order to build our Endowment, we must: (1) articulate the goals of our organization; (2) show that we are conscientious stewards of the monies entrusted to us, and (3) educate our members (and friends) about the ways their donations can help the world of aviation through The 99s. Many of our members are friends who have the financial ability to donate substantial sums, either currently or as "planned gifts," once they are convinced of our goals and our conscientious stewardship.

I've been a pilot for more than 25 years, with Commercial, Instrument, CFI (airplanes and instruments) and Ground Instructor ratings. Aviation has opened many doors and brought friends and adventures into my life. I've flown throughout North America and into Russia in my Cessna 172 SuperHawk. I've flown a Wilga in Hungary and a MIG 25 Foxbat in Moscow. I use my airplane for business as well as pleasure. I've tended the political fires as they impact aviation and airports in my part of the country.

I've also met pilots abroad and attended the Popular Flying Association Rally in Cranfield, England. I've seen what a European-style aviation system has done to over-regulate and over-price and ultimately to drastically curtail the practicality and pleasure of flying which is enjoyed in North America.

We all need to put our money into action to help assure the continued variety and viability of our freedom of the skies. I hope to be given your vote of confidence to continue this work.



For Trustee

JUDITH ANNE BOLKEMA-TOKAR



I VALUE THIS ORGANIZATION and wish to contribute to its continuing growth so other women may know the special experience of membership in The 99s. Two years ago, I was asked to work as a member of a committee to research and write bylaws for the 21st Century Fund. These bylaws were approved at our 1997 Convention in Portland, Maine.

The fund, renamed The Ninety-Nines 21st Century Endowment Fund to more fully reflect its structure and purpose, is designated to raise supplemental income from the fund's income for organization growth and the projects that dues-based income is unable to provide.

The bylaws model the fund after the successful AE Scholarship: Trustees and monies are mandated to be left to grow and produce income. The future management of the fund will be in the hands of five elected trustees.

The trustees must develop goals for the fund. I believe we must achieve validity, accountability, reliability, growth and recognition for the fund. To achieve this, we must build a reputation in the organization by openly sharing what we know about how the fund started, what has happened to it over the years and what we realistically expect to happen in the future.

We must establish guidelines to accurately account for the monies donated and invested. We must establish methods to ensure the organization understands where the funds are, how they are growing, where they were used and will be used and how much is in the fund. We must maintain the funds in a responsible manner, investing with wisdom and knowledge to ensure growth with responsible guarantee of principal.

We must develop standing rules and operating procedures to guide our fund raising, collection and investment efforts. We must also develop materials to communicate our goals and growth to the organization in a timely and appropriate manner.

We must become a well-managed, growing and contributing arm of the organization. Every 99 must become aware of our mission to supplement the dues-based income available. We must contribute finances to enable the organization's growth and projects as our fund grows through donations, bequests, grants and investments.

I have participated in writing bylaws for both the North Jersey Chapter and the 21st Century Fund. As chair of the North Jersey Chapter, I was able to participate in the creation of standing rules and rules of order. As a desktop publishing professional, I have used my art, teaching and psychology background to create forms and publicity materials in both my 99s and business experiences.

I have experienced investing and continue to invest funds while successfully managing assets after my first husband's death.

I want to continue to work with The Ninety-Nines, Inc. 21st Century Endowment Fund to see it develop into a robust asset that all 99s can be proud to own—an asset that would provide a secure income-based supplement for our dues-based organization. Our dues would remain affordable and all women pilots could be members of this wonderful organization.

For Trustee

LENORE (LEE) KENSETT



IN 1992 AS CAMPAIGN Director for the Depot Restoration Project in Chanute, Kansas, we were successful in raising \$2 million in a town of 10,000 for preserving the old Santa Fe Depot, converting it into new homes for the Chanute Public Library and the Martin and Osa Johnson Safari Museum. Working closely with the Campaign Chairman and our fund-raising consultants, I directed the day-to-day operations of the seven-member Steering Committee for the project, raising the money in less than two years.

With a BS in Business Administration from the University of Kansas, I served as office manager of Drs. Kensett, Blackwood, Spurrier and Vietti for 15 years, then as business manager for Drs. Kensett, Spurrier and Funk from 1977 to 1994. I was also trustee/administrator of the Self-Directed Profit Sharing Retirement Plan for the doctors' office from 1977 to 1992, handling funds

of \$1.3 million. As advisor to the president of the Neosho Memorial Regional Medical Center Foundation for 1996-97, I advised with regard to investment strategy and investments.

Chanute is 100 miles from Wichita where the Kansas Chapter meets, so it is difficult to be active as a Chapter officer or committee chair. As Trustee of the 21st Century Endowment Fund, I could serve The 99s in a capacity for which I feel I am qualified.

The Ninety-Nines, Inc. 21st Century Endowment Fund will strengthen the organization with financial support to ensure our viability long into the future. My goal will be prudent fiscal responsibility in maintaining and growing the fund, with a disciplined, consistent management philosophy. It is my belief that the Trustees should codify an Investment Philosophy, Investment Objectives and Investment Guidelines to meet our objectives. Another goal would be to evaluate how the funds are invested, to assure that they meet the established guidelines.

For our Endowment Fund to really grow, we need substantial long-range charitable gifts. Through education, potential donors can be made to understand that long-range charitable gift planning is not "gift versus heirs" but rather "gift versus tax." Once donors realize that as their estates grow, so does the portion that they cannot pass on to their heirs. By default, most of that portion will go to taxes. With a conscious choice to make a charitable gift, the heirs will not receive less, but rather the portion which would go to taxes would be reduced.

My goal would be to launch a campaign to educate The 99s in the areas of planned giving. This does not apply only to wealthy individuals, but to those of us with average incomes. We should strive to overcome the obstacles to enable more individuals to participate in giving by illustrating the intelligence of integrating personal financial planning with charitable giving.

If you believe as I do that we need fiscally responsible Trustees for the 21st Century Endowment, I will appreciate your support.

For Trustee

HILDA RAY



I WOULD LIKE TO SERVE on The Ninety-Nines Endowment Fund board because I believe that the goals of the fund will be advantageous to current and future members of the organization. I believe that I have the experience and ability to work with the organization to achieve these goals.

My Ninety-Nines related experience includes serving at one time or another in all Chapter offices, some of them twice or more. I am currently the Treasurer of the Southeast Section. I have also served on various Section committees, including the Nominating Committee.

Other relevant experience includes 12 years as a Section/laboratory manager where responsibilities included budgeting and personnel. I am now managing real estate and have for 14 years been responsible for researching, investment and management of these properties. I also manage a family trust and have responsibility for investing for growth and income.

I also have served as president and board member for a local arts-related organization where I have been involved with fund raising, grant applications and publicity.

For Trustee

SUE A. EHRLANDER



I AM SEEKING THE POSITION of Trustee of the 21st Century Endowment Fund. If elected as a Trustee, my goal is to increase the size of the fund through prudent investment and promotion of the benefits of donations.

I am currently a Trustee/Treasurer for The Ninety-Nines Canadian Award in Aviation. I am responsible for three family investment programs.

I have held positions at the Chapter, Section and International levels of The 99s, including Treasurer, Vice Chairman, Chairman, Vice Governor and Governor. I am honoured to be a charter member of the Council of Governors. I served as the first Chairman of the International Grievance Committee. I was the local Chairman of the 1995 International Convention in Halifax, Nova Scotia.

I have served as East Canada Section A.E. Scholarship Chair. I have been on the organizing committee for two biannual Canadian Women in Aviation Conferences. Currently, I serve as the Maple Leaf Chapter Vice Chair and Chapter Air Education Chairman.

I feel The 99s is one of the most important organizations for women. It has been a source of support, information and enlightenment for almost 70 years. Our members have developed innovative programs, preserved aviation history and been leaders in all areas of aviation. Our current dependence on dues to fund all projects and daily expenses severely limits our potential. By setting aside a substantial sum and putting the money to work, we will have enough funds available to accomplish the many worthwhile projects we envision, as well as cover our operating expenses.

Just as wise people set aside money for their future well-being, The 99s must do the same. The 21st Century Endowment Fund is the means to that end. I would welcome the opportunity to work towards that goal.

AE MEMORIAL BIRTHPLACE TRUSTEES

CATHERINE KOVAR

CATHERINE IS A LONG-STANDING member of the Northeast Kansas Chapter. She was born in Atchison, Kansas, the birthplace of Amelia Earhart, and was raised just a few miles south on a tobacco farm in historic Weston, Missouri.

Catherine is an accomplished aviator. She currently flies a Cessna 172 and is studying for her commercial pilot's license. In addition to being a licensed pilot, she is also a skilled parachutist and is a member of the United States Parachute Association. She is a member of the National Ski Patrol and is qualified as a Winter Emergency Care Technician. Catherine loves the outdoors and particularly enjoys getting out in the woods each fall to hunt.

Catherine has contributed many hours to fostering women's aviation, not only in northeast Kansas, but also on the bi-state region. She has served as hostess for tours of Amelia Earhart's home and has appeared in newspaper and television interviews on women's aviation and activities of the local 99s Chapter.

She is active in providing transportation and tours for the Amelia Earhart Birthplace Museum and the International Forest of Friendship. She also volunteers her time for the annual International Forest of Friendship celebration. During the past year, she served as a volunteer during the year-long celebration of Amelia Earhart's 100th birthday celebration in Atchison. Her goal is to continue to assist in the restoration, preservation and fund raising for the museum.

Catherine is the transportation officer for Riojas Enterprises Inc., a defense contractor, which operates an underground storage facility for the Defense Logistics Agency. She has worked at the underground storage facility for the past 36 years. She also finds time to run out of her kitchen a very successful pie and cobbler bakery called the Upper Crust. Reliable sources say that Catherine's apple pies are the best in the country.

BROOKS POWELL

IT HAS BEEN MY DISTINCT PLEASURE to serve on the Amelia Earhart Board of Trustees under the dynamic leadership of Chairman Marilyn Copeland and Co-chairman Jim Taylor and to watch an historic old relic become a first-class museum.

I am proud of my contributions to the development of the Birthplace Museum. During my term, I have initiated an inventory system following the guidelines of the Kansas State Historical Society which hopefully can be continued by anyone following me on the board. I drew up a proposal for guidelines for the management and preservation of the museum which now serves our board and I also researched and drew up a document which will serve as a guide to the development of a solid docent program and our future volunteer staff.

As a member of the AEBM, I have spoken to numerous groups on the subject of AE and the 99s. Needless to say, all board members are more than happy to donate considerable time and money to this great project.

The future of the Amelia Earhart Birthplace as a first-class Museum is assured. My hope is that in the not-too-distant future, it will have its own endowment which will allow it to expand its mission to educate.

SONDRA RIDGEWAY

SONDRA HAS BEEN A NINETY-NINE for 30 years, and is a charter member of the Northeast Kansas Chapter. She has served in all Chapter offices numerous times. She is a regular attendee at South Central Section meetings. Her Chapter has hosted Section Meetings twice in recent years—both time during her tenure as Chapter Chairman. Sondra participates in most Ninety-Nines activities with airmarking being a favorite.

Sondra and her husband Dale have been owners and operators of Blue Sky of Topeka, Inc., an aircraft charter company in Topeka, Kansas for the past 21 years, in addition to parenting four children.

Sondra calls Atchison, Kansas, her "home away from home" the last few years. Only one hour's drive from Topeka, she has chosen to focus her efforts on supporting the Amelia Earhart Birthplace Museum and the Forest of Friendship. She has given generously of her time and money both as an individual and through her Chapter.

Sondra is committed to helping develop the AEBM to its fullest potential over the next few years and would like to fulfill that commitment as a member of the Board of Trustees.

MICHELE STAUFFER

MICHELE IS A MEMBER OF the Northeast Kansas Chapter and lives in Overland Park, Kansas. She served as an AEBM Trustee in 1997. She has served as Chairman of her Chapter, as well as giving generously of her time and energy toward informing other organizations about aviation, promoting aviation safety and industry expansion. She is an active and effective philanthropist for her church, spearheading fund-raising operations for a \$6 million worship center and educational facility expansion. She is a member of the AEBM Navigators Club.

Michele earned her Private license in 1973 and has amassed over 5,000 hours of flight time. She has her Commercial, Instrument and Multiengine ratings. She distinguished herself and women in aviation on April 13, 1993 by being the first American woman to pilot the Russian Sukhoi SU-27 tactical fighter. The flight was the result of an invitation of a joint venture by Sukhoi Design Bureau of Moscow and Diamond Enterprises of California. After an intense ground school at Zhukovskiy Air Base near Moscow, Michele flew the SU-27 at speeds of Mach 1.4.

Michele is probably best known for her successful efforts in aircraft sales. Under her guidance, Kansas Aircraft Corporation, located at New Century Airport near Gardner, Kansas, has become the fastest growing fixed base operation in the Midwest.

AE SCHOLARSHIP TRUSTEE

MARGARET (PEGGY) DOYLE

PEGGY HAS BEEN A MEMBER of The 99s since 1984. She is currently Vice Chairman of the AEMSF and has served The 99s as Trustee for the Amelia Earhart Birthplace Museum; Chapter Chairman; Membership Chairman; and Amelia Earhart Scholarship Chairman at both the Chapter and Section levels.

Peggy is an Amelia Earhart scholarship recipient and participated in the Amelia Earhart Scholarship video.

Professionally, she is a CFII and a psychiatric nurse. She has flown and operated a Part 135 Air Taxi Service and currently flies in her capacity as nurse evaluator for an eye-operated computer for the disabled. She also works with GTE SkyCentral, the pilot's Web access to DUATS.



Amelia still in the news...BIG TIME!



The new Amelia Earhart earthwork shown above is located on a slope overlooking Warnock Lake at Atchison, Kansas. It was created out of natural materials on a one-acre plot of ground by nationally known artist Stan Herd, his first permanent image.



Ad on back cover of January 12 issue of Newsweek.

One of the many photos shown in the comprehensive 25-page article by Virginia Morell in the January issue of National Geographic. This one is from the collection of The Ninety-Nines, Inc. Online forum on Amelia Earhart can be accessed at www.nationalgeographic.com.

LETTERS

I WON AN AE Scholarship in 1995 and firmly believe the scholarship was the jump-start for all the wonderful things I am doing now. A year ago I became the Chief Flight Instructor at North Star Aviation in Mankato. I run a department of approximately 40 flight instructors. We provide training for the Mankato State Aviation program in Mankato. I am also getting a start in the Pilot Services portion of North Star's company. North Star provides pilot services in a Cessna 414, Beechjet 400 and 400A, and now Hawkers.

I am being trained in the Beechjet 400 and

400A. I also attended a Cessna 414 ground school at Simcom in July. I am one of the C-414 pilots for North Star Aviation pilot services, as well as becoming a BE-400 copilot. It is all very exciting.

—JoEllen Peters, Minnesota Chapter

SINCE THE COUNCIL of Governors was initiated in 1990, Sections around the world began sharing ideas, exchanging information, comparing notes, borrowing from the rich resources available among our membership and cooperating with each other across Section

lines. At the last International Board meeting, I wondered aloud if the members of the Southwest Section realized how many of their ideas and procedures have been instituted in other Sections because they were so good! From their Chapter Chairman's Manual, which SWS patterned from the NWS, to the comprehensive Convention Manual and Records, and much more. Chances are, if anything has ever been done, somebody in SWS knows how to do it. They deserve our applause.

—Pat Ward, International Vice President

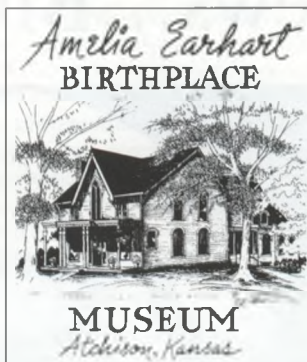
Museum Report

BY MARILYN COPELAND
Chairman, AEBM

The Amelia Earhart Birthplace Museum continues to receive gifts to support the restoration, furnishings and archives, for which we are most grateful.

One of the newest donations is a large, beautifully framed portrait by Steve Childs of Amelia and her husband, George Palmer Putnam. It was painted from a photo taken soon after their wedding in 1931.

Put a visit to the AEBM in your travel plans for '98 and see how much restoration work has been accomplished with your help!



Tax deductible contributions for AEBM may be sent to Marilyn Copeland, 117 S.W. Winterpark Lane, Lee's Summit, MO 64081; or to AEBM, PO Box 128, Atchison, KS 66002



Steve Childs, portrait artist, with oil painting of Amelia and her husband, George Putnam, which has been donated to the AEBM.

Brick Order Form

___ Brick(s) in front walk at \$100 each \$ ____
___ Brick(s) in sidewalk at \$50 each \$ ____

Make checks payable to AEBM. Send orders to Carolyn Mohler, P.O. Box 128, Atchison, KS 66002.

PLEASE LETTER BRICKS AS FOLLOWS:

Limit is three lines per brick, 13 characters per line
Please type or print very clearly

Second Floor Museum Report

A heartfelt thanks to all Chapters, Sections and individual members who have been inspired to give so generously to our fast-growing project. We have reached our goal for Phase I. *These are exciting times for us 99s!*

Phase I included the initial design and construction of the museum. During C.J. Strawn's most recent trip to Oklahoma City, she supervised the completion of the final architectural design that included the gift shop corner and the "Wall of Wings" area.

A brass Ninety-Nines' logo has been embedded in the terrazzo floor near the entry to the museum. The carpet has been laid in the museum display room, the built-in cabinetry has been completed and the ceiling has been raised 18 inches in both the "Wall of Wings" area and the Oral History Room.

But we're not done yet. Phase II includes raising funds to establish an ongoing trust fund for operation of the museum. Not only the day-to-day business must be attended to, but displays, murals and archival materials will have to be mounted and maintained.

Phase III will include the enclosure of the atrium between the two buildings at Headquarters. The surrounding garden/lawn area will be the future site of our sculpture garden. We still have a way to go—so keep those letters with donations coming in.

Aviation artist Douglas Ettridge has been commissioned to paint an original work for the opening of the museum. The scene will depict the terminus of the first all-women's air derby in Cleveland, Ohio, in 1929. It was here that the idea of The Ninety-Nines was born.

Mr. Ettridge will complete the painting by September 1998, and it will be auctioned to the highest bidder with the knowledge that the work will be donated back to the museum. A limited edition of 500 signed lithographs, suitable for framing, will be available for sale.

All of this never would have happened without the tenacity and drive of Claire Walters of the Palms Chapter who has single-handedly raised over \$180,000. That money has been put to good use by designer C.J. Strawn, also of the Palms Chapter, whose vision is taking shape before our eyes in Oklahoma City. We, The Ninety-Nines, thank you for the vision and inspiration you have created for all of us now and those who will follow.

Mail contributions to the Second Floor Museum to:

99s Headquarters
Box 965, 7100 Terminal Dr.
Oklahoma City, OK 73159-0965

or
Claire Walters
13026 Psomas Way
Los Angeles, CA 90066

As wonderful as it is, the Second Floor Museum is more than a collection of invaluable memorabilia housed in a new setting. It is a living representation of everything that's positive about The Ninety-Nines.

Flying into Mexico by private plane

BY GLORIA SANDS
Intermountain Chapter

As we flew from El Paso, Texas, into Mexico, an invisible curtain was lifted into another world—a world available to all, but unexplored by many. This was the overwhelming feeling shared by my husband Paul and I in our Bonanza, and Dorothy and Jack Fowler in their Cessna 182.

We felt like we were being transported on a magic carpet into a world rich with history and a population of people who were kind and generous. Even though they had little to give, they shared everything. The phrase, "*Mi casa es su casa*"—"My house is your house," was the standard greeting everywhere we went.

As pilots, you will appreciate this scenario: All the way to Guatemala City and back home, we were plagued with headwinds. In fact, they were so strong returning from Las Vegas to Spokane Felts Field that our powerful Bonanza was only indicating 120 mph GS. I was very glad

- Remember, you are a visitor in another country and respect of Mexican customs and lifestyle is most important.

- Learn some Spanish and don't be embarrassed to use it. Everyone will try to help you and will appreciate your effort. Besides, you'll need it.

- Learn what the rules are for filing flight plans and closing flight plans.

- Learn patience! Mexicans are not clock watchers like Americans and have a more relaxed schedule than we do. I think they have the right idea!

- There is nothing to fear except fear itself. Don't go into this adventure without a lot of planning, but don't stay home from lack of understanding.

we weren't in my Tri-Pacer though, because we would still be flapping our wings somewhere in the desert.

Dorothy and I were very proud of our 49 1/2s, Paul and Jack, because they took us through terrible windstorms, smoke-filled valleys, around mountains that stood

17,000 feet high and airports where no English was spoken. I also gained a tremendous appreciation for the GPS; how did we ever fly without it?

Our first stop was Chihuahua where we stayed with the Juan Nuñez family. Juan is a pilot for the Governor of Chihuahua. He had lived with Jack and Dorothy several years ago and had wanted to learn to fly, so Dorothy set him up for his first flying lesson with 99 Gladys Buroker of our Chapter. Juan is very proud to tell everyone that his first instructor was a woman—almost unheard of in Mexico! In fact, when Dorothy and I gave our pilot license numbers to officials at the Mexican airports, they were quite in awe of our courage.

Unfortunately, we were unable to find any 99s in Mexico on that trip, or on any of our three trips on commercial flights that we've taken since. If anyone knows of a woman pilot in Mexico, please ask them to contact me at S. 3515 Lee St., Spokane, WA 99203, 509-535-8222. If anyone needs any advice on parking, fueling or special tips other than those I've listed here, I'll be happy to help.

Convention Reminder

Look for the International Convention Registration Form in the ad section of this magazine. Joan Granger of Southwest Travel needs the name(s) of the person(s) you are rooming with supplied when you register. It would be a big help if persons rooming together would send their reservations in together.

Tours must be pre-reserved with a check to Southwest Travel. The November/December issue has a list of tours available. Fax Joan at 505-858-0069 or call 800-658-9338 M-F 9-1:00 MST for more information.

Flying by private plane to the convention?

Contact Marjorie Thayer, Arizona Sundance Chapter, for information and possible group fly-out from some point in the SW U.S. Ph. 602-832-1492, FAX 602-969-5174. GDL airport has 100 tie-down spaces available, rings in the tarmac (bring your own ropes and chocks), approximately \$2 US landing fee, \$5 per day parking fee including security. Fuel available 100-110LL.

Stay with your airplane until met by Immigration and Customs.

AOPA Expo

Volunteers told the 99s' story to approximately 1,000 of the 10,000 attendees at the 1997 AOPA Expo in Orlando, Florida, and participated in the 99s break-fast which enjoyed record attendance.

Led by Judie Rancourt, volunteers—among them Madeleine Debock, who came all the way from Chile to work for a solid three days; brand new 99 Sue Bolves, whose contagious enthusiasm enthralled all comers; and Ruth Loomis, who just appeared before the show opened and kept coming back—signed up a dozen new members and renewals, registered 99 prospective members and student affiliates and logged in some 100 members and 49 1/2s.

Women in Flight Conference

The second annual WIF Conference sponsored by the Arizona Aerospace Foundation will be held the weekend of March 6-8 at Pima Air & Space Museum in Tucson. The conference pulls together women interested in aviation and aerospace.

Among the speakers will be Fay Gillis Wells, Charter Member of The 99s; Patty Wagstaff, USA Aerobatics champion; Emily Warner, first woman airline pilot; and Blackbird pilot Marta Bohn-Meyer, NASA (featured on 99 NEWS cover September/October 1994). For information, call 520-574-0462.

Women in Aviation Conference

"Climbing to New Heights" is the theme of the '98 WIA Conference to be held at the Adams Mark Hotel in Denver, Colorado, March 12-14. FAA Administrator Jane Garvey will be the opening speaker on Friday morning. Scheduled to be the closing banquet speaker for the conference, Astronaut Bonnie Dunbar.

Special events for this year's conference include tours of United Airlines' Flight Training Center, the Denver International Airport and United Maintenance Facility, and Jeppesen's headquarters.

WIA now has a "chat room" on its web site which can be accessed directly at www.wiai.org/chat/html or through the WAI home page at www.wiai.org.

What it's like to fly for the commuter airlines

BY TRINE JORGENSEN
Colorado Chapter

Flying for a commuter is much like flying the majors—only on a smaller scale. With Air Midwest, the scale is smaller yet. We have 105 pilots and 15 airplanes. Most of us know each other and the quirks of each airplane. The commuter airlines don't pay as well as the majors, but there are people who have made their careers in commuters. If you have a family and you can't be flexible in where you live and work, the commuter may not be for you.

It is not always easy to commute and you will probably live in a small town, one you might rather not be in. With the commuters, you may be required to do the passenger briefings. If public speaking is not for you, then you better look elsewhere. The relationship with the passengers is close in a 19-seat airplane, even for a short time. Sometimes you can joke with them and sometimes they are just scared. Being aware of this is important to your job. The love and enjoyment for what you do will show through to them and make their trip a more enjoyable one, even on not-so-nice days.

There are stories of strange happenings on the small commuter planes, but my prior experience as a female motorcycle officer with the Colorado State Patrol prepared me to handle odd situations.

Everyone is in need of good pilots these days, even more so than in the '80s hiring boom. Commuters are being faced with the threat of having to ground airplanes because of crew shortages. Pay-for-training is going by the wayside for now, which I think is a good thing for all of us. There are a number of highly regarded commuters out there hiring, but the flight time is what we all preach. If I hadn't made the

My job allows me to see the most spectacular sunrises and sunsets anywhere.

extra effort to get the qualifications I needed and to flying full time, I would not have turned over that first job stone.

Flying is cool, fun and takes a lot of hard work. I don't think you have to sacrifice your soul for your goals, but you do have to give up some things sometimes, including the big salary, to get there. If you are smart with your money handling and have a great relationship with your spouse or significant other like I do, this business of commercial flying is pretty fun.

I don't have an autopilot so I hand-fly the airplane all the time. The legs aren't more than 1.5 hours (no toilet on a 1900) and most places we fly to are nice. I'm currently based in Garden City, Kansas,

which is not the best smelling place in the world (several meat packing plants here), but the cost of living is not so expensive and with a roommate to share expenses, I'll even be able to save a little money.

I made the choice to come here so I could get my feet under me and learn my job and airplane without being on reserve. Being on reserve leaves you wondering what suitcase you'll be living out of and where you're going next. You also get more flight time, which equals more pay, if you hold a line.

My long-term goals are not to fly 14-hour legs across the ocean, but to be flying an airplane I love, have fun and be happy with what I am doing. I think the future trend will be to have more jets in the commuter airlines. It's all in what you make of it. I am happy flying the 1900 for now. I have only been doing this for a short time and I work for a good company.

I keep up my other flying interests as well. I am Chairman of the Colorado Chapter, I judge at NIFA competitions and I keep in touch with everyone I could possibly network with to help me in my flying career.

I get to travel for free (jumpseating), which is the best benefit to this commercial flying. My job allows me to see the most spectacular sunrises and sunsets anywhere. The world from the sky is better than any 3-D movie.

Trine came to America from Norway when she was a baby, grew up in Wisconsin and moved to Colorado when she was seven. She says her love affair with speed started at a young age when her dad took her out to watch the drag races in Wisconsin and airplanes land at the old Stapleton Airport. She started flying at 17 when her dad took her to Centennial Airport for her first introductory flying lesson. She got her Private license the summer after high school graduation, spent a year of school in Norway, then enrolled at Metropolitan State College in Denver, completing a BS in Aerospace Sciences in 1990.

She worked behind the counter at a flying club; then took a job with the Colorado State Patrol where she worked for five years. Trine was the Patrol's first woman motorcycle trooper,



Trine Jorgensen, commuter pilot with Air Midwest.

a tough job. She rode Harley-Davidson's for four years. Then, a year ago she left the State Patrol, borrowed some money and, as she put it, "began flying my rear end off." She took a part-time job at the airport pumping gas and worked toward her goal of 1500 hours and an ATP. She started networking and sending out resumes, got a job flying in Alaska for the summer where she flew Cherokee Sixes and an Archer around Juneau and Glacier Bay. She left Alaska in anticipation of becoming a commuter pilot, and was accepted by Air Midwest. Following their ground school she was furloughed for three weeks, then was called back to begin flying Beech 1900 commuters out of Garden City, Kansas, as a commercial pilot. Trine currently flies for Air Midwest out of Wichita, Kansas.

Women in Aerospace honor Celia Vanderpool

Celia Vanderpool, Orange County Chapter, was presented the Anne Morrow Lindbergh Educator Award by Women in Aerospace in Washington, D.C. The award honored Celia for her success in helping under-motivated, under-inspired students see the relationship of science and math to jobs and careers by using the real-life setting of aviation. She has also been an asset to NASA, particularly to the NASA Dryden Flight Research Center in Edwards, California, by participating in NASA-supported mathematics workshops which augment the principal goal of NASA's educational programs: to increase the number of scientists, engineers and technicians available for the civilian aerospace workforce and other segments of the economy.

Celia has also taught other teachers ways to develop an aeronautical curriculum at workshops where teachers observe NASA's state-of-the-art research and development by direct



Celia Vanderpool at NASA-Dryden, Edwards Air Force Base.

interaction with NASA scientists, engineers, technicians and educational specialists. "Being an educational ambassador for NASA-Dryden is my personal mission," says Celia. "I am proud to carry it into the schools and let the public education system know about NASA's strategic plan and their three pillars for success: access to space, revolutionary technology leaps and global civil aviation."

Celia won an AE Scholarship in 1993 which she used to obtain her CFI. She is an active member of the Civil Air Patrol, Seaplane Pilot's Association, Idaho Airmen, International 180-18, and a pilot for the EAA Young Eagles. She expanded her teaching status in 1995 to that of associate professor and teaches aviation science and meteorology at Saddleback Community College in Orange County, California. Celia was featured on the cover of the January/February issue of this magazine last year.

Aviation Adventures Program

The Girl Scouts Totem Council of Western Washington (covering 14 counties) has launched—with some generous support from the Boeing Company—an Aviation Adventures program aimed at girls in the 6 to 17 year age group. The program is modeled on that of the Wichita-area Council. It will introduce girls to all aspects of aviation, including weather, aerodynamics, assembly and maintenance.

A launch event was held November 22 at the Museum of Flight on Boeing Field. During the evening's events, the Scouts had a surprise peek at President Clinton, who stopped to view the Museum on his way to the APEC summit in Canada.

—Marian Hartley, Greater Seattle Chapter

99s Forum

The 99s private forum became part of a larger aviation forum. We are now operating under the Aviation Professional Forum (GO AVIPRO) where we have a private (99s only) message area and library, plus a message area open to the public.

CompuServe forums will soon be accessible from the Internet and, for a yet-to-be-determined fee, by non-CompuServe members as well. If you're surfing the Internet, try <http://www.csi.com/aviation>

If you are a member of CompuServe but haven't checked out what's available in The 99s Forum, send an e-mail to Pamela O'Brien at 73003.2274@compuserve.com with your name and chapter affiliation and you will have access in about 24 hours.

In the next few months we will be trying a new form of electronic communication for our members: an on-line mailing list. This is a very simple mechanism that allows a person to automatically send e-mail to a group of people. An e-mail from one member of the group automati-

cally goes to all of the group who have joined or subscribed to the list.

If you no longer wish to belong to the list, you can follow the simple "unsubscribe" instructions. You can post messages which everyone else can read and others can post messages which you can read. If you are interested, contact Pamela O'Brien by e-mail listed above.

Are you current?

The FAA (and common sense) requires that we go flying periodically to maintain our currency, to keep our hand in, so to speak. The same goes for The 99s: Without periodic participation, we lose touch and forget the fun of joining in and helping out.

What does it take? At least one event a year, such as an airport day where you meet new women pilots or those working to become pilots. Or one Wings Program where you see people who are dedicated to staying up-to-date on the latest in aviation. Or an Air Bear Program where you see young faces light up with the prospect of flight.

Warmth in the winter

My husband and I departed Ryan Field on one of our midmorning breakfast jaunts to Nogales. The sky had its usual azure clarity to which we're so accustomed. Passing Pima Mine, we heard Betty Engstrom's clear voice as she did an instrument approach at Ryan. We continued our smooth, relaxing flight into Nogales, where we chatted with Larry Tiffin who runs the airport where we ate.

When we were airborne once again on our return flight, there was Chris Richard's voice en route to Bisbee and a few minutes later Gloria Tornbom's landing at Ryan. Every now and then the plane would wallow gently as we crossed a docile wave here and there along the way.

Stepping out of the plane back at Ryan, I felt the stillness surround us after shut-down. I smiled to myself. It's pleasant and comfortable to fly familiar places and hear familiar voices, knowing that they're enjoying what I'm enjoying.

Though we never laid eyes on each other that day, we shared the satisfaction of flying ourselves where we wanted to go and home again. Simple planes, simple places, simple pleasures that make me so glad I learned to fly.

—Kaye Craig, Tucson Chapter

WELCOME THESE 46 WOMEN PILOTS TO THE NINETY-NINES

Linda Amaya, *Southeast Section*
 Patricia E. Barry, *Northeast Section*
 Carol Bernier, *Eastern New England*
 Mary L. Bilka, *Colorado*
 Julie C. Borschmann, *Australian Section*
 Sharon S. Brockelman, *Greater Kansas City*
 Erika Christ, *Greater New York*
 Elizabeth Anne Cobb, *Coyote Country*
 Naomi L. Davies
British Columbia Coast
 Jeanne H. Decker, *Connecticut*
 Charla M. DeHate, *Florida Spaceport*
 Kathy S. Dennison, *Dallas*
 Lori E. Dodd, *Brazos River*
 Margaret Mary Feudo, *E. Pennsylvania*
 Nancy Olyane Fredrickson, *Tulsa*

Judith Olive Freitag, *Minnesota*
 Sandra J. Geisel-Churchill
Orange County
 Michelle Lynnette Green, *Oklahoma*
 Jenny Anne Gust, *Australian Section*
 Marie C. Hardy, *Chicago Area*
 Gail A. Hodges, *Florida Suncoast*
 Cathe Ann Johnson, *High Country*
 Martha Rockwood King, *San Diego*
 Marie Guylaine Landry, *First Canadian*
 Kristin L. Larson, *Greater Seattle*
 Peggy A. Loeffler, *Connecticut*
 Betty C. Ludtke, *Mid-Atlantic Section*
 Anita Therese Mack, *Hampton Roads*
 Michelle Diann McCarthy, *Tucson*
 Judith C. Moorad, *Houston*

Isabella C. Moran, *Canadian Rockies*
 Carol Ann Mott, *Northeast Section*
 Julie Ann Murray, *Chicago Area*
 Jan Ashley Ness-Gallant, *W. Washington*
 Alexandra E. Officer, *Canadian Rockies*
 Katherine Lynn Ottman, *High Country*
 Paula J. Owens, *Brazos River*
 Lisa Marie Peasley, *Minnesota*
 Jennifer Lee Peri, *Greater Seattle*
 Roselyn Marie Quebbemann, *Minnesota*
 Laura A. Riggs, *Southeast Section*
 Sharon Rush, *Santa Clara Valley*
 Deborah L. Shevey, *Jackson Gold Duct*
 Cindy Susan St. Clair, *Southeast Section*
 Mary Jean Wasilewski, *Chicago Area*
 Ellen A. Wells, *All-Ohio*

Meet two new pilots who are new members of The Ninety-Nines

Carol Krutzke

Carol has been a 66 in the Pike's Peak Chapter for two and a half years while working to get her Private certificate. Her husband, Torry, has been a pilot for 40 years. He was the impetus to her getting her license. She was also encouraged by 99 Eddie Whistle. Carol is a native of Pueblo, Colorado, where she has been an elementary school teacher for 26 years.



Carol Krutzke

She has a son and daughter and three grandchildren.

"Earning my pilot's license was the most challenging thing I have ever done," Carol said, "including my master's degree—mentally, physically, academically and scientifically." Carol and Torry own a Beech Bonanza which they use quite often on many cross-country adventures.—*Bev Griffin, Pikes Peak Chapter*

Scarlett Von Burnuth

Scarlett has worked hard to earn her wings. Like many of us who took up flying later in life, she found it to be a financial, intellectual and physical challenge, but she persevered. Many 99s watched her progress and gave her encouragement along the way. On September 12, Scarlett passed her flight exam.



Scarlett Von Burnuth

Scarlett lives in Canon City, Colorado. She is an adult education instructor and also runs an airport shuttle service. She loves to play golf and expresses her artistic talents through painting and quilting.

Most of the time you can find her at the Pikes Peak Flying Club where she flies and is part owner of a Cessna 172. Scarlett has been a passenger on several of our Chapter flying events. We are looking forward to having her as a PIC.

—*Onita Winfrey, Pikes Peak Chapter*

MEMBERSHIP DRIVE LIFTS OFF!

CO-CHAIRS ILSE HIPFEL AND SHEILA DRAYSTER report that the Membership Drive is going very well. Keep up the good work! Find those members who have dropped out the last few years and let them know all the new and exciting things that are happening in the organization. Call on the students at the various universities in your area. Check at the FBO's for leads.

There are a whole lot of young new women pilots out there who need mentors. You just have to go looking for

them, invite them to a meeting and let them see how much fun, learning and networking goes on.

If each 99 gets only one new member in '98, wouldn't that be great. That would double our power. And even if only half of you recruit one new member that would make a heck of a lot of impact on the collective woman power all under the umbrella of The 99s! Now let's just do it!

Check to see if there is anyone new who has joined your Chapter, and give her a call to welcome her to the group. Per-

haps you could take her to lunch, or for a ride, pick her up for a meeting, ask her to help with a fly-in. Getting involved is the only way to get anything out of an organization—but sometimes a new person just needs to be encouraged to participate. So just do it!

There was an error in Ilse Hipfel's phone number in the last issue of the magazine. If you call that number, a very nice young man may answer and say: "Elsie who?" I know. I just did it. The right number is 626-967-5882.—The editor

GRASS ROOTS



North Central Section

The Minnesota Chapter, with Committee Chair Elaine Morrow as coordinator, hosted the NCS fall meeting October 3-5 in Rochester, home of the world famous Mayo Clinic. Our "Wellness Weekend," attended by about 130 members from 16 chapters, was wonderful! Many Minnesota members volunteered their services and it was a huge success.

Speakers were Liz Strohfus, a WWII WASP, and Dr. Julie Abbott, Dr. Carolyn Beck and Dr. Patricia Barrier, all associated with the Mayo Clinic. There were tours of the Mayo I emergency helicopter, aircraft tour of Warbirds from the American Wings Museum, the Mayowood Mansion and Plummer House and a trip to Mall of America in Bloomington.

99s President Lois Erickson was present for the weekend and gave an address at the business meeting on the importance of reaching out to other women interested in aviation.

—Deb Thompson

Southeast Section

Many months of planning under the direction of co-chairs Bobbie Lichtiger and Victoria Wiltie culminated in a great SE Section meeting the weekend of November 1-2 at the Doubletree Hotel in Coconut Grove, Florida.

The business meeting was presided over by Governor Judy Hall. Several past governors were present as was President Lois Erickson. One of the topics raised was the fact that the minting of a new \$1 coin is being planned. Members were urged to watch for more information on a letter-writing campaign to support having Amelia Earhart's likeness on that coin.

The Saturday evening banquet speaker was Larry Wilson who spoke on the subject of communications between traffic controllers and pilots.

THE NORTH CENTRAL Section Spring meeting will be hosted by the Michigan Chapter. It will be held May 1-3 in Saginaw. Planned activities include helicopter rides, visits to Frankenmuth Village, the world's largest Christmas store, the beautiful Dow Gardens and the Birch Run Outlet Stores. Guest speaker will be Capt. Sandy Anderson.

THE SOUTHWEST SECTION Spring meeting will be hosted by the Bakersfield Chapter May 1-3, and will honor Charter Member Achsa Donnels, age 93, who still actively participates at International and Sec-

tion meetings.

Bakersfield will be celebrating its Centennial and Bakersfield Chapter its 50th anniversary. Activities will include white water rafting on the Kern River and a Western barbecue. A real down-home good time is planned for "The streets of Bakersfield."—Mary Lou Romagno

THE SOUTH CENTRAL SECTION Spring Meeting will be hosted by the San Antonio Chapter April 17-19. Enjoy Fiesta San Antonio with your 99 friends. Contact Gloria Blank for more information.

What is a Section Meeting?

PARTICIPATION IN THE activities of an organization is a prerequisite for getting the most out of it, and you will meet more people and have more fun if you participate in a Section meeting.

Betty Wharton, Mission Bay Chapter, had this description in the December *Mountain Waves* newsletter.

"It was reasonable and obvious to our founders that one huge entity would not provide the kind of camaraderie among women pilots that they envisioned. So the United States, and eventually Canada, was divided into Sections. Every other country was designated a Section.

"Each Section is presided over by a Governor, Vice Governor, Secretary and Treasurer, with appointed Chairmen for all of our standing committees. These people are the Chapters' liaisons with the elected International Officers and Board of Directors.

"If you have never attended

a Section meeting, you are missing the best part of being a 99," says Betty. "You will meet women with diverse professions, hobbies and lifestyles, but with one common interest when we get together: flying.

"The Chapter responsible for the Section meeting arranges side trips to interesting places in the area, perhaps dinner at a famous restaurant, and sometimes a competition like a spot-landing contest."

Section meetings are the place where you can find out more about applying for an Amelia Earhart Scholarship, NIFA, Flying Companion Seminars, and where all sorts of networking goes on. You can learn more about the organization, discover what others are interested in, get involved in a project, or just enjoy the outing.

Check the calendar on page two and make your plans to attend the next Section meeting for your Chapter.

Mid-Atlantic Section

The Shenandoah Valley Chapter hosted the Fall Section Meeting at the Ingleside Resort and Conference Center in Staunton, Virginia, November 7-8. Approximately 50 members and guests attended.

Prior to convening for the general business session, Tom Jones of RIC/FSDO conducted a very basic, but interesting, safety seminar.—Edith Fischer



First Timers attending the Mid-Atlantic Section meeting were Becky Morgenthal and Carolyn Van Newkirk from Central Pennsylvania Chapter; Lisa Booth and Virginia Beth Falwell from Central Virginia Chapter and Leo Ford Barbe from the Virginia Chapter. Seated are Director Mary Wunder, President Lois Erickson and Treasurer Beverley Sharp.



Sue Ehrlander, 99s Award in Aviation Trustee, (right) presents The 99s Canadian Award in Aviation to Let's Talk Science representatives Sue Schofield and Catherine Hammond in the executive boardroom of the London, Ontario, Airport Terminal.

Reno Area Chapter

Two \$1,000 scholarships for study towards advanced ratings were awarded to Dene Chabot-Fence, Carson City, Nevada, and Laurel Lippert of Truckee, California.

Our Chapter received \$2,000 from the Reno Championship Air Race Committee for our involvement with the Reno Air Races held last September.

—Dorothy H. Baer

Tennessee Chapter

Genie Rae O'Kelley and I attended the Silver Wings Fraternity Convention in Atlanta, Georgia, in October. Nancy Daugherty has organized an Explorer Scout Troop at Morristown Airport.

—Evelyn B. Johnson

Jackson Gold Dust Chapter

Seven of our eight members, along with a soon-to-be member and a 66, celebrated the 10th anniversary of our Chapter at a dinner in November where we reminisced about the chapter's past activities and accomplishments. For the second year in a row, our chapter won the Public Relations Award for small chapters at the Fall Section meeting in Victorville, California.

—Jo Dieser

Indiana Dunes Chapter

A highlight of a recent chapter meeting occurred when Sergeant C.T. Brunner arrived in uniform flying one of the five fleet helicopters of the Lake County Helicopter Rescue Team. He related some of his experiences as one of several pilots of this unique county

government unit and showed a video of his team as they practiced rappelling from an aircraft. The rescue team helps locate missing persons, assists police in their search for suspects, evacuates victims from boats in distress and are on call to help other nearby counties in emergencies.

—Christine Murdock

Colorado Chapter

Some of our members were able to log real time on a DC-3 owned by local CB Air at Centennial (Denver). Each woman got to log .1. We hope to repeat this experience in February as more 99s want to get behind the wheel of this legendary aircraft.

The Chapter brought three simulators to the Denver Museum of Natural History on two weekends for children to play on during a couple of exhibits there. "Flight" covers the history of mechanized flight and "Volando" is a pictorial display of Latin-American contributions to aviation. We figure we saw more than a hundred kids each day and fielded many inquiries about The 99s. —Julie Boatman

Memphis Chapter

On October 18 members arrived at Douglas Aviation in Olive Branch, Mississippi, at 6:30 a.m. to cook and serve a pancake breakfast for approximately 70 hungry pilots participating in the FAA PACE Program. Later in the day we sold homemade baked goods at Wing N Wheels Fly-in at Twinkle Town airport in Walls, Mississippi. —Linda Richards



Steve Martin of the Antique Airplane Club of Greater N.Y. climbs into his "Fleet" biplane on December 7 at Republic Airport, N.Y., in preparation for his flight to drop roses at the feet of the Statue of Liberty to honor those who died during the attack on Pearl Harbor. Ninety-Nines Jill Hopfenmuller and Pat Rockwell attended the traditional ceremony by blessing the roses with water flown in from the area surrounding the sunken USS Arizona. The late Joe Hydrusko began the tradition in 1946 of bringing roses to Lady Liberty on Pearl Harbor Day.

—Patricia Rockwell

North Jersey Chapter

The Dodie Riach Memorial Scholarship of \$1,250 was awarded on December 9 to Debbie Cox, a Registered Nurse from West Milford, New Jersey. She will use the money to pursue an Instrument rating.

Kathy Jaffe has worked tirelessly to defeat an amendment sponsored by Senator Lautenberg which threatened to close Atlantic City's Bader Field and other small airports across the country.

A.J. Starr attended the dedication of the Women in Service Me-

memorial at Arlington National Cemetery, Arlington, Virginia. Other members who served in the armed forces are Kaye Hilbrandt, Emily Kline and Bucky Richards.

—Lesley G. Miller

Pikes Peak Chapter

Dean Jaros, author and a dean at Colorado State University, Ft. Collins, was our guest speaker in November. In his book, *Heroes Without Legacy*, he recognizes the many contributions of women in aviation. —Phyllis Wells



Long Island Chapter members Joyce Malkmes and Nancy Weeks attended the International Loran Convention in Ottawa, Canada, in October. Pictured with them (on the left) are Susan Begg and Dorothy Berthelet of the Eastern Ontario Chapter. The gentleman in the photo is Dr. David Last of the Univ. of Wales, a speaker at the convention. —Joyce Malkmes



North Georgia 99s Joyce Pittman, Jean Toxen, Carol Baney, Kim Wiley, Deb Summers and Lucy Young at Lawrenceville, Georgia.

North Georgia Chapter

North Georgia Chapter members performed the layout and painting of a compass rose at Gwinnett County Airport, LZU, in Lawrenceville, Georgia, on October 3 and 4. Barbara Young spearheaded the layout on Friday. I assisted using the surveyed North-South and East-West lines, "snapping" chalk lines and calculating angles and ratios to make the pattern fit into the 60-foot width of the old runway. Expert guidance was obtained from the 99s Mid Atlantic Section Airmarking Manual which provided a step-by-

step checklist for the crew.

Saturday dawned crystal clear and cool. Our members started out the day with a hearty pancake breakfast sponsored by EAA Chapter 690 in their nearby hangar. Volunteers from the EAA assisted our 99s Debbie Summers, Kim Wiley, Carol Baney, Joyce Pittman, Jean Toxen, Barbara Young, Sue Adams, Pat Underwood and I on the project. We had a great time. Future plans call for emblazoning both 99s and EAA logos in the center of the compass rose when the weather warms up. —Lucy Young

While planning your 1998 airmarkings, please check to see if the airport is covered by Part 139 rules. This may make a difference where the airmarking is placed. Please contact me if you or the airport operator has any questions. I can be reached at 302-479-0780 (h), 609-224-2338 (w), 609-224-3500 (fax) or ellen_nobles-harris@email.mobile.com (e-mail).

—Ellen Nobles-Harris
International Airmarking Committee

TOUCH & GO'S

- **Evelyn Bryan Johnson**, Tennessee Chapter, was inducted into the first Flight Instructor Hall of Fame in Oshkosh on October 31.
- **Kathy Jaffe**, North Jersey Chapter, has been appointed to a position as an FAA Aviation Safety Counselor.
- **Elisabeth Anne France**, North Central Section, an aviation student at Ohio University, has been awarded the Joan Mace Aviation Scholarship and the Ohio University Dean's Scholarship for the 97-98 school year. She is a CFI and a King Air copilot for Ohio University.
- **Edna Hansen**, All Ohio Chapter, received the National School Orchestra Association Traugott Rohner Outstanding Service Award in December.
- **Susan Larson**, San Joaquin Valley Chapter, was presented the Joe Crotti Trophy for General Aviation Advocacy in California at the AOPA EXPO '97 in Orlando, Florida.

Powder Puff Derby Reunion

A 50th anniversary celebration of the All-Women Transcontinental Air Race was held November 7-9, in Palm Springs, California, the site of the first race in 1947 which had two entries: Dianna Bixby in a military A-26 bomber and Caroline West with copilot Bea Medes in an Ercoupe. Unfortunately, Dianna had engine trouble and never got off the ground. Caroline and Bea made the trip in 21 hours, 45 minutes.

Participation in the race grew to 150 for the 25th anniversary race in 1971 (which was my first

time to fly in the race). The route was from Calgary, Canada, to Baton Rouge, Louisiana. Two hundred planes participated in the last Powder Puff Derby (1976) from Sacramento, California, to Wilmington, Delaware.

More than 200 participants attended the reunion. Many memories, pictures and stories were shared, including those of Fran Bera, a seven-time winner of the race. Another reunion is being planned for 2002.

—Shirley Lehr
Sacramento Valley Chapter



Mile High Air Derby

We kicked off the beautiful fall season with the running of the 14th Mile High Air Derby on September 26. This year's race left Centennial (Denver) and flew to checkpoints at LaJunta, Alamosa, Taos and finished at Aztec (outside Farmington, New Mexico), where racers spent the night. The blue sky weather was perfect (except for the wind) for the 14 teams, including three teams of new racers. The Azars took first place in their Cessna 172, proving that you don't have to have the fastest bird to fly the best!

—Julie Boatman, Colorado Chapter

BOOKS

Watch for these two new books by Ottawa author K. J. Cottam: *Women in War and Resistance*. (36 biographies of Soviet women combat pilots, navigators and air gunners), and *Women in Air War: the Eastern Front of World War II*. \$20.95 U.S. each. To order, call 1-888-780-4125.

RATINGS AND WINGS

RATINGS

Amy Brown	Orange County	CFII
Carol B. Remol	North Central Section	Instrument
Joan Jedeon Smith	Minnesota	Sea Wings I

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Sue LeMaitre	All-Ohio	Phase I
Sunny Todd	Lake Tahoe	Phase II
Sue Ward	Reno High Sierra	Phase II
Betty Costa	High Country	Phase III
Carol B Remol	North Central Section	Phase III
Jeanne B. Hillis	Columbia Gorge	Phase VI
Joy Black	Indiana Dunes	Phase VII
Phyllis Marie Webb	Lake Michigan	Phase XIII



Jean Davis

JEAN M. DAVIS, Walla Walla, Washington, died October 21. Her car's license plate announced to the world that she was an AV8TRIX and husband Freddy's photo shows her impish grin, defining just how much fun she was.

Jean learned to fly after their daughters were grown, but made up for lost time by quickly moving on to Commercial and IFR. Jean served The 99s in projects and committee work and leadership roles as Governor of the Northwest Section and International Secretary. Jean and her Cessna would be seen wherever fun flying was going on, which in-

cluded flying in the last Powder Puff Derby. Freddy wasn't a pilot but could always be counted on as an enthusiastic passenger and invariably had one of his antique cars polished up for chauffeur duty when 99s came to town.

Jean's special delight in flying was infectious to all who shared airways with her. Her rare wit and inner joy softened this tough old world. —*Gene Nora Jessen*

HELENE HOLTON, Iowa Chapter, died December 7 after 55 years of flying. Helene received her pilot's certificate in 1942 and joined The 99s in '43. She held Commercial, ASEL and Instrument ratings. She filled various positions at the Chapter and Section levels. We all lost a great friend, pilot and 99 supporter. Her son Dan is a student pilot—and so the legacy goes on. Memorials may be donated in her name to Amelia Earhart Education Foundation. —*Elaine Fitch*

HAZEL (HACKWITH) PETERSON, Chicago Area Chapter, passed away on September 11 in

Escondido, California. Prior to joining The 99s, she was a member of the Chicago Girls Flying Club in the '30s, flying out of a field which later became Glenview Naval Station.

In earlier times with the Chicago Area Chapter, Hazel supervised the annual rummage sales; regular receipts were sufficient to run the Chapter for an entire year. Reaching the age of 98, she was a proud 99 for more than 50 years.

—*Marjorie R. Anderson*

ALMA HINDS, Mt. Shasta Chapter, age 82, died October 18 at Mercy Medical Center in Redding, California. She was a former member of The 99s, a delightful lady. We will miss this local legend. —*Donna Taylor*

DORIS "DODIE" CUMMINGS, Orange County Chapter, succumbed in her sleep at her new home at Sun City West, Arizona, on November 16. She was a life member of The 99s and a member of the Arizona Chapter of Silver Wings, having soloed a Cessna 140 June 15, 1948, at Gibbs Air-

port in San Diego.

Dodie was copilot with Dottie Sanders in the 1950 Powder Puff Derby. These low-time pilots with 112 hours each won fifth place. She became a licensed helicopter pilot in 1958.

Her last happy days were at the 50th anniversary of the Powder Puff Derby at Palm Springs on November 7-8. Dodie was always looking for friends who could "talk aviation," and her last ambition was to start a new Chapter of Silver Wings in Sun City.

Milt Seymour, 49 1/2 of Bonnie Seymour, Lake Tahoe Chapter Charter Member and current Chairman, left this world November 29 in Truckee, California. He was a strong supporter of The 99s since 1967. He directly helped the AE Memorial Scholarship Fund multiply by recommending wise investments. We will miss his gentle guidance and kindness.

He leaves behind two sons and three daughters, two of whom are active in aviation. Milt thoroughly enjoyed flying their Dakota.

—*Maureen Motola*

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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.

JERRIE COBB, 99s member at large, has written an autobiography about her early flying experience, as a teenage barnstormer, as a ferry pilot for the military, etc. For more than 20 years Jerrie and Ruth Lummis, Sacramento Valley Chapter, have flown over the Amazon conducting assistance missions. Proceeds from sales of the book are to help the indigenous people of the Amazon Jungle. To purchase the book, send 19.95 plus \$3 s&h to Jerrie Cobb Foundation, Inc., 1008 Beach Blvd., Sun City Center, FL 33573.

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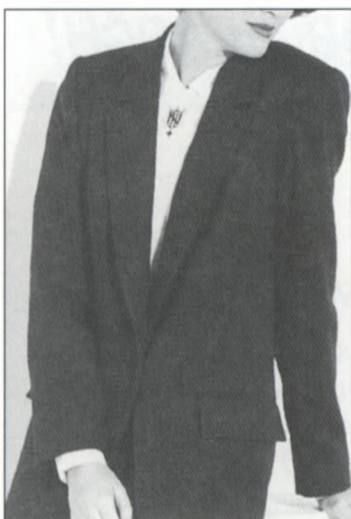
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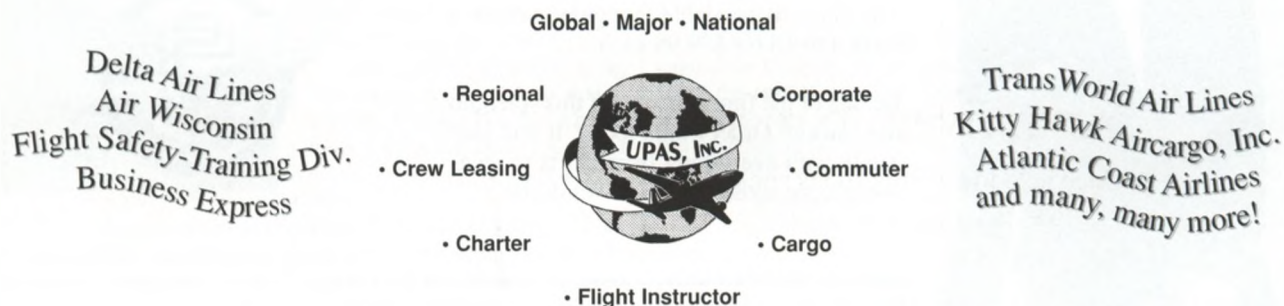
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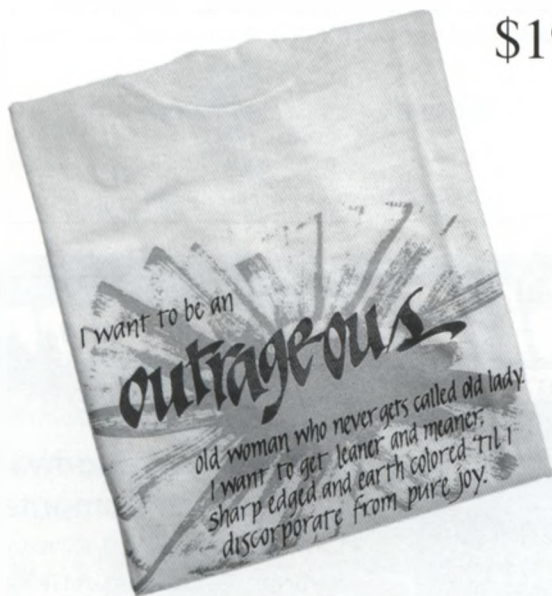
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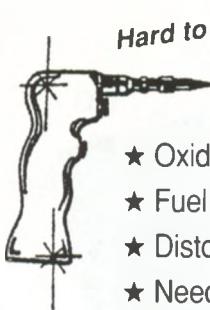
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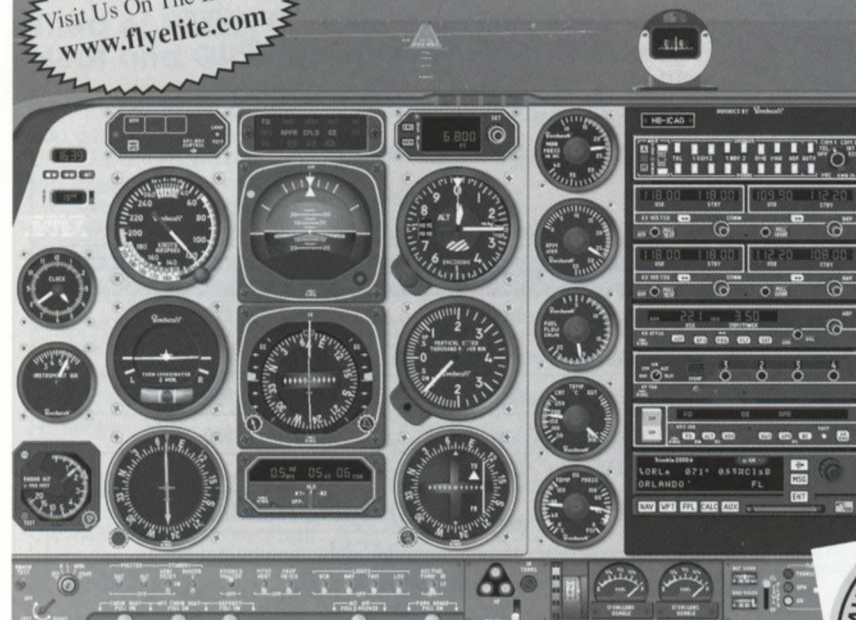
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B CANTEEN - LIGHT WEIGHT, DURABLE PLASTIC. BLACK SHOULDER STRAP. LARGE OPENING W/ SCREW CAP, FLEX STRAW. WHITE W/ BLUE LOGO & CAP.		WHITE ONLY		6 ⁵⁰ ea.		
C CAP - 100% COTTON. ADJUSTABLE SNAP CLOSURE. GOLD EMBROIDERED LOGO DIRECTLY ON CAP.		BLACK ONLY		18 ⁰⁰ ea.		
D MUG - DURABLE, INSULATED, GLOSSY BLACK FINISH. GOLD LOGO. SIP-THROUGH LID INCLUDED. PERFECT FOR AUTO BEVERAGE WELLS!		BLACK ONLY		10 ⁰⁰ ea.		
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F TODDLER T-SHIRT - 100% SOFT COTTON. SIZES: 2, 4, 5/6. AVAILABLE COLORS: WHITE, MELLOW YELLOW, PINK, BLUE.				9 ⁰⁰ ea.		
G BABY ROMPER - 100% COTTON. 3-SNAP CROTCH. BLACK LOGO ONLY. SIZES: 12 MONTHS, 18 MONTHS. AVAILABLE COLORS: WHITE, PINK, BLUE		WHITE ONLY		16 ⁰⁰ ea.		
H ADULT SOLO T-SHIRT - LIGHT WEIGHT COTTON BLEND. TRADITIONAL CUT-OUT AREA FOR THAT SPECIAL DAY. SIZES L, XL. AVAILABLE COLORS: WHITE, LEMON YELLOW, SKY BLUE.				16 ⁰⁰ ea.		
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- ☐ 1997-98 New member
- ☐ First Convention
- ☐ Non-U.S. member
- ☐ AE Scholarship winner (Yr. _____)

Private Aircraft Information

N # _____

PIC _____

Type aircraft _____ Color _____

Number of passenger seats _____

Port of departure from U.S. _____

Date expected to file flight plan
into GDL _____ from _____

ETD _____ ETA _____

Hotel Information

(Registration for Double or Triple hotel room will not be made until payment has been received from each person sharing the room. Package prices are per person.)

• FOUR-NIGHT PACKAGE — Wednesday, July 8 to Sunday, July 12

- ☐ Smoking ☐ Non-Smoking
☐ Handicap ☐ Other _____

_____ SINGLE @ \$678 _____ DOUBLE @ \$489 _____ TRIPLE @ \$449 = TOTAL \$ _____

Sharing with: Include name or nickname badge(s) for

_____ Phone _____
_____ Phone _____

• THREE-NIGHT PACKAGE — Thursday, July 9 to Sunday, July 12

- ☐ Smoking ☐ Non-Smoking ☐ Handicap ☐ Other _____

_____ SINGLE @ \$547 _____ DOUBLE @ \$408 _____ TRIPLE @ \$337 = TOTAL \$ _____

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_____ Phone _____
_____ Phone _____

• EXTRA NIGHTS BEFORE CONVENTION (July 4-7) and after convention (July 12-15)

\$93.50 per room single or double, \$114.50 per room triple, tax & gratuities included

_____ nights for _____ people @ \$ _____ = TOTAL \$ _____

• DAY REGISTRATION \$125 per person if 3- or 4 day package is NOT purchased. (no room, breakfast or transportation)

Thursday: Reception, Guadalajara Fiesta _____ @ \$125 \$ _____
Friday: AE Luncheon, Tlaquepaque Village _____ @ \$125 \$ _____
Saturday: Reception and Banquet _____ @ \$125 \$ _____

TOTAL \$ _____

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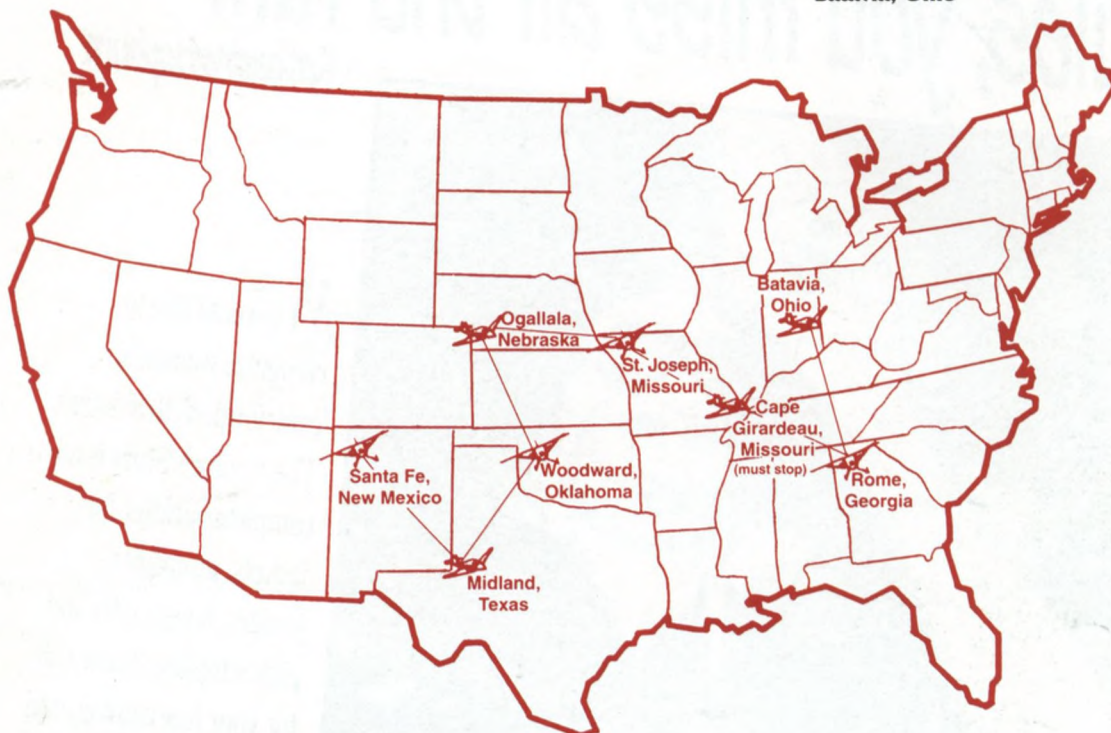
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In this all woman air race each plane shall be occupied by a team of two pilots . . . the 1998 race planes will be allowed to carry extra women passengers holding student certificate or better—for aircraft of 250 hp or less, handicap will be adjusted 2 mph per passenger, and aircraft above 250 hp, handicap will be adjusted 1 mph per passenger.