



# INTERNATIONAL WOMEN PILOTS<sup>®</sup>

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



*Twenty-eight of the 50 women enrolled in St. Cloud University Department of Aviation programs.*

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See story on page 6

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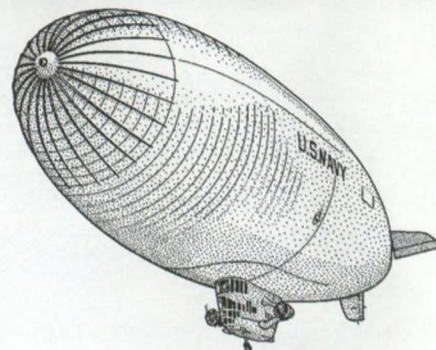
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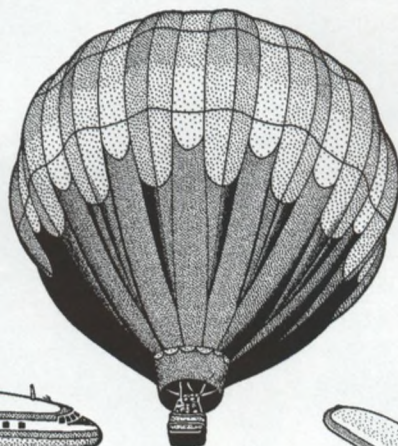
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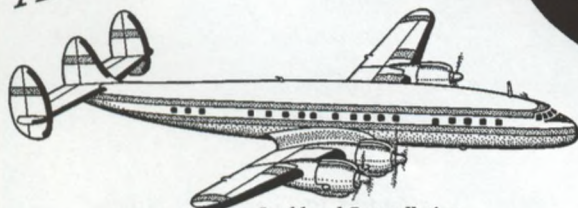
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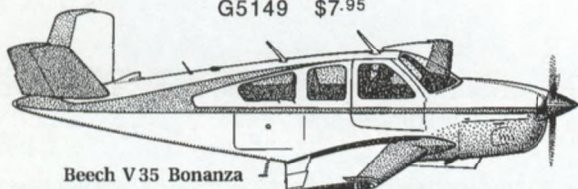
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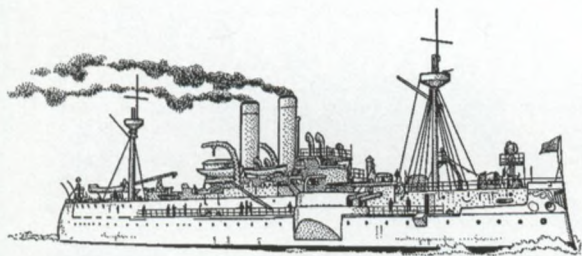


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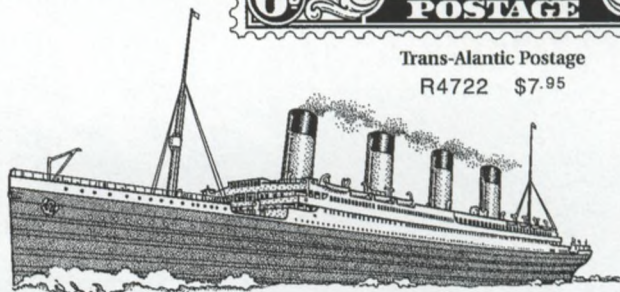


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# INTERNATIONAL WOMEN PILOTS

THE OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

**March/April 1998**

**Volume 24, No. 2**

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**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

## 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**, San Antonio, Texas. Gloria Blank, 830-510-4693

19-25 — **Sun 'n Fun**, Lakeland, Florida. Barbara Sierchio, 813-347-8045

21 — **Silver Wings Fraternity Annual Board and Banquet Meetings**, at Sun 'n Fun, Lakeland, Florida. Ken Lenz, 800-554-1437

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

25 — **Sentimental Journey Hangar Dance**, Fullerton, California. Sponsored by the Fullerton Chapter. Denise Jennings, 714-522-7590

## MAY

1-2 — **Mid-Atlantic Section Meeting**, Grove City, Pennsylvania. Susan Thomas, 412-789-7027

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

1-3 — **North Central Section Spring Meeting**, Midland, Michigan. Gloria (Eby) Buck, 313-653-6319 (*This is a correction*)

1-3 — **East Canada Section Meeting**, Toronto/Downsview, Canada

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

13-16 — **14th Annual Great Southern Air Race**, Marco Island, Florida, through the Bahamas. Call 800-247-1006 or 561-231-3696, fax 813-539-8485, e-mail tgregg@aol.com

15-17 — **Southeast Section Meeting**, New Bern, North Carolina. Gayle Plaia, 919-481-3297 or e-mail gayleplaia@aol.com

23 — **Catbird 500 Air Race**, Louisville, Kentucky. Sponsored by the Bluegrass Chapter and Kentucky Air Safety Foundation. Sylvia Hall, 502-222-2157, fax 812-280-2111, e-mail Hall8762@aol.com

29 — **Australian Section Annual General Meeting**, Alice Springs, Northern Territory, Australia. Cathy Salvair, fax +61-2-9773-4644, e-mail amendmentco@magnet.com.au

30-31 — **Family Flight Fantastic**, Kalamazoo Aviation History Museum, Kalamazoo, Michigan. Renee Newman, 616-382-6555

## JUNE

6 — **29th Annual Illinines Air Derby**, Waukegan Regional Airport, Waukegan, Illinois. Mary Panczyszyn, 847-729-1309

6 — **First Canadian Chapter Poker Run**, Toronto, Canada. Nat McHaffie, 416-469-2697

6 — **Garden State 300**, Manville, New Jersey. Sponsored by the Garden State Chapter. Rhonda Goodwin, 732-329-8814, fax 732-438-3195, e-mail rgood8814@aol.com

6-11 — **Marion Jayne Air Race**, Shreveport, Louisiana, to Frederick, Maryland. Pat Keefer, 817-491-2842, fax 817-491-3601, e-mail pkeefer@ibm.net

12-14 — **23rd Annual Buckeye Air Rally**, Mansfield Lahm Airport, Mansfield, Ohio. Sponsored by the All-Ohio Chapter. Peg Figley, 419-526-4070

19-21 — **Forest of Friendship**, Atchison, Kansas. Fay Gillis Wells, 703-960-4632

23-26 — **Air Race Classic**, Santa Fe, New Mexico, to Batavia, Ohio. Pauline Glasson, 512-289-1101, fax 512-289-6034

TBA — **Pennies Per Pound Charity Airlift**, Anne Ericksen, 302-366-1487

Let's Meet  
in  
**Guadalajara**  
**1998 Convention in**  
**Guadalajara, Jalisco,**  
**Mexico, July 8-12**

## 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)

24-25 — **Amelia Earhart Festival**, Atchison, Kansas. Marilyn Copeland, 816-584-2567

29 — **Oshkosh Air Race** (formerly Great X-Country), Oshkosh, Wisconsin. Jerry Aguilar, 909-372-9555, fax 909-372-0555, e-mail info@aircraft-spruce.com

29-30 — **Warbirds Over Kalamazoo**, Kalamazoo Aviation History Museum, Kalamazoo, Michigan. Renee Newman, 616-382-6555

29 - 8/4 — **EAA AirVenture Oshkosh '98**, Oshkosh, Wisconsin. Cathie Mayr, 648--5092

## AUGUST

7-9 — **Palms to Pines Air Race**, Santa Monica, California, to Prineville, Oregon. Claire Walters, 310-397-2731

14-16 — **Northwest Section Meeting**, Kennewick, Washington. Marjy Leggett, 509-547-4347

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

21-22 — **Okie Derby**, Wiley Post Airport, Oklahoma City, Oklahoma. Sponsored by the Oklahoma Chapter. Phyllis Howard, 405-692-0008, fax 405-954-3436

29-30 — **Old Fashion Fly-in**, Kalamazoo Aviation History Museum, Kalamazoo, Michigan. Renee Newman, 616-382-6555

## SEPTEMBER

19 — **Sunflower Air Rally**, Wichita, Kansas. Sponsored by the Kansas Chapter. Karen Tucker, 316-733-4583, e-mail kptucker@southwind.net

19 — **New England 99s Poker Run**, Lyme, Connecticut, to Southbridge, Massachusetts. Sponsored by the Connecticut Chapter. Laurie Reeves, 860-434-2804, fax 860-434-8404

18-20 — **Michigan SMALL Rally**, Flushing, Michigan. Sponsored by the Michigan Chapter. Nancy Walters, 248-435-0441, fax 248-265-8886, e-mail 102523.2025@compuserve.com

## OCTOBER

2-4 — **Southwest Section Fall Meeting**, Park City, Utah. Wendy Marshall, 801-544-5505

3 — **Valley Air Derby**, Van Nuys, California. Mary Rawlings, 818-888-5360, fax 818-888-1402

3-4 — **NY-NJ Fall Section Meeting**, Holiday Inn Turf, Albany, New York. Harriett Bregman, habregman@juno.com

17 — **Tri-Motor Air Rally**, Detroit, Michigan. Sue Siporin, 810-661-4610, e-mail Susan99@aol.com

22-24 — **AOPA**, Palm Springs, California

22-24 — **Silver Wings Fraternity National Convention**, Furama Hotel, Los Angeles, California. Ken Lenz, 800-554-1437 or 310-399-2905

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

31 — **Frostbite Air Race**, Tenkiller Airport, Oklahoma. Sponsored by the Oklahoma Aviator. Mary Kelly, 800-330-6552, fax 918-457-3257

31 — **Tucson 99s Treasure Hunt**, Tucson, Arizona. Merle Frame, 520-721-0099, fax 520-577-0449, e-mail nfernand@u.arizona.edu

## 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  
cccarpp@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.



Lois Erickson

## PRESIDENT'S PERSPECTIVE!

*"Continuous learning drives everyone to find a better way, every day. It's not an expense; it's an investment in continuous renewal."*

WINTER WEATHER has not been kind to many pilots. The constant storms on the West Coast have some of us thinking about building an ark, rather

than opening our hangar doors to get our favorite bird to keep our takeoff and landing skills proficient.

Some of our 99s in Florida have had the painful experience of going out to the airport after a tornado swooped through, only to find mangled pieces of wreckage in place of the aircraft that has given them so much pleasure as they took to the skies.

Whether we own, rent or belong to a flying club, whenever the weather clears, we all will be out to the airports in our area eager to climb into the cabin and experience once again the joy of flight!

"Wait a minute," you say to yourself. "Maybe I better work off the rust by finding my favorite flight instructor to make sure I'm up to speed and safe." Correct decision? You bet!

We should never become so complacent about our flying skills, or that familiar aircraft, that we forget to check out periodically with the professionals who teach flying for a living. Watch those teaching videos, pick up the latest training books, review the manuals for any aircraft you plan to fly. Then call your flight school to schedule a ride or two with the best insurance you will ever pay for: your flight instructor.

GA Team 2000 reports indicate that student pilot starts were up about six percent in 1996. More than 14,000 prospective pilots have requested GA Team \$35 Introductory Flight coupons, but fewer than 500 of the surveys on the back of the coupons

have been filled out and returned.

According to an article by Greg Laslo in *Flight Training* magazine, the data requested is needed so the marketing agency employed by GA Team 2000 can better define the "target market" of potential student pilots.

The Ninety-Nines can continue to promote the industry-wide efforts by supporting our own program to reach out to all prospective women pilots, our "target market." Ilse Hipfel and Sheila Drayster, International Membership Co-chairpersons for The 99s, have been compiling the numbers for our own membership drive. Will your Section or Chapter be the winner?

Remember the enthusiasm you had as a fledgling pilot, and pass that on at every opportunity. Put personal public relations at the top of your "to do" list right now. Each 99 can make a difference, and when we put our collective enthusiasm to work

as Chapters and Sections, the sky is the limit.

Go to your Chapter and Section meetings—and take a new pilot with you. Talk to anyone who will listen about what being a pilot and a member of The 99s has meant to you. Volunteer to speak at local business organization meetings and schools. If you live in an area where the FAA Symposiums are being held in the coming year, be sure to offer to help out and be very visible.

One of our members told me that she gets up at every aviation meeting she attends and announces, "I'm a licensed pilot and a 99. Will all the women pilots or student pilots in the room, please meet me in the back of the room at break time?" Who knows. You might be pleasantly surprised by the response.

**"Enthusiasm:  
A little thing  
that makes a  
BIG difference."**

### Announcement from The Ninety-Nines Board of Directors

The Board of Directors of The Ninety-Nines, Inc. wishes to inform the membership that Executive Director Loretta J. Gragg is no longer with the organization, effective March 7, 1998.

The President has appointed a Search Committee to handle the process of finding a qualified replacement. The Search Committee will post a notice when it is ready to receive applications.

In the interim, the Board of Directors is ensuring that there is no disruption of services through our Headquarters in Oklahoma City.

### THE NINETY-NINES MUSEUM OF WOMEN PILOTS

Claire Walters and C.J. Strawn are pleased to announce the name of the museum nearly completed on the second floor of 99s Headquarters in Oklahoma City has been decided: *The Ninety-Nines Museum of Women Pilots*.

Please continue to send your contributions to the Museum. We need money for maintenance and acquisition, as well as money for the opening exhibit in 1999.

All 99s should be very proud of what you have created. Come see it!



*The Ninety-Nines Museum of Women Pilots nears completion on the second floor of The Ninety-Nines Headquarters building in Oklahoma City.*

# WHERE WOMEN LEARN TO *Fly* Third in a series on schools with aviation programs

## St. Cloud State University

ST. CLOUD, MINNESOTA

By Hope Bouvette Thornberg, Ph.D.; Professor, Aviation  
Past Chair, Minnesota Ninety-Nines

Women represent a healthy and successful share of current students and alumni of our aviation program. Women comprise 20 percent of the more than 300 SCSU aviation students who concentrate their studies in one of three areas: professional flight, management or operations. All three academic programs are nationally accredited by the Council on Aviation Accreditation. Women are represented proportionately in all three programs of study.

"Women in Aviation," a course designed to focus on the achievements and contributions of women in aviation since the beginning of flight, demonstrates the commitment of St. Cloud State to diversity and to the support of women in a field long dominated by men. The course was first offered in 1992 and continues to be popular with both aviation and non-aviation students. Two scholarships have been designated for women enrolled in the SCSU Aviation Department. Two to four awards are made annually.

Women are also well represented among the more than 83 percent of SCSU Bachelor of Science in aviation graduates who are employed in the aviation industry. An example is Lisa Peasley, a 1995 graduate, who serves as chief flight instructor at Wright Aero,

St. Cloud Airport, where she hires, trains and oversees flight instructors. Lisa also has been an adjunct faculty member at SCSU. Shannon Gibbs and Mamie Schmidt, 1995 and 1994 professional flight graduates, both fly for Mesaba Airlines.

Another graduate who has been an adjunct faculty member is Kelly Gerads, a 1990 graduate who is assistant manager of administration for the reliever airports, Minneapolis-St. Paul Metropolitan Airports Commission. As part of her management concentration, Kelly interned with the Airports Commission Noise Program, and, following graduation, was hired as an operations technician for the six reliever airports.

Lisa G. Mattson-Halvorsen, a 1991 graduate, participated in the FAA Cooperative Education internship for Air Traffic Control as part of her Operations concentration. She graduated from the FAA Academy in Oklahoma City in 1991 with the highest score ever recorded in the history of the academy. Lisa is an Air Traffic Control Specialist at Minneapolis-St. Paul Approach Control following four years in the MSP tower.

Female students are active in Alpha Eta Rho, the student chapter of the American Association of Airport Executives, Aviation Ambassadors, SCSU Aero Club and the Flying Saints flight team. Carolyn Sack and Jennifer Chard, Aviation Management students, are presidents of Alpha Eta Rho and AAAE, respectively. Women also headed these organizations last year.

Female flight students and pilots are encouraged to join the Minnesota Chapter of The 99s. The Chapter holds one monthly meeting each year at St. Cloud Airport. Most of their other meetings are held within easy flying or driving distance.

Look for the St. Cloud State University Aviation home page on: <http://www.stcloudstate.edu/aviation>.

*On the cover, second row left is Dr. Hope Thornberg and back row left is Lisa Peasley.*

## Utah State University

LOGAN, UTAH

By Dr. Jackie Luedtke, Flight Program Director

Utah State University is located in Logan, Utah, in the beautiful Cache mountain valley, in northeastern Utah. Logan is often referred to as "Little Alaska" because of its beauty. Utah State has had an aviation program for more than 60 years. Its early history included training pilots and mechanics for World War II. For many years, the emphasis was on aircraft maintenance.

In 1988, a small group of visionary alumni and interested people proposed that we start a Professional Pilot Program to meet the future needs of the airlines and complement the maintenance program. Since those fledgling days, the program has grown and matured into a highly professional pilot training program attracting students from around the world. The program is one of only a few serving the Intermountain West.

We currently have approximately 200 students enrolled in the aviation programs. Utah State University's Flight Technology program has supplied many highly motivated interns to American, United, Delta and Mesa Airlines. We also have an internal internship program with the University's King Air 100; advanced students gain co-captain time flying University Extension professors to branch campus locations in Utah. There is also a King Air internship with the State of Utah Division of Aeronautics available to our students.

Our location is ideal for flight training. The weather is diverse, as is the terrain. The primary flight training airport is located in a high mountain valley at an uncontrolled airport. Within a few minutes' flying time, a student can be immersed in the Salt Lake City terminal control area for advanced instrument training.

We currently have 10 female flight students with the majority working on their Instrument rating and Commercial certificates. One



*Dr. Luedtke (left) with five of the eight female flight students.*

of our women graduates is now flying with a regional airline. The majority of our female students participate in our Aggie Aero Club (soon to become a member of Alpha Eta Rho).

We are planning on starting a chapter of The 99s in Logan for network support for our female students. We assist our students by keeping them informed of scholarship opportunities; this definitely helps with retention of our female flight students.

Since I started with Utah State University last fall, I have given several Discovery flights to potential female students. I believe my being involved in this aspect of our flight school provides a role model and incentive for women wanting to become part of the aviation world.

Although our percentage of female students is not large, it has grown each year and our goal is to ensure that this trend continues!

## Florida Institute of Technology

MELBOURNE, FLORIDA

The School of Aeronautics

Donna Forsyth Wilt, Ph.D., Assistant Professor of Aeronautics

Florida Institute of Technology (Florida Tech) is an accredited, coeducational, independently controlled and supported university with an enrollment of approximately 4,200 students studying in any of 120 Bachelor, 50 Master and 18 Doctoral degrees. The School of Aeronautics offers Bachelor degrees in Aeronautical Science, Aviation Computer Science and Aviation Management and Master degrees in Aviation Science, Airport Development and Management and Cognitive Human Factors. Army ROTC is also available at Florida Tech and is popular with the women aviation students interested in a military flying career.

Thirty-one percent of Florida Tech's students are women, including two female astronauts, one of whom is Kay Hire, scheduled to fly aboard the shuttle in 1998. Twenty percent of the undergraduate students in the School of Aeronautics are women. Florida Tech women graduates are pilots for the US Army, for every US major airline and for virtually every other air carrier. They are also airport managers, FAA inspectors, aviation consultants, corporate pilots and aviation lawyers.

Florida Tech women students are very active in all aspects of university life, including both aviation and non-aviation activities. Women students hold significant positions of leadership in aviation groups such as the international aviation fraternity *Alpha Eta Rho*, the Falcons Flight Team, the American Association of Airport Executives, the National Council of Women in Aviation/Aerospace, and



*Some of the women aviation students currently enrolled in the School of Aeronautics at Florida Institute of Technology.*

the National Association of Aeronautics and Astronautics.

Many of our women students and graduates who are flight instructors are retained by the university to teach flying. Their students include our own students, FAA examiners, Chinese flight instructors, students from Florida Air Academy and individuals who simply want to learn to fly. The flight instructors usually are hired by commuter airlines within one year of graduation.

We have a very popular internship program which allows students to study with airlines, airports, consultants, the FAA and all aspects of aviation management during their junior and senior years, often leading directly to jobs.

For more information, contact us at 800-888-4348, check our web site, [www.fit.edu](http://www.fit.edu), or e-mail us at [jmarino@fit.edu](mailto:jmarino@fit.edu).

## University of Illinois in Urbana-Champaign

By Rick Weinberg, Institute of Aviation

Whether you're talking about Cindy Henze-Berkeley, United Airline's first woman captain, or Karen Koenig of United Parcel Service, the Alumnus of the Decade for the 1970s, or any of our hundreds of women graduates, women pilots and maintenance technicians are an important part of the past, present and future of the Institute of Aviation at the University of Illinois in Urbana-Champaign.

Our women graduates have been some of the first to land jobs in the cockpits of jet airliners for Northwest Airlines, Trans World Airlines, America West Airlines, United Parcel Service and United Airlines. Our women graduates work for many commuter airlines, corporate flight departments, charter companies and the armed forces.

You'll find some of our women graduates holding leadership positions in the FAA and the NTSB, as well as holding research and development positions at the Boeing Company and other aerospace organization. Some alums return to the Institute each year to speak with students at the Student/Alumni Career Night.

Our women students are active in Alpha Eta Rho and the NIFA Flying Team as leaders, competitors and members. They have formed a local chapter of Women in Aviation International, and they occupy internship positions at United Airlines, Trans World Airlines and American Airlines.

The future is bright for incoming female students. About 40 percent of our instructional staff are women and almost 20 percent of our students are women. The Institute celebrated its 50th anniversary in 1996. Visit us at Willard Airport or on the worldwide web at <http://www.aviation.uiuc.edu>.

## University College of the Fraser Valley

ABBOTSFORD, B.C., CANADA

By Sheila Whittaker, Program Coordinator

Twelve of our present 65 full-time college aviation students are women. There are an additional five women on part-time flying programs at various levels in their training. Approximately 50 women have completed training programs in the past 12 to 15 years and many are working in the industry in positions varying from small operators to major airlines. We are not doing anything to specifically target women as students.

### Airline Pilot Hiring summary

1997 was the best airline hiring year in history, beating the previous record set in 1996 of 10,625. Airline pilot hiring continued very strong with 1,146 new jobs in January and 1,305 new jobs in February. At the current rate of hiring, there will be approximately 4,000 new jobs at the majors, more than 4,800 at the nationals, and 13,750 new pilot jobs overall for 1998.

*Source: Air, Inc., Atlanta, Georgia.*

WE WOULD LIKE to report on other colleges and universities that are recruiting women into their pilot training programs. Send information with a photo to:

Betty Rowley, editor  
99 News  
807 N. Waco, Suite 22  
Wichita, KS 67203

## Seminar Leaders

**DR. JACQUE BOYD****Topic: Review of the history of the Amelia Earhart Research Grant**

The presentation will include a review of the history of the grant, along with a synopsis of the research projects done by previous scholars. It will also briefly outline the procedures necessary for grant application. A large portion of the presentation will be devoted to a question/answer format for the participants.

**VICKI LYNN SHERMAN****Topic: Introduction to GPS Flying**

Vicki Lynn is a 99s International Director, member and past Chairman of the Florida Spaceport Chapter and immediate past Governor of the Southeast Section and spokesperson for the Council of Governors. She has been involved with the FAA Accident Prevention Program since it was founded in 1991 and is an Accident Prevention Counselor. She serves on the Speakers Bureau and is the liaison to the programs for The 99s.



Vicki has been active in the Civil Air Patrol for more than 20 years, serving as Deputy Commander, Legal Officer, Check Pilot since the National Standardization Program was founded in 1990, Flight Release Officer, Flight Safety Officer and DEA Customs Pilot.

She developed the safety education recognition award-winning seminar, "Cockpit Cool," presented in aviation safety meetings and a regular feature of the EAA Sun 'n Fun.

She has more than 3,000 hours and holds the following ratings: ATP, CFI(1), Glider Instructor, Multiengine and Ground Instructor (BGI, AGI and IGI). Vicki is a registered real estate broker with a graduate Realtor institute rating, a member of the Environment Assessment Association and Owner of Rainbow Realty of Deland, Inc.

**Request for help**

Michelee Cabot is coordinating copy for the convention and menu programs for the 1998 convention. She would like to feature 99s of Mexican origin or those who learned to fly in Mexico, or learned to fly in the U.S. and returned to Mexico.

If this applies to you or someone you know in The 99s, please let Michelee know ASAP. Phone: 978-464-5443 - Fax 978-464-5273. E-mail: 74544.627@COMPUSERVE.COM.

**Some more tips about flying into Mexico**

- Purchase insurance for your flight and carry it aboard the aircraft. Bring your passport, birth certificate or proof of citizenship. Bring plenty of cash in small bills for tips, flight plans, landing and airway fees.
- Be sure to put ADCUS (advise customs) in the remarks section of your flight plan and provide at least one hour's notice for customs that you are coming.
- When filing IFR flight plans, be prepared to file again once airborne, just in case you were not passed along to ATC.
- Be aware that Jepp charts combine the Victor Airways and Jet Routes on a single chart for Mexico. Sometimes there is a Victor Airway and a Jet Route with the same number that depicts courses about 15 degrees apart. It's important to verify whether ATC has assigned the Victor or the Jet route.
- High altitude airspace in Mexico begins at 20,000 feet and below this altitude you will most likely not be in radar contact. Be prepared to give altitude and position reports accordingly.
- Be sure to close IFR flight plans as they are not automatically closed in Mexico on arrival.

*Reprinted from an article by Karen Harker, Phoenix Chapter, in the January/February 1995 issue.*

A Convention Registration Form was included in the November/December and January/February issues, or call Headquarters for a copy.

**AIRLINE RESERVATIONS MADE AFTER MAY 1 WILL NOT BE ELIGIBLE FOR THE 10% DISCOUNT (ONLY 5%).**

# Guadalajara

## SCHEDULE OF EVENTS

**Tuesday, July 7**

Early arrivals: Board of Directors, Executive Director, Parliamentarian, Council of Governors, Registration & Credentials staff

**Wednesday, July 8**

0800 - 1700 Board of Directors meeting  
1200 - 1900 Registration & Credentials  
1900 Board of Directors  
Council of Governors Reunion  
TBA Other special interest groups

**Thursday, July 9**

0800 - 1900 Registration & Credentials  
0800 - 1700 AEMS Trustees meeting  
0900 - 1300 OPTIONAL TOUR # 1: CITY TOUR  
1600 - 1730 Council of Governors and Chapter Chairmen  
1800 - 1900 Pre-convention Communications Session  
1900 - 2000 President's Reception sponsored by the Crowne Plaza  
2000 - 2200 Guadalajara Fiesta - Mariachi Band, cash bar, local beers  
TBA AWTAR Reunion. Other special interest groups

**Friday, July 10**

0630 - 0730 Registration & Credentials  
0800 - 0900 49 1/2 Get Acquainted meeting  
0900 - 1200 OPTIONAL TOUR #2: 49 1/2 and guests  
0800 - 1100 First General Session  
1300 - 1430 AEMS Luncheon  
1430 - 1515 AEMS reception  
1500 - 2030 Tlaquepaque Village Tour

**Saturday, July 11**

0830 - 1230 Second General Session  
0830 - 1230 OPTIONAL TOUR #3: 49 1/2 and guests  
1400 - 1445 3 Seminars - concurrent - TBA  
1500 - 1545 3 Seminars - concurrent - TBA  
1600 - 1645 3 Seminars - concurrent - TBA  
1830 - 1915 Cocktail reception  
1930 - 2200 Awards Banquet

**Sunday, July 12**

0800 - 1100 Board of Directors meeting  
0800 Optional post-convention tours depart  
TBA Optional post-convention local tours

## OPTIONAL TOUR INFORMATION

## 1. Guadalajara City Tour

**\$16**

Thursday, July 9, at 9 a.m. A "must do" to get acquainted with the city. (Approximately four hours)

## 2. Visit to the Tequila Factory

**\$14**

*Friday, July 10, at 9 a.m. for 49 1/2s and guests during business meeting, and to early arrivals if enough requests are received). (Approximately three hours)*

### 3. Zapopan and Zoblatos Canyon

**\$18.50**

*(Also offered Tuesday, July 7)*

*Saturday, July 11, at 8:30 a.m. for 49 1/2s and guests during business meeting (and to early arrivals if enough requests are received). (Approximately four hours)*

## PRE-CONVENTION TOURS

(A minimum of 30 passengers is required to operate the following tours at the stated prices. The tours can operate with as few as six people, but that increases the cost for the tour.)

#### 4. Town of Tequila and Distilleries

**\$26**

*Wednesday, July 8.* Visiting the town of Tequila where the famous drink originated. (Approximately six hours)

## 5. Lake Chapala and Ajijic

**\$26**

*Wednesday, July 8.* Visit the largest lake in Mexico.  
(Approximately five hours)

**Rates are in U.S. dollars.**

### POST-CONVENTION TOURS ONLY

**Departing Guadalajara on Sunday morning (July 12).**

- Deluxe air-conditioned motor coach transportation
- Bilingual tour guide for the entire trip
- Coffee and soft drinks on board the bus
- Entrance fees to museums and sites of interest
- Mexican federal tax
- Tips to bellmen and chambermaid
- (No meals included)

**6. Mini-Colonial Tour in Guanajuato (4 days, 3 nights) \$355 dbl.**

(min. 16 passengers required to operate this tour.)

*Day 1: Morning departure to the city of Guanajuato.*

**Day 2:** In the morning a visit to Balauzaran Street.

*Day 3: Departure to San Miguel Allende.*

**Day 4: Return to Guadalajara.**

### 7. Tour to Puerto Vallarta (4 days, 3 nights) -

(Requires 20 passengers to operate)

**El Camino Real Hotel (DeLuxe)**\$238 dbl., \$393 single

**Las Palmas Hotel (4-Star)** \$208 dbl., \$333 single

*Day 1: Departure by bus to Puerto Vallarta.*

**Day 2: Enjoy a great Trimaran Cruise along the Bahia de Banderas.**

*Day 3: At leisure for exploring, shopping or just relaxing.*

**Day 4:** Transfer from your hotel to the airport.

## Tour Registration

Tour No.	Description	Date	Price	Total
<i>Convention Tours</i>				
#1	Guadalajara City Tour	July 9	\$16.00	\$ _____
#2	Visit to Tequila Factory	July 10	14.00	_____
#3	Zapopan and Zoblato Canyon	July 11	18.50	_____
<i>Pre-convention Tours</i>				
#3	Zapopan and Zoblato Canyon	July 7	18.50	_____
#4	Town of Tequila and Distilleries	July 8	26.00	_____
#5	Lake Chapala and Ajijic	July 8	26.00	_____
<i>Post Convention Tours</i>				
#6	Mini Colonial Tour in Guanajuato 4-days, 3-nights	July 12	355.00 dbl	_____
#7	Tour to Puerto Vallarta 4-days, 3-nights	July 12		
	El Camino Hotel (deluxe)	\$238.00 dbl	\$393.00 single	_____
	Las Palmas Hotel (4-star)	208.00 dbl	333.00 single	_____
<i>Name of person sharing double room</i>				
			TOTAL	\$ _____

MAIL TO:  
SOUTHWEST TRAVEL  
(Attn: Joan Granger)  
1594 Sara Road, Suite B,  
Rio Rancho, NM 87124

For information  
call 1-800-658-9338  
(M-F, 9 a.m. to 1 p.m. MST)  
or  
fax 505-858-0069

Tours must be pre-reserved with checks made payable to Southwest Travel.



Every Section and Chapter should have their own piece of literature that explains the events they have during the year. Although the International Membership Brochure explains what The 99s are, the basis of our organization and the motives that brought us together, what the woman pilot may not know about The 99s is that a Chapter or a Section exists in her area and she can be a part of your group.

For example, your Chapter may be small with only two or three events aside from your regular chapter meetings every year. Make up a sheet that explains these events—with a tentative date and place and who to contact. Then mention other benefits of becoming a member of your Chapter. List several contact names with addresses and phone numbers with an invitation to call about attending a Chapter meeting.

When you design your own Section or Chapter flyer, simple is better. A single sheet of light blue paper will work for most

Chapters. Type information about when and where you meet, what special activities your chapter has, such as fly-ins, races, rallies, reunions, and other get-togethers and add a 99s logo. It can be folded to letter size.

You might want to copy a Membership Application on the back. Or attach a Membership Application. There's all kinds of options for information that you can make available at your Chapter meetings for members to conveniently have on hand to either mail to a prospective member or slip inside The 99s International Membership Brochure to hand out at aviation-related events or leave at the FBOs.

If your Chapter doesn't have some T-shirts that announce, "I'm a 99. Ask me about it," or a button that says, "Ask me about The 99s," then why not get some made! As Lois says, "Enthusiasm: A little thing that makes a big difference."

—Ilse Hipfel, 626-967-5882

## Academic Memberships available to full-time students

For all those women pilots who are full-time academic students, we have a special membership category for your academic efforts. The initial Academic Membership dues include the membership dues of \$20, plus \$10 initiation fee, which totals \$30 for the first year. Renewals are only \$20. With each Academic Membership payment of dues, a certification of "full-time academic student" must accompany the payment.

The class of Academic Membership is defined as follows: A member who is certified as a full-time student of a high school, college or accredited or professional institution of higher learning (or the international equivalent). Any woman is eligible for membership if she is in good character, her application is approved by the Board of Directors and she meets the following qualifications:

- Holds a pilot certificate of Recreational or higher grade, or an equivalent certificate issued by the appropriate government authority entitling her to fly either heavier- or lighter-than-air aircraft.
- Is recommended by a member.
- Agrees to abide by the Bylaws and Standing Rules of the Corporation (99s) with no recourse against the Corporation, officers, or members.
- Pays initiation fee, annual dues, and Section dues where applicable.

The Academic Member may not vote, be a delegate, or give proxy as a delegate at the International level.

## WELCOME THESE 80 WOMEN PILOTS TO THE NINETY-NINES

Sue V. Ahrend, *Tulsa*  
 Karen M. Benkouch, *North Jersey*  
 Victoria K. Bettencourt, *Willamette Valley*  
 Lisa Marie Bishop, *First Canadian*  
 Bonnie Blumenschein  
*Greater Detroit Area*  
 Sally A. Brisbin, *San Luis Obispo County*  
 Jill A. Dudik Bross, *Mid-Columbia*  
 Rebecca Ruth Burns, *Australian Section*  
 Jamile Hanne Clements, *Santa Barbara*  
 Kathleen Joy Creveling, *Southwest Section*  
 Sandra D. Dearth, *Scioto Valley*  
 Karen J. Douglas, *Canadian Rockies*  
 Deborah Ruth Draper, *Austin*  
 Erin Lee Eunson, *Southeast Section*  
 Shawnie R. Ewing, *South Central Section*  
 Joan H. Facey, *North Georgia*  
 Elizabeth A. Fisher, *Colorado*  
 Breezy Charity Fransen, *Colorado*  
 Catherine Giczewski  
*Greater Detroit Area*  
 Michele S. Gorman, *All-Ohio*  
 Jean Mary Hickman, *First Canadian*

Fiona M. Hutton, *New Zealand Section*  
 Jennifer Dawn Johnson, *Houston*  
 Sharon Elizabeth Johnson, *Chicago Area*  
 Robyn Elaine Johnston, *Southeast Section*  
 Sue E. Kinn, *Utah*  
 Kyuko Kinoshita, *Far Eastern Section*  
 Colleen Maria Kinsella, *Austin*  
 Emily Christine Krokosz, *Chicago Area*  
 Tracy A. Lamon, *Aloha*  
 Marcia R. Lange, *Santa Paula*  
 Linda Jean Lawrence, *Brazos River*  
 Amanda Jennifer Lawson, *First Canadian*  
 Leslie M. LeGrand, *Nevada High Sierra*  
 Judy D. Lepire, *San Joaquin Valley*  
 Jeri Lyn Liddiard, *Utah*  
 Ruth P.L. Lind, *Mid-Atlantic Section*  
 Janice Macsween, *East Canada Section*  
 Becky H. Madsen, *Marin County*  
 Cindy Maetzold, *Aspen*  
 Kelly Lynne Malone, *First Canadian*  
 Margot Mauke-Mielck, *German Section*  
 Wendy D. McElvain, *Embry-Riddle Prescott*

Mary Lee McRoberts, *Western Washington*  
 Diana M. Moroney, *Mat-Su Valley*  
 Jean W. Northington, *Houston*  
 Heather Anne O'Donnell-Mills, *Santa Rosa*  
 Lisa M. Odermatt, *British Columbia Coast*  
 Maryellen Welch Page, *Connecticut*  
 Mary Allen Painter, *Tulsa*  
 Sherry Louise Pinckley, *Mat-Su Valley*  
 Ronnie L. Quinn, *New York Capital District*  
 Wendy E. Reynolds, *Southeast Section*  
 Christine Lee Schissler, *Delaware*  
 Heather Schminkey, *South Central Section*  
 Dyan Dwyer Seaberg, *Phoenix*  
 Joy M. Sinnott, *Monterey Bay*  
 Maureen Rafferty Snider, *Connecticut*  
 Lisa L. Sorenson, *Rainier*  
 Wendy L. Starratt-Kunder, *First Canadian*  
 Patricia W. Stevens, *Santa Paula*  
 Denise Stine, *Embry-Riddle Prescott*  
 Sharon Kline Sweeney, *Santa Clara Valley*  
 Barbara Williams, *British Columbia Coast*  
 Dr. Jonona Stuart Young, *Finger Lakes*

## Good news!

BY MARILYN COPELAND  
Chairman, AEBM

**T**he Amelia Earhart Birthplace Museum has received word that the Attraction Development Grant Committee of the Kansas Department of Commerce and Housing has approved a grant of \$10,500 to be matched by \$16,000!

The AEBM was one of 17 attractions in the state to receive this grant. The money will be used to develop an interpretive program to enhance the presentation of the life of Amelia Earhart, the birthplace museum and the history of women in aviation through expanded programs and exhibits. This will include a new multimedia electronic format.

The AEBM is quite fortunate to receive this grant as the grants are highly sought all over the state. The Trustees have begun

plans to interview a historian to work with the interpretive programmer. The implementation of the project must be in place by June 1999. This tourism attraction development grant will certainly be a great asset to the AEBM, but it will need The 99s' support to accomplish the goal.

The AEBM is presently establishing a corps of volunteers to assist in presenting the birthplace and exhibits to the many people from all over the world who visit. Volunteers are men and women who enjoy sharing the knowledge of Amelia and other women pilots, as well as the history of the home to visitors.

The AEBM Trustees have sponsored two docent luncheons, and the response in Atchison has been great. Approximately 45 volunteers have come forward to assist with the duties for this spring and summer.

The restoration continues. Another bedroom is being restored as a museum office. This is a bedroom which was not scheduled to be on the tours. The documented wallpaper for the upstairs and downstairs halls, as well as the bedrooms, was ordered a couple of months ago and is arriving to be hung before summer.

The VIP reception, fireworks and band concert previously scheduled for July 24 have been moved to Saturday evening, July 25. These events are spectacular. All 99s are invited, but we need to know you are coming to plan for the reception food.

Thanks again and again to all the individuals, Chapters and Sections who have contributed recently. Hope you can visit the AEBM soon to see what your dollars have done and are doing.



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



Lou Foudray, Caretaker; Catherine Kovar, 99 Docent; Lois Feigenbaum and Brooks Powell, AEBM Trustees; and two of the 45 Atchison AEBM Docents.

## Grace Muriel Earhart Morrissey

**G**race Muriel Earhart Morrissey of West Medford, Massachusetts, died in her sleep March 2 at the age of 98. Muriel, as she was known, was a life-long resident of Medford.

Muriel was born in Kansas City, Kansas, on December 29, 1899. She and her sister, Amelia, were the daughters of Edwin and Amy Earhart of Atchison, Kansas. As children only two years apart and growing up in Kansas, they were inseparable, sharing many tomboyish activities, riding horses together, loving animals, and participating in imaginative games.

Muriel was a graduate of Radcliffe and taught English at Medford High School and Belmont High. An educator and civil activist, she participated in

many organizations and causes dedicated to helping others.

In June 1929, Muriel married Albert Morrissey, a World War I veteran, who died in 1978. They had two children, David, now deceased, and Amy Morrissey Kleppner of Silver Spring, Maryland.

Muriel was a charter member of the Medford Zonta Club, a worldwide service organization of executive women in business and the professions, founded in 1919. She was active in the League of Women Voters. She was named "Citizen of the Year" in 1979 by the Medford Chamber of Commerce and honored for her community participation by American Legion Post No. 45.

During Muriel's long teaching career, she published numerous articles in professional education magazines. She was a



Muriel Morrissey

member of the Massachusetts Poetry Society and the author of several poems.

In 1963, Muriel wrote a biography of her sister, *Courage is the Price*, and on the 50th anniversary of her sister's disappearance, *Amelia, My Courageous Sister* was first published.

—Information submitted by  
Carol L. Osborne, Aviation Historian

## Board of Directors Report

CAROLYN C. CARPP, International Secretary

Following an informal retreat at the home of General Counsel Cecile Hatfield in Miami, Florida, February 14-16, the Board of Directors met for the regular Spring Board Meeting in Oklahoma City, March 6-8. Governors from all of the United States Sections, Western Canada and the new German Section also attended. Josephine Schuhmann, Governor of the German Section, delighted everyone with her enthusiastic personality and interesting flying stories.

The Finance Committee also met for two days in Miami and one day in Oklahoma City to prepare the 1998-1999 preliminary budget.

Vice President Pat Ward continued to excite the Board with plans for this summer's convention in Guadalajara, Mexico. Secretary Carolyn Carpp requested that Governors and International Committee Chairmen submit their annual reports to her no later than June 1. This provides a very limited time for printing the convention packets in Mexico. If reports can be sent earlier, please do so.

Although the dates have not been finalized, the 1999 Convention will be at the Westin Hotel in downtown Oklahoma City. Past President Joyce Wells will serve as Meeting Planner for this convention to celebrate the opening of the new 99s' museum. The Board appointed C.J. Strawn, Claire Walters, Gene Nora Jessen, Lu Hollander and Susie Sewell Interim Trustees for The Ninety-Nines Museum of Women Pilots.

The Southwest Section will host the 2000 Convention, July 9-17, in San Diego, and the 2001 Convention will be in Calgary, Alberta Canada with dates to be negotiated.

Governor Marilyn Moody, chairman of the Awards Commit-

tee, reported there were no nominations for the Award of Merit. Awards to be presented at the banquet in Guadalajara are the Award of Achievement, Ida Van Smith Dunn; the Award of Inspiration, Marilyn Copeland; and Ana Camberos Province will receive the President's

Award. The Katharine B. Wright Award, co-sponsored by The Ninety-Nines and the National Aeronautics Association, also will be presented at this event.

The Board and Governors reviewed the entries submitted for the image contest. The winner is Bev La Brie, Idaho Chapter. She will receive two free registrations to the Guadalajara Convention.

Entries also were received from Bev Bixel, Columbia Cascade; Faye Abbott, Hampton Roads, Marylou Pohl, Colorado; Betty Vinson, Virginia; Marilyn Moody, Western Washington; Georgianne Ray, Greater Seattle; Sunni Gibbons, Santa Maria Valley; Sue Ackley, South Central Section; and the Crater Lakes Flyers. The Board extends a sincere "Thank You" to all who participated.

The Board announced that Executive Director Loretta Gragg is no longer employed by The Ninety-Nines, Inc. A plaque commemorating her 30 years of service to the organization will be displayed at Headquarters. We wish her well.

Following a presentation by Southwest Section Governor Diane Pirman, the Board discussed plans for participating in the January 1, 1999, Rose Bowl Parade in Glendale, California. A bid has been submitted to the Rose Bowl Committee for one of the three remaining "slots" by the City of Santa Monica and The 99s who will work together to build an aviation-related float.

## PILOT PROFILE

### Ana Camberos Province

As a female Mexican-American pilot who rose from the depths of poverty in a family of 14 in Tijuana, Mexico, to graduate from college Magna Cum Laude with a Phi Beta Kappa key, Ana Camberos Province, Southwest Section, is an excellent role model for both minorities and women to pursue goals in aviation.

Ana is a licensed beautician, a certified fashion designer, a graduate accountant and a certified television producer, as well as a pilot.

She was working full-time during the day and attending the University of Baja California at night when she met and then married Fred Province, who took her flying on their first date. "I loved it," Ana says.

She earned her Private license in her 1946 Ercoupe in January 1994 and immediately joined The 99s. She was featured as a new member on the cover of the July/August issue of 99 NEWS.

Shortly after becoming a licensed pilot, Ana created Aerospace Merit Badge Seminars for the Girl Scouts. She recruited other members and, using hangars for classrooms, teaches groups of 100 to 125 scouts each six months. Last year, she received the Girl Scout Spirit Award, the highest award the Girl Scout Council can bestow on an adult.

Ana was recently named "Outstanding Role Model" by the San Diego Unified School District. She has been invited to be a guest speaker at various schools, to encourage girls to graduate from high school and attend college.

For the past seven years, Ana has been the camera operator and editor of "Aviation Theater" in Spring Valley, California. "They have used duct tape and bungee cords to tie me into and onto almost everything that flies," Ana says. As a result of her aerial photography, she was named "Best Woman Producer for Public Access Television" for the past two years.



Captain Fred and Ana Province

She has filmed/directed programs about several well-known 99s such as Bobbi Trout and Fay Gillis Wells (both Charter Members) and Isabelle Hale and Louise Thynden. She is working on a book about her life after she met and married Captain Fred.

## The Ninety-Nines: A great way to meet flying friends

BY BETTY MARSHALL, Fresno Chapter

I can remember my mother saying, "Betty was a good kid, unless her dad went to the airport *without* her." The year was 1919, which would make me four years old. Dad would help me climb into a low-wing open cockpit, strap me between his legs, plop a leather helmet on my head, a scarf around my neck and off we would go. What a thrill!

We lived in Long Beach, California, and he would fly me over the roller-coaster at the Pike, then out over the ocean and let me wave to fishermen in their boats.

The memory evidently sat in my memory bank and didn't really surface until 1962 when some pilot friends invited my husband and me to fly to Lake Tahoe for breakfast. That sounded like fun and about six planes from Fresno flew up in loose formation. We met with pilots from elsewhere, had breakfast on the taxiway—a unique experience. At that time my husband informed me that we were going to take flying lessons, and I was in charge of finding an instructor and an airplane!

Well, what to do? I spent time at Chandler wondering and wandering. I met an instructor by the name of Vaughn Collins who took me on a test flight. I decided he would be perfect for me—soft spoken and extremely patient.

I met some lady pilots at Chandler and learned that the airport manager at FAT wanted Fresno to host a Powder Puff Derby, but for a city to do that, they had to have a chapter of The 99s. He contacted Dorothy Kent who called all the women who flew that she knew. We held a meeting to determine if there were enough to form a chapter. There were and we did.

I was working the ramp for the Derby that did start in Fresno in 1963. That's where I first met Voline Dodgson Raiche. She and her new husband were learning to fly, I had just received my



*Betty Marshall and Lynn Ahrens, frequent flier friends.*

Private license; my husband was working on his. The four of us formed a priceless friendship. Over the years we flew many, many hours together.

In 1965 I got totally hooked on racing. Voline and I flew fun races together every year and teamed up for the 1972 Powder Puff Derby which was from San Carlos to Tom's River, New Jersey. We also learned to golf and flew to any airport we could find with a nearby golf course. Voline had to give up flying in the late '70s when her health began to fail.

Lynn Ahrens and I met at a Chapter meeting and we became close friends. We have teamed up and flown probably 15 to 20 races. What fun we have had and how I value her friendship.

In 1970 I earned my Commercial license and Instrument Rating while we owned a Cessna Skyhawk. We later bought a Beech Debonair and I took my first cross-country in it to Kansas to my first International Convention.

I've been fortunate to have had a whole new world open up to me because of flying. I'm grateful for the many hours of joy in the air and feel extremely blessed to have been able to share my life with the very special flying ladies I've met through The Ninety-Nines.

## NEW MEMBERS

### College students join The 99s

BY JO CAROL JONES, Colorado Chapter

Kelly Michelle Marcotte, Colorado Chapter, began her studies at Metropolitan State College of Denver (MSCD) in the fall of 1994. Her major is in aviation technology with a minor in business management. She maintains a 4.0 GPA, works at the FAA FSDO in Denver and as a nanny evenings.

Throughout her college education, Kelly has provided outstanding service to several aviation organizations. She promotes MSCD by providing tours for grade school through high school students at the World Indoor Airport. Kelly is president of Alpha Eta Rho professional aviation fraternity and she has been involved with helping a number of charitable organizations over the past few years.

Kelly is an officer for the Precision Flight Team at MSCD and was recognized

as the Top Female Pilot in the NIFA fall '96 competition. At the national competition in the spring of 1997, she received the Amelia Earhart Silver Award for Outstanding Women's Achievement.

"Kelly Marcotte is a unique, inspiring individual who has continually devoted her time and effort to benefit others. Her contributions to aviation and the community deserve to be recognized," said Professor William Greener, Chair of the Department of Aerospace Science at MSCD.

Breezy Fransen is another member of the Colorado Chapter with similar outstanding achievements at MSCD and community volunteer work. She is a former co-captain of the Precision Flight team and competed in two competitions. She currently holds an internship at Aurora Airpark for aviation management.



*Colorado Chapter members Breezy Fransen and Kelly Marcotte in the state-of-the-art DC-10 cockpit procedure trainer at Metropolitan State College of Denver. MSCD was featured in the November-December issue. For further information about the college, visit their website: [www.mscd.edu/~aviation](http://www.mscd.edu/~aviation).*

## Diana Moroney: Bush pilot

BY JACQUIE BILOFF  
Mat-Su Valley Chapter

**D**iana Moroney, a DC3 pilot and DC6 flight engineer for Woods Air Service of Palmer, Alaska, grew up in California enjoying sports and animals, but never thought of flying. At the adventurous age of 20, she needed extra money for schooling and she heard of this "great paying job" being offered by the Naval Arctic Research Laboratory. They needed an "expediter" in Barrow, Alaska.

Diana didn't know what an expediter was, or what they did, or where Barrow, Alaska, was—but she needed the money. She applied, was accepted and flew commercial to Barrow on May 1, 1976. It was her first flight in any airplane.

Her first day of employment found her in a DC3 headed for an ice island 200 miles off the northern coast of Alaska. She quickly learned that one of an expediter's many duties was loading and unloading airplanes. She did not return to Barrow for 26 hours. In spite of this introduction to her new job, she fell in love with Alaska and the DC3.



*Diana Moroney in the cockpit of DC-6.*

Her adventuresome nature found a home in Alaska. She has run the Iditarod Dog Sled Race from Anchorage to Nome several times. In 1989, a friend wanted to run the Iditarod and made a deal with her: If she would loan him a few dogs and help him run it, he would teach her to fly. So she did, but her piggy bank would not allow her to continue her dream.

In 1992 she met and married Bruce, an airline pilot and CFI who became the catalyst to help fulfill her dream. With 80-90 hours in her logbook, she re-soloed in the spring of 1993 and received her Private pilot ticket. With her husband's help, she obtained her Commercial, Instrument and

Multiengine ratings in 1995.

The greatest job is to get paid for something you love to do. Diana wanted to fly, but with only 400 hours, no one would hire her. She hung around Woods Air Service in Palmer, Alaska, until she got hired as a copilot in the DC3. Now, two years later, more than half of her 1900 hours are in the DC3. She says, "It's been a long standing love affair with the DC3, and I'm still loading and unloading them."

Diana does off-airport landings in the DC3. In the summer, she hauls fish and lands on the beaches of certain rivers. In the winter, there are fuel and cargo hauls where landing on frozen lakes is not uncommon. "The DC3 is not a lot different than flying my Taylor Craft," she quips. "It's just a big tail-dragger."

Diana, a newly recruited member of the Mat-Su Valley Chapter, recently gave a talk at a chapter meeting. After relating her inspiring experience of learning to fly, she escorted the Mat-Su 99s and some interested spouses and friends into the Woods Air Service hangar and gave them a tour of the cockpit and fuselage cavity of the DC6, the DC3's bigger sibling. Her parting message to them was: "With a little luck and some determination you can live a dream. Dreams happen!"

## MINI PROFILES

### Pam Hengsteler: Professional pilot

**P**am Hengsteler, Orange County Chapter, started flying and earned her Private in 1985, having completed ground school in 1980. The Instrument and Commercial Ratings soon followed and in 1990 Pam was awarded an AE Scholarship for her CFI rating. To acquire flying hours and earn money to further her career, Pam flew a Cessna 150 as a swordfish spotter for a commercial fishing company eight hours a day, and also took all kinds of other jobs such as washing planes.

While working at the airport in Long Beach, she became an official FAA test examiner, then began teaching flying to as many as 18 students at a time. During all this, she obtained her bachelor's degree and is now conducting instrument training.



*Pam Hengsteler receives Orange County's Professional Pilot of the Year award from last year's winner, Marikay Lindstrom.*



*Sandy Ruller displays her Pilot of the Year Trophy for 1997.*

### Sandy Ruller

**S**andy Ruller, Orange County Chapter, started flying in the summer of 1967 at Meadowlake airport in Huntington Beach, California. She earned her Private in 1968, and went on to get her Instrument, Commercial and Multi-engine ratings. Sandy was the original founder and first president of the Corona Pilots Association. She's been dedicated to education most all of her life—as a student, as a teacher, counselor, and administrative coordinator and has also coached field hockey after school for 21 years.

*Contributed by Mary Van Velzer, Orange County Chapter*



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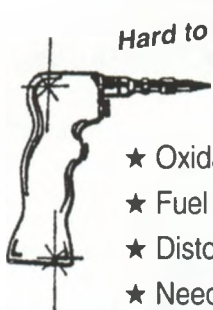
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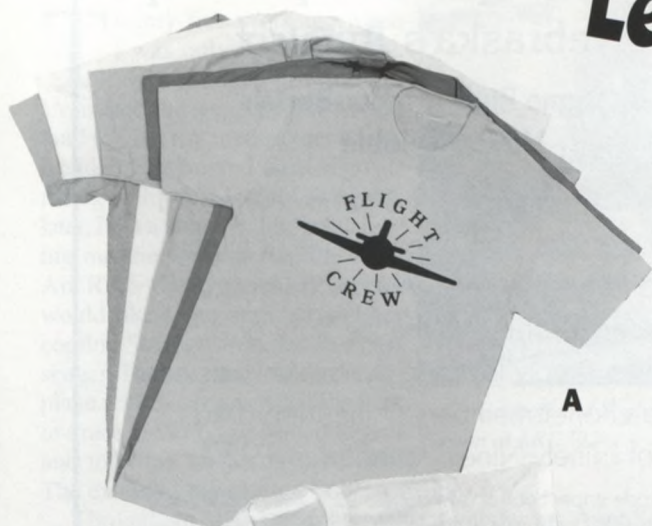
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## Flying with a winner

BY JANET L. COCHOFF

**T**wenty-five years ago when I was only three years old, my Aunt Soph just finished an air race and stopped off in Cleveland to visit my mother (her twin). I said, "Aunt Soph, I want to go air racing with you." Twenty-five years later, I got a phone call from her telling me she was entering the 1997 Air Race Classic and asking if I would like to go with her and her copilot, Sheilagh Wagner, as a passenger. The last time I was in an airplane with Soph was when she flew in a race in 1977, stopped off to visit and took me for an airplane ride. The extent of my flying has been airlines.

Throughout all my life, I have heard about my Aunt Soph's racing tales, and now I had the opportunity to experience an air race firsthand. My answer to her was, "I'd love to. What do I have to do?" "All you need is a student license," she said.

In the spring of 1997, Soph started to communicate via telephone, mailing literature, maps, rules and regulations, etc. I had no idea how much work goes into a race: the preparation, charts, flybys, knowing your equipment, weather service, assigning duties to crew, waxing airplane—the list goes on and on.

I had to airline to Boise three days before the start of the race due to my heavy schedule at work as an equity portfolio manager. At the start, there are credential checks, inspection of airplanes, seminars to attend, a banquet and a visit to a museum and waxing the airplane. (I am convinced I am the only person in the race who actually enjoyed waxing an airplane).

When I arrived in Boise the next day, I sat in the airplane for the first time. Soph did a preflight of the airplane, explained the panel and what was expected of me, so I would not sit there doing nothing. When she got through, I felt I had *some* knowledge of what was taking place, especially when her head would disappear to switch tanks. Although I also learned how to read the GPS, my duties were to keep my eyes open for other aircraft, make sure we had flight plans filed, and use the spare stopwatch for backup. They were not going to just let me sit there and enjoy the beautiful countryside.

I'll never forget the morning of the start. The air was crisp and the sky was crystal clear. There was a feeling of excitement and anticipation.

Soph did the usual preflight inspection of the airplane. At the time, I couldn't understand why Soph had them come back and really top her tanks when we probably would land at the first stop (Evanston, Wyoming). So I asked, "Well," she said, "I don't know whether we will overfly, and I want to be prepared if I elect to go on. I'm betting we will overfly if the winds are what they say they are; but if not, then we will land."

Our race number was 31. We sat in our plane anxiously watching the airplanes take off. What a tremendous feeling to be able to sit in the plane rather than watching from the tarmac as usual.

When it was finally our turn for departure, out came the flag and we were off. I recorded the time off, then sat back to look



Janet Cochoff and Sophia Payton at ARC '97

for other airplanes and enjoy the breathtaking flight over the foothills, mountains, winding river and lakes. The terrain was magnificent.

I looked at the GPS. It said 150K. Our weatherman said that is what we would be doing, and we were. I thought maybe we would overfly Evanston. I have a strip map and we are at 50 nm out. GPS says 50 nm from Evanston. Just then she says we are overflying Evanston and it was time to think about flyby. They were busy up front switching tanks, setting up the radios and reading flybys so there wouldn't be any surprises when they got there. My job was to hit the stopwatch when Soph gave the signal.

Coming up on my first flyby, Soph said the airport would be on the other side of a peak and be on a bluff ... we are moving. Sheilagh calls, 18 miles out; then calls seven miles out abeam the lake. Soph starts her descent from 9,000 feet to flyby altitude. Airspeed is increasing. (I know we are getting closer as we are 700 feet above ground). I'm looking, still descending, 500 feet and Soph gives me the signal to hit the stopwatch.

I looked down and there was the VOR (our timing line). I never did see the peak, but what a thrill it was. I thought how great VORs and GPSs are, and how difficult it must have been to fly a race without these aids.

After the flyby, we started to climb to 8,100 feet MSL, passing the interstate and turned to the heading that would take us to the next stop, Newcastle, Wyoming—mountains and more mountains—fantastic. I was the official photographer, and I did enjoy the scenery!

I have to say that besides the first leg, the most memorable leg was between Duluth and Sault Sainte Marie. The turbulence was incredible. I spent most of the leg bouncing out of my seat. Soph yelled back periodically that this was OK and not to worry! I am not a weak person, but I started patting my forehead with a damp cloth. That did not last long. I wondered whether Soph would land the plane if I got ill. We all know that answer, so I convinced myself that fainting would be a good idea. I felt a little better when we landed and listened to everyone else complain that the turbulence was the worst they had been in.

The race went on. We landed in some wonderful towns and met great people who worked the stops and made the race successful. It was all quite exhausting! Even though most of the time was spent sitting in the cockpit, checking weather and hanging out at the airport, air racing is a high energy sport.

Our four days of racing came to a close when we landed in Knoxville. The last few legs were really fun. We had great weather, good winds, except for a nasty storm in the Mansfield, Ohio, area. We were lucky to have flown just in front of the system and miss most of it. The final leg over the Smoky Mountains was magical. Now I know why they are called the "Smokies!"

One of my favorite moments was landing in Knoxville and watching Soph's face when she realized that our entire family had come to the finish line. My mother (her twin) was actually laying down the red carpet for us. That moment almost compares with the moment we found out that we won!

What are the chances that the first time you are in a race with your aunt—who has not raced as a pilot in a long race since 1984—that you actually win! And your entire family is there to enjoy it!

# Overcoming Obstacles

BY KAREN KAHN, Santa Barbara Chapter

**S**ucceeding in aviation, be it as a professional pilot or recreational aviator, is likely a goal for each one of us. The obstacles we face are numerous, ranging from finding the money to complete a rating or license, to learning the knowledge required for that next checkride, to convincing someone to hire you to fly their airplane, to obtaining the experience necessary to qualify for that dream job. As you move from personal to professional pilot the dimensions of the obstacles change, requiring you to know more about how you come across to others and how to demonstrate your competence in a variety of areas.

Let's begin by defining those concerns that will be on your interviewer's mind, as he (or possibly she) talks to you about your background and flying history. To determine if you'll be able to do the job, be it flight instructing, banner towing, Part 135 charter or major airline pilot, they'll want to assess your skills in three important areas: technical competence, assertiveness and gender awareness.



Karen Kahn

## Technical competence

Technical competence may seem obvious, but women often disregard the importance of being, as well as sounding, very knowledgeable in their chosen field. You've no doubt passed numerous checkrides where you had to demonstrate your understanding of certain subjects. Now, you'll be judged by how much you know and your ability to deliver the data in a professional manner. Do you clearly enunciate the important facts and give them a well-thought out answer, or do you mention a few items and hope that will suffice?

Take, for example, a question regarding IFR Lost Communication procedures, a topic which really needs to have all parts of the regulation clearly stated to demonstrate your thorough understanding of the FAR. If you merely give them a smattering of details, perhaps describing what route you'd follow and a transponder squawk, you've immediately labeled yourself as a technical lightweight, confirming a stereotype too many interviewers still harbor regarding women and their ability to handle technical material.

Instead, first summarize the answer by stating the various areas that must be addressed: route, altitude, approach concerns, weather considerations and equipment remedies. Then, go back and cover each item, including the necessary details. Recognizing your thorough, knowledgeable approach to the question may well cause the interviewer to stop you mid-explanation, nod knowingly and move on to the next question. After receiving several such quality answers, they'll likely move on to other topics for discussion.

Interviewing women pilots, particularly soft-spoken ones, brings out another area of major concern: your ability to be assertive, particularly in a life-threatening situation. Can you hold your own when the pressure starts to build? Will you be forceful

enough to insist on the necessary safety precautions when another, more senior pilot tries to intimidate you, demanding that things be done his way? Answering questions of this type in a positive, proactive manner will give them the insight they need to confirm your ability to survive in this job.

## Your assertive abilities

Your assertive abilities will also be judged by the manner in which you answer even simple questions of a technical nature. Pay close attention to your tone of voice, your body language and the confidence you exhibit in your own abilities. Avoid awkward pauses, ums and ahs, which can degrade the quality (and believability) of your answers and produce, to your dismay, more questioning about your ability to do the job. Instead, sound knowledgeable and you'll be perceived as knowledgeable.

## Gender issues

Our last obstacle concerns gender issues, or basically, your ability to "fit in" with a male pilot group that likely has little patience for "weak sisters" or those who solve their every problem by consulting legal counsel. Having a good understanding of the

world you'll be working in and being able to demonstrate your ability to get along well with all groups is the key to quelling their compatibility concerns.

Give concise examples of how you've solved problems in the past, worked as a team member and are able to deal with sticky situations you may have encountered in recent flying situations. Don't assume they'll know you're able to handle a male telling off-color jokes in the cockpit. Prove it with a direct statement and good eye contact that shows them you can hold your own when necessary. (Looks like we're also back to that assertiveness factor we mentioned earlier!)

If you're wondering: "Why don't male pilots get the same treatment?" Don't bother wasting your brain cells. Always keep in mind that aviation is predominately a man's world and most men will be assumed to have those "obstacles" we're discussing here as natural positive attributes, unless proven otherwise. Women, on the other hand, need to prove their abilities to gain acceptance. Rather than fight it, use this fact to your advantage. Impress others with your thorough knowledge of aviation, demonstrate your ability to assert yourself when necessary, and enjoy the opportunity to mix well with other pilots, retaining your femininity and professionalism. Take pride in your accomplishments: You worked hard for them—and you deserve it!

*Karen Kahn is a Captain for a major US airline and author of the new book FLIGHT GUIDE FOR SUCCESS—Tips and Tactics for the Aspiring Airline Pilot. Karen is Type-rated in the MD-80 and Lockheed JetStar. She holds an ATP, Gold Seal CFI:AIM and is rated in gliders, seaplanes and helicopters. In addition, she runs Aviation Career Counseling, a pilot career guidance and airline interview counseling firm based in Santa Barbara, California (805-687-9493 FAX 805-687-6226).*

MEMBERS OF THE 99S are invited to submit nominees for the Woman Pilot Magazine Recognition Award. The women will be featured in the November/December '98 issue of

Woman Pilot. For information on how to nominate, write to AWARD, P.O. Box 485, Arlington Heights, IL 60006-0485.

—Barbara Muehlhuesen, Chicago Area Chapter

# SAFETY CORNER

BY  
ELIZABETH MATARESE  
FAA National Headquarters

*This is the second article in a series concerning SOIR and LAHSO, which have gained prominence recently as a means of enhancing airport capacity.*

**H**ave you been asked to "land and hold short" lately? What were you looking for? While simultaneous operations on intersecting runways (SOIR) and land and hold short operations (LAHSO) have been around for a long time, we noted in a previous article that they are being formalized. Formalized in the sense that marking, lighting and signs have been designated to inform pilots of these operations.

Additionally, the ATIS, ASOS, or AWOS will contain an announcement about these operations, most typically informing the pilot that "Land and Hold Short Operations are being conducted on intersecting runways." There usually is a reminder also that "All Land and Hold Short Clearances must be read back."

Absent any of the above reporting systems, Air Traffic Control will inform the pilot that LAHSO are being conducted at the airport. Through whatever means you are made aware of LAHSO, it should trigger thoughts about performance requirements of your airplane, runway conditions, weather conditions and your own ability to conduct LAHSO safely.

Marking and signing for LAHSO are conventional. You are, or should be, familiar with hold lines. Surprisingly, a number of pilots tested on the configuration of the hold line on a taxiway that allows access to a

runway couldn't remember which side the solid bar is on! So get your AIM out and rekindle a knowledge of the basics! You definitely have to know what a hold line looks like to conduct LAHSO!

For LAHSO, there will be a hold line on the runway, co-located with hold signs. Lighting requirements have not been finalized as of this date; however, there will be lighting requirements. FAA is considering in-pavement lights, probably six of them, which will also identify the hold line on the runway. Thus pilots will have several visual cues to assist in conducting LAHSO safely.

Available landing distances (ALDs) are already published in the Airport/Facility Directory (A/FD or "green" book). Jeppesen/Sanderson refers to these distances as "usable lengths." Some refining of the measuring of these distances is underway to ensure operational accuracy. It is prudent to watch for any adjustments that have been made and published to ALDs or "usable lengths." The schematic provides a representation of what you can expect.

LAHSO is intended to facilitate traffic flow and boost airport capacity where sufficient runway length permits. For example, the typical landing by an air carrier on a cool, dry day rarely uses all 12,000 feet of available runway at an airport like DFW. Taxiing aircraft can cross one of the runway ends to reach assigned

takeoff positions as long as the landing aircraft accept and execute according to LAHSO clearances. While landing operations continue smoothly, taxiing aircraft way down at the other end are not held up until the landing aircraft exits the runway. Traffic flow is enhanced, safety is assured and operational efficiency is achieved.

Vigilance by all parties is, of course, a requisite. This is made more important by the fact that, though you may decline a LAHSO clearance, another aircraft may have accepted one, to land and hold short of the runway on which you are landing and taxiing across! Thus, your vigilance is not limited to your operation only. And it means that you may be a participant in LAHSO, irrespective of accepting or declining a LAHSO clearance for your operation.

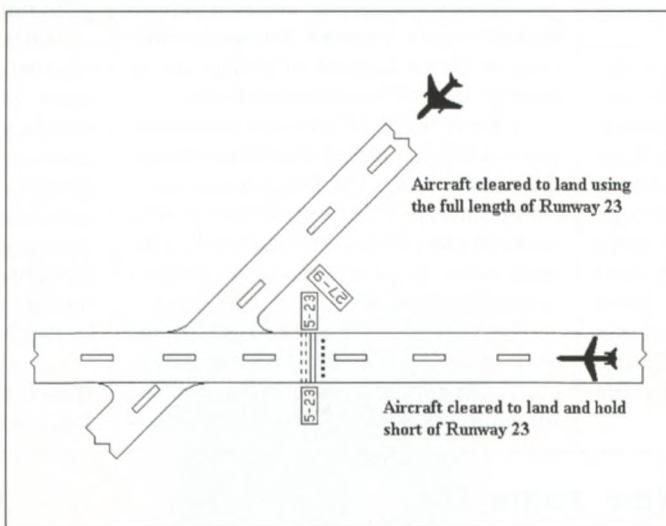
For airports where a mix of light general aviation and air carrier traffic is the norm, LAHSO can be significant in reducing delays. However, each airport is unique, and only by consulting the airlines and general aviation users, air traffic control, and other interested offices within FAA can airport management make informed and reasonable decisions about the use of LAHSO on an airport.

If a meeting on implementing LAHSO at an airport where you operate is held, try to attend. This is your opportunity to understand just what will happen and when. In addition, if you are one of the users, you must determine how this affects you.

If you know your airplane's performance requirements and your own, you will know whether to accept or to decline LAHSO when it is offered. That much is up to you.

In addition, you must listen to the announcements that made LAHSO, as you will be participating in one way or another at airports when LAHSO are being conducted.

*Next time: "The Flavors of LAHSO—wet, dry, night, and day."*



**Weather Website** - American Weather Concepts, a technology leader in providing customized weather information on the Internet, recently enhanced its website by adding AvCast Aviation Weather, a graphical briefing area specifically designed for pilots, along with animated looping regional and individual Doppler Radar.

This privately owned weather operations company is located in

Pittsburgh, Pennsylvania, and provides customized weather services to various industries, including aviation, marine, power generation, travel, sports, recreation and agriculture.

The site is located at [www.weatherconcepts.com](http://www.weatherconcepts.com). There is a 14-day free trial for all users. Subscriptions are \$8 per month. Phone: 412-635-0667 or 954-739-9900.

## Hazel Monroe: mentor role model and friend

BY MARILYN DARLING  
Kitty Hawk Chapter

I first met Hazel Monroe a little over a dozen years ago. I was a newly licensed pilot and therefore just qualified for membership in The 99s. At that time, Hazel was chairman of the local Kitty Hawk Chapter. She was probably the first woman I had ever met for whom aviation was a part of normal everyday life. Since that time, she has been my mentor, my role model and my dear friend.

The mentoring came first. I came to aviation relatively late, having wasted 49 perfectly good years before taking the flying lessons that changed my life. At first I thought that aviation was strictly a man's world, so I was intrigued by the idea of a pilot's group made up strictly of women. I was anxious to meet them and find out what they were like.

But as luck would have it, I was grounded by illness for a rather discouraging year before I could attend a single meeting. Although I hadn't met Hazel in person yet, all that year the mailman brought me encouraging notes from her that kept my contact with aviation alive.

Thanks to Hazel's encouragement, I finally made it to my first 99s' meeting, held during a weekend of NCDOT safety seminars.

I had been waffling around, rather discouraged, but thinking about maybe easing back into flying. The safety seminars seemed like a good way to start. Well, the same day I met the group, Hazel and her Ninety-Nines co-conspirators had me entered in a demonstration precision flying competition to be held the next day and I suddenly found myself back in the air for the first time in a year. Talk about active-positive personalities! These ladies wouldn't take no for an answer, and Hazel was surely the ring leader.



Hazel Monroe

One of the women loaned me her Cessna 150, even though I had never flown that model before. She found an instructor who volunteered to come along in the right seat for safety purposes. The end result was that I was able to practice the weather briefing, the flight planning and many of the maneuvers I would need for my FAA checkout later on. Through it all, I remember Hazel in the background, looking pleased.

I went home exhilarated with a new positive outlook on life in general and the confidence to begin flying again. I've never forgotten the part Hazel had in this change. It was typical of how she worked. She quietly set things up so things would go well for someone else, and then stepped back to watch. Through the years, I discovered I was just one in a long line of beneficiaries of her quiet mentoring.

In the fullness of time, our friendship grew. It turned out that Hazel had already done many things I still had on my life's list of things to do. It wasn't that she was so much older than I, but that she had the good sense to go ahead and do things I only dreamed about.

She learned to fly before I got around to it, back when it really was an exceptional thing for a woman to do. And she soloed in a Piper J-3 Cub—every pilot's

dream! She also did parachuting back in the 1960s when it was a lot trickier than it is today.

And there was hiking. I heard she had hiked the entire Appalachian Trail, so I told her that my own dream was to do the John Muir Trail in California. Turned out she'd been there, done that, even though she had to finish the last few miles with a leg injury.

I eventually followed Hazel's flight path to the chairmanship of the Kitty Hawk Chapter, and the time came when Hazel and I flew together to a regional meeting of officers in Chattanooga. It was my first such meeting, and I planned to keep a low profile until I figured out what was going on. But everywhere we went, Hazel had only to quietly enter a room and she would immediately become a center of affectionate and respectful attention.

My low profile plan never had a chance. She immediately introduced me to everyone. This was when I began to fully realize how widely Hazel was known and loved, and I recognized how fortunate I was to have my first impression of the group be an introduction by Hazel!

Hiking and flying were a lot of fun, but Hazel's main love was always her family. We often compared notes on families, and it turned out that we had a lot in common there too. But as usual, when I hit turbulence, it generally turned out that Hazel had already flown the same route and her good sense could guide me through.

It has been said that adversity brings out one's true character. If so, Hazel's grace and courage these past difficult months speaks volumes. When times were good, she lived life to the fullest. When times were bad, she was one tough lady who looked trouble straight in the eye, saw what needed doing and got the job done. And always, always, her first concern was for the rest of us. It was a privilege to have known her, and I'll miss her.

*Hazel Monroe died December 28 in Wadesboro, North Carolina.*

## EAA AirVenture: New name for Oshkosh fly-in is announced

Although most folks will probably continue to call it just "Oshkosh," the formal name of its big annual fly-in will be EAA AirVenture Oshkosh, according to a news release from the Experimental Aircraft Association. The new name will be rolled out at the 46th annual sport aviation gathering to be held July 29 through August 4 on Wittman Field in Oshkosh, Wisconsin.



## First Flight Celebration

BY BARBARA PARA, Garden State Chapter

For many years, my husband and I have wanted to stop at First Flight in Kitty Hawk, North Carolina. This year our flying organization at Hammonton Airport managed to get six individuals and two planes arranged to fly down on December 16 so we could attend some of the festivities. We flew into Dare County Airport in Manteo because it has services such as fuel, taxis and restrooms which are not available at First Flight.

A taxi whisked us away to our hotel in Nags Head for the evening festivities. The "Man Will Never Fly" Memorial Society had their annual dinner at the hotel, and the six of us enjoyed all the entertainment that goes along with the evening. Among the familiar faces in attendance were our 99s President and our Treasurer.

The next day was overcast but weather forecasters said it would clear, and we began begging rides for the six of us to the Wright Memorial National Park about 10 miles away. We managed to find two cars for our crowd to ride in. Janet Davis from the Kitty Hawk Chapter saved seats for us, and we had a good view of the ceremony which included clergy, four-star generals, mayors, CEOs, a historian of the Wright Brothers and the military flyover. The sky cleared just as the spectacular airshow began.

The First Flight Society inducts two individuals into its Hall of Fame each year. This year's inductees were General "Hap" Arnold, father of the Air Force and Tom Davis, founder of Piedmont Airways.

A Romanian general from the Russian Air Force who defected and managed to get himself into the U.S. Air Force spoke at the luncheon about his adventures, describing all of his encounters during his career on both sides of the Iron Curtain.

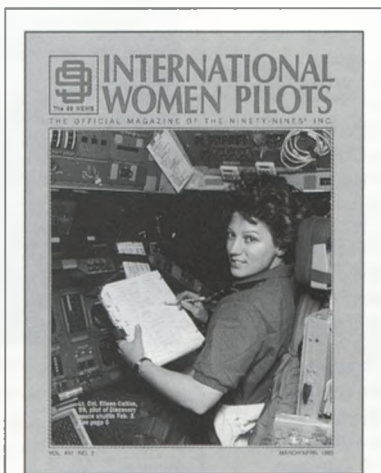
We did not stay for the big formal ball that night, but opted to return home. I learned later the main course was ostrich. Next year at the 95th anniversary, we plan on decking ourselves in ball gowns so we can be a part of the fabulous festivities.

Former President George Bush will be in charge of the 100th anniversary in 2003, which we plan to attend. I think The 99s should be recognized in 2003. Let's form a committee and come up with a program to show off our stuff. It won't be the "Wright Stuff," but the coverage in the news, TV and history books should be great!

## Pioneer women aviators made their mark in history

The following list of women's "firsts" in aviation and aerospace was compiled in honor of national "Women in History Month" and the "Women in Flight Conference" (both of which are in March) by Kristen Tedesco, Deputy Director/Curator of Collections, Pima Air and Space Museum, Tucson, Arizona. Since there are so many "firsts" and because many have been highly publicized, this list is meant to highlight lesser known accomplishments and personalities.

1784	<b>Elisabeth Thible</b> of France - First woman aloft in untethered flight (in a balloon)	1934	<b>Mary Riddle</b> - First Native American woman to earn a pilot license
1798	<b>Jeanne LaBrosse</b> of France - First woman aloft solo (in a balloon)	1934	<b>Helen Richey</b> - First woman hired by a regularly scheduled airline (forced out of the profession in short order)
1805	<b>Madeleine Sophie Blanchard</b> of France - First woman aloft to solo and demonstrate piloting skills	1937	<b>Sabiha Gokcen</b> - First Turkish woman to earn a pilot license, first Turkish female aviator, first female aviator of any nation to engage in combat (against Kurdish rebels)
1903	<b>Aida de Acosta</b> in Paris - First pilot of a powered machine (dirigible)	1938	<b>Hanna Reitsch</b> - First woman to fly a true vertical flight machine
1910	<b>Raymonde de la Roche</b> of France - First woman to earn a pilot license	1947	<b>Ann Shaw Carter</b> - First American woman to earn a helicopter rating and first female commercial helicopter pilot
1910	<b>Blanche Stuart Scott</b> - First American woman to fly solo	1963	<b>Valentina Tereshkova</b> (USSR) - First female astronaut to be launched
1910	<b>Bessica Raiche</b> - First American female aviator	1973	<b>Emily Warner</b> - First American woman in modern times to fly for a scheduled airline (Frontier) and be accepted
1911	<b>Harriet Quimby</b> - First American woman to earn pilot license	1973	<b>Barbara Ann Rainey</b> - First woman to earn U.S. Navy wings
1911	<b>Hilda Hewlitt</b> - First Englishwoman to earn a pilot license	1974	<b>Sally Murphy</b> - First female U.S. Army aviator
1911	<b>Melli Beese</b> - First German woman to earn a pilot license	1975	<b>Barbara Ann Rainey</b> - First woman to qualify as a U.S. Navy jet pilot
1911	<b>Lidia Zvereva</b> - First Russian woman to earn a pilot license	1976	<b>Connie Engel</b> - First woman to enter U.S. Air Force pilot training and earn wings
1913	<b>Rosina Ferrario</b> - First Italian woman to earn a pilot license	1977	<b>Janna Lambine</b> - First female U.S. Coast Guard aviator
1921	<b>Bessie Coleman</b> - First black woman to earn a pilot license	1978	<b>Sally Ride</b> - First American woman astronaut to be launched
1922	<b>Anesia Pinheiro</b> - First Brazilian woman to earn a pilot license	1983	<b>Colleen Nevius</b> - First female graduate of the U.S. Navy Test Pilot School
1922	<b>Tadashi Hyodo</b> - First Japanese woman to earn a pilot license	1984	<b>Svetlana Savitskaya</b> - First woman to walk in space
1926	<b>Millicent Bryant</b> - First Australian woman to earn a pilot license	1984	<b>Kathryn Sullivan</b> - First American woman to walk in space
1932	<b>Ruthy Tu</b> - First Chinese woman to earn a pilot license		



### Another first

Air Force Lt. Col. Eileen Collins, South Central Section, became the first female space commander March 5. She will command the December mission of the shuttle Columbia. She said she dreamed about space as a child and encourages today's kids to have similar ambitions. Eileen also holds the distinction of being the first female space shuttle pilot.

# To all those listed below, a great big thank you for their support of THE NINETY-NINES MUSEUM OF WOMEN PILOTS

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# GRASS ROOTS



## Southwest Section Spring meeting to honor Charter Member Achsa Donnels

Bakersfield Chapter in California will host Southwest Section's Spring meeting May 1-3 with a theme of "50 Years of Flyin' High." The centennial birthday of the City of Bakersfield coincides with our meeting which will be dedicated to 99s Charter Member Achsa Donnels who turned 94 last year.

Achsa continues to be fiercely dedicated to The 99s. She has attended most International Conventions and hopes to attend the one coming up in Guadalajara. She is a living history book who loves to talk about the organization and the interesting women who have become her friends.

She says the JN4D or "Jenny," the airplane in which she earned her private license in 1928, is the aircraft which introduced the world to aviation. She earned her transport license in 1931.

During her flying career, she and her husband were partners in a flight school with offices in



*Achsa Donnels, 1928*

Bakersfield, Salinas and Fresno where she taught flying lessons. They also had an airline which flew into Glendale's Grand Central Airport. They contracted with the Mexican government to carry mail from Mexico City to Los Angeles.

Although Achsa made her home in Bakersfield for many years, she has recently moved to Laytonville, California, to be near her grandsons.

—Mary Lou Romagno  
Bakersfield Chapter



*Past Governor Patsy Knox, Verna Allen, Karen Holland and Nancy Taylor meet for lunch in Dhahran.*

## Arabian Section

On the eighth anniversary of the founding of the Arabian Section, Patsy Knox, former Governor, was treated to dinner with three of its organizing Charter members: Verna Allen, present Governor Karen Holland and Nancy Taylor. En route to Dhahran, Patsy called Lotfia El Nada, also a founding member, at her new home in Ontario, Canada. Lotfia, now 91, got her license in Egypt in 1933. Randa Binladen, another organizing

member, and the only known Saudi woman pilot, sent her greetings as well.

While in Bahrn, Patsy visited with Yvonne Trueman, an Arabian Section 99 who had just returned from a flying vacation in Australia. Since there is no flying for women in Saudi and much of the Arab world, 99s look forward to flying on their vacations. The Arabian Section was organized to "keep the spirit going."

## Chicago Area Chapter

Chapter members joined with the Illinois Department of Transportation Division of Aeronautics and the FAA DuPage FSDO to host the 21st Annual IFR/VFR Safety Seminar and Flying Companion Program, which was pro-

vided free of charge to pilots, "wannabee" pilots and aviation enthusiasts in the Chicago area on January 23-24. A 99/66 information booth was operated by member volunteers for the duration of the event.—Jean Engle

## Indiana Dunes

Chairman Marilyn Horvath, left, with Suzanne DeLano Parish, Lake Michigan Chapter. Suzanne and her husband, Preston, are co-founders of the Kalamazoo Aviation History Museum located at Kalamazoo airport, fondly known as the "Air Zoo." At a



recent Aero Club banquet in Goshen, Indiana, Suzanne was the featured speaker on women in aviation. Suzanne began flying as a teen-ager. She flew many different planes, including several military models for testing. She was inducted in 1994 into the Michigan Aviation Hall of Fame. In the near future, she will be inducted into the Experimental Aircraft Association Warbird Hall of Fame.

—Christine Murdock



*Houston Chapter Chairman Sue Frantz and Vice-chairman Cathy Wappler welcome three new members (pilots) and three prospective members (students). With the help of active members Cairo Maitland and Joy Bowden, both owners of flying schools, our Chapter is bursting with new blood.—Sue Frantz*



Lorelei Miller, Cape Girardeau Area Chapter, with two of her students (Kyle Kendler and Erika Meyer) in Aviation Management and Flight at Southern Illinois University, Carbondale, Illinois. (Information on the school was carried in the November/December issue.)

### Greater Detroit Area

Our fall fundraising activity was the Motor City Air Rally which was held at Willow Run Airport with 14 aircraft registered to fly it.

The day dawned bright and sunny in the vicinity of Willow Run, but the same weather conditions did not prevail at Detroit Metro, which is within yelling distance of Willow. Metro was socked in at takeoff time, but finally the sun came out and 10 planes started the rally. Seven planes finished the course, one of them at 7 p.m.

There were questions and puzzles to be completed at Yankee Air Museum which is housed at Willow Run. The planes then flew to Jackson, Michigan, where they were met by Denise Bolen

and Ginger Piece and given more questions and puzzles. The next leg took them to Charlotte where Nancy and Warren Hecksel waited with a tub containing water and apples. Five points were given to those willing to "bob" for apples.

The next short hop was to Marshall to identify a group of pictures; then on to Toledo where they competed in a spot landing competition overseen by Lisa Bleier (a 66 and the manager of the airport) along with some of her crew.

A superb potluck dinner awaited all contestants back at the Yankee Air Museum. After a foggy start, it was an excellent, fun-filled day. First place was won by Ron and Nancy Walters and the spot landing was won by Dee Ann Schiappacasse.

## RATINGS AND WINGS

### RATINGS

Dee Birchmore	First Canadian	Commercial
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Kay DiBianca	Memphis	Instrument
Sherry Edwards	First Canadian	Multi-IFR
Debbie Kiekens	Maple Leaf	Commercial
Karen Reed	Women With Wings	CFII
Sue Weitz	Women With Wings	CFII

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

Catherine McClamrock	Memphis	Phase I
Holli Stafford	Memphis	Phase III
Linda Richards	Memphis	Phase V
Elizabeth Y. Vinson	Virginia	Phase V
Eve R. Mejia	Inland Empire	Phase VIII
Marilyn Moody	Western Washington	Phase VIII
Jean Pickering	Women With Wings	Phase XI

### Connecticut Chapter

Connecticut women pilots were recently invited to attend the opening of "Women and Flight," at the New England Air Museum in Windsor Locks, Connecticut. This is a traveling exhibition of photographs of contemporary women pilots by Carolyn Russo, a photographer with the Smithsonian Air and Space Museum in Washington, D.C. Russo recently had a book published called, *Women and Flight*.

The exhibit, co-sponsored by the Smithsonian and Pratt & Whitney Aircraft, will be at the Tullahoma Fine Arts Museum in Tennessee from April 11 to May 24. On June 23, it will open at the Museum of Flight in Seattle, Washington, and re-



Connecticut Chapter members (back) Evelyn Kropp and Debbie Dolan, (middle) Chairman Laurie Reeves and Peggy Loeffler and (front) Vice Chairman Carol Phelps at the opening of "Women in Flight," New England Air Museum.

main until July 26. For New England members who missed it, it will be at the Owls Head Museum in Owls Head, Maine, in 1999.—Carol Phelps

### Can you help?

Robyn Sclair of General Aviation News & Flyer is trying to locate Dorothy Rice, niece of the late Marion Rice. If you have a new address for her, please let Robyn know at 602-314-9442.

## TOUCH & GO'S

- **Gayle Connors**, Montreal Chapter, is an accident investigator with the Transportation Safety Board.
- **Audrey Cook**, Greater Detroit Area Chapter, has been hired by Northwest Airlines and began her training in January.
- **Mary Dilda**, Memphis Chapter, won the gold at the Reno Air Races in the AT-6 division in September. She is the first female AT-6 champion at Reno. Mary was flying "Mystical Power-#21" with a winning speed of 228.003 mph. Mary also started training as a FedEx 727 flight engineer the same week.
- **Sue Ehrlander**, Maple Leaf Chapter, is trustee for the Canadian Award in Aviation.
- **Louise Giacomo**, Montreal Chapter, regularly flies "Gifts of Wings" charity flights.
- **Sue Kime**, Maple Leaf Chapter, is board member of Greater London International Airport Authority.
- **Suzanne Pettigrew**, Montreal Chapter, flies Air Canada Airbus A-320 and A-319. She is beginning her B-767 training.
- **Jan Shakespeare**, Florida Gold Coast Chapter, recently started a new position with the Broward County Aviation Department, which is responsible for the safe and efficient operation of all the airports in the county.
- **Valarie Thal-Slocum**, Memphis Chapter, and her husband Jim completely restored their 1954 Cessna 195 and were awarded "Best Classic Aircraft" (over 165 HP) at Oshkosh '97.

## AIRMARKING

**M**any 99s members enjoy the camaraderie they have at an airmarking event. They have a lot of fun together while they paint and visit. Here are a few things to remember when you plan your next airmarking event:

The temperature needs to be at least 50° or warmer for painting. Be sure to receive permission in writing from the owners. Plan the location for the air marker, set a date, solicit help from Chapter members as well as from neighboring Chapters, local flying groups, families and friends.

Be sure that you have adequate supplies on hand when you begin. Besides plenty of the right kind of paint and brushes, you'll need chalk, a chalk line, lumber crayons, templates, a tape measure and rags. You also need to bring along a loaded camera so you can take pictures of the painting partners to send to 99 NEWS. Be sure to write down the names of all who participated.

Remember when painting a compass rose for either functional or beautification purposes, the area must be surveyed for the magnetic north-south line by the FAA, the Airport Director's office (city or county, whichever is appropriate). If a 99 is also a licensed surveyor or is a professional who has been trained to do this type of survey, before she can do this survey, it must be abundantly clear that she is doing it in her professional capacity and not as a 99.

Ask that the airport send confirmation to you as to when the survey was done and by whom. Request that the airport also give you the annual change in variation. Since magnetic north changes every year, the survey date and change in variation needs to be painted beside the compass rose. You need to see if the airport is covered by Part 139 rules, which may make a difference as to where the airmarking is located.

For more information, or to ask about an airmarking kit, contact your International Airmarking Committee Chair, Ellen Nobles-Harris, at home (302-479-0780 or at work (609-224-2338). Fax: 609-224-3500; e-mail: ellen\_nobles-harris@email.mobil.com.

### Houston Chapter

On September 13, Houston Chapter and Clear Lake Chapter painted a Compass Rose at Hooks Airport. Joy Bowden, head of Airmarking, and Andrea Chay organized the airmarking. It was a very hot day to paint on black top. We all agreed the only time to schedule airmarking in Houston is early spring, which we are scheduled for at Sugar Land.

—Sue Frantz



*Monterey Bay Chapter members had a great time, in spite of wind and high temperatures, repainting the airmarking at Salinas (California) airport which had been done 12 years ago.*

—Laura A. Barnett



*Eastern Pennsylvania Chapter conducted an airmarking event at Quakertown Airport, Quakertown, Pennsylvania on September 20. Approximately 25 members and friends of the 99s as well as members of the Quakertown Flying Club participated in the event.*

—Carol Knickerbocker

## Shirley Ludington

Up to her final approach to new horizons, Shirley Ludington spread her special brand of world friendship through the 99s. The aviation community will sorely miss our life member, particularly the Central New York Chapter, the NY-NJ Section and The 99s. Always a joy to be with, Shirley was a courageous lady and her love for flying reigned above all.

An aviatrix dedicated to keeping the "help each other" in focus, Shirley spread her love of flying towards all of us, very often with her loyal copilot, 49 1/2 Ramsey, by her side. Flying made a difference in her life, clearly demonstrating a common thread in all achievers—challenge, loyalty and stick-to-it-iveness. After Ramsey earned his pilot license and bought a Cessna 172, Shirley had the intent only to learn to "take-off-go straight-and-land." She soon had flying fever and earned her own ASEL in 1973 and added her Instrument rating the next year.

Many 99s feel particularly lucky to have had Shirley as Governor of the New York-New Jersey Section. Doing double-duty when serving as Governor, Shirley was the first NY-NJ Governor responsible for the Section business, as well as the International Council of Governors and International Committees. As such, she attended International Board of Directors meetings.

We are especially pleased to have honored Shirley in Memory Lane at the International Forest of Friendship in 1992 while she could enjoy it. Her permanent plaque is side by side with her peers

who have made a lasting contribution to aviation.

Shirley was a graduate of the University of Michigan College of Pharmacy and was active in her field. She received the University's Centennial Award from the Women's Auxiliary of the American Pharmaceutical Association. She supervised pharmacy services at the Syracuse University Health Services. After retiring, she worked at a local Fulton pharmacy and served as a consultant at a local nursing home.

Shirley was a pleasure to work with and to know. We're happy to have shared so many worthwhile events with her and Ramsey. She is also survived by daughter Marion, son Spencer and three granddaughters.

If the bad news is we lost our dear friend on February 10, the good news is Shirley passed on to new horizons having conquered the world.

*Submitted by the Central New York Chapter. It was written by Doris Abbate, Long Island Chapter, and Mardi Drebing, Central New York Chapter.*



**HELENE HOLTON**, Iowa Chapter, went on to New Horizons on December 7 after 55 years of flying. In 1942, Helene received her pilot's certificate and joined the 99s in 1943.

She was an Iowa Chapter member and held various positions at the Chapter and Section level. Helene held Commercial, ASEL and Instrument ratings. Her son, Dan, is a student pilot and so the legacy goes on. Memorials may be donated in Helene's name to the Amelia Earhart Education Foundation.—*Elaine Fitch*

**EVELYN GREENBLATT HOWREN**, North Georgia Chapter, died of lung failure February 9 at Emory University Hospital in Atlanta. Evelyn spent her lifetime as a flight instructor and aviation entrepreneur.

late 1942, Evelyn trained in the U.S. military first flight training school for women, became one of the first women to fly for the military during World War II, and she was one of 30 female pilots recruited to become Women Air Service Pilots (WASPs).

She flew 30 different types of military aircraft, six fighters and also B-17s and B-24s. She later trained male pilots for the military as a flight instrument instructor in Colorado Springs, Colorado.

She was the first woman in Georgia to open a flight school when she started Flightways, Inc. at Candler Field with her husband, the late Hillman Howren.—*Lucy Young*

**HAZEL MONROE**, Kitty Hawk Chapter, died December 28 in Wadesboro, North Carolina. Hazel, a teacher by profession, soloed in a J-3 Cub in 1948 and received her Private pilot license in 1966. She flew a variety of aircraft including an Alon Aircoupe, Cessna 170 and 172, and owned a Cherokee 235, 180 and finally a 140.

She was a Petticoat Pilot and joined the 99s in 1969 in Iowa, then transferred to the Kitty Hawk Chapter when she and her family returned to North Carolina in 1971. Hazel served as Chapter chairman from 1978-79 and again from 1985-89.

In addition, she chaired the Amelia Earhart Scholarship Committee at both the Chapter and Section level for many years. She helped many an AE Scholarship applicant wade through the lengthy application process.

Hazel was an avid hiker, having hiked the entire Appalachian Trail. She was also a skydiver and completed 30 jumps between 1962 and 1964.—*Pat Greenwell*

**GISELA VOLKNER**, Member-at-Large, Munster, Germany, passed away December 30.

**Robert Miller**, 49 1/2 of Marilyn Miller, passed away February 6 after an extended illness. He was an avid supporter of The 99s with a special devotion to the Scioto Valley Chapter.

*CHAPTERS ARE ENCOURAGED to send information on their scholarships (amount, deadline, where to get an application) to be published in each issue of the magazine. Send to Betty Rowley, Editor, 99 NEWS, 807 N. Waco, Ste. 22, Wichita, KS 67203*

### Bay Cities Chapter

Marina Saettone, Bay Cities Chapter, has won a scholarship from the Whirly Girls Men's Auxiliary in the amount of \$4,500 awarded February 14 at the 50th anniversary celebration of the Whirly Girls. Her ambition to fly helicopters began with her first interest in aviation. She learned to fly fixed-wing aircraft and has earned Commercial, Instrument and Multi ratings as well as her CFI.—*Marge Carmine*

### Santa Clara Valley Chapter

A \$1,000 Marion Barnick Scholarship is being offered for advanced ratings. For information or an application, contact me by fax at 650-363-0156. Deadline is June 1. You may retrieve an application from our web site at <http://www.pilotguide.com/scv99s>, or by calling our Chapter phone at 408-327-9505.

—*Carol Jorgenson-Roach*

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