



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

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



Airshow pilot tries out the  
Raytheon T-6A Texan II trainer.

## PATTY WAGSTAFF

Three-time U.S. National Aerobatic champion  
and member of Alaska Chapter of The Ninety-Nines.

See story on page 6



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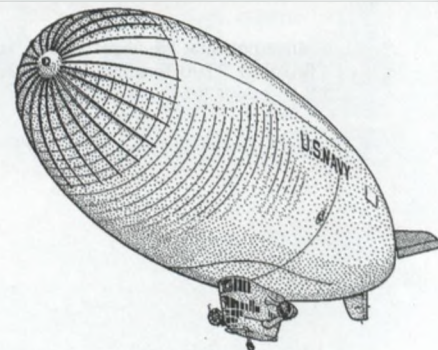
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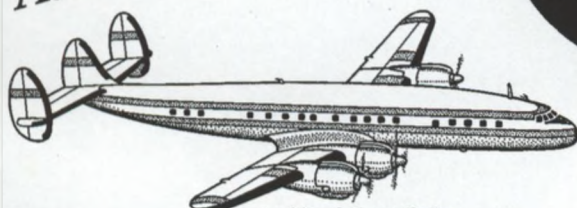
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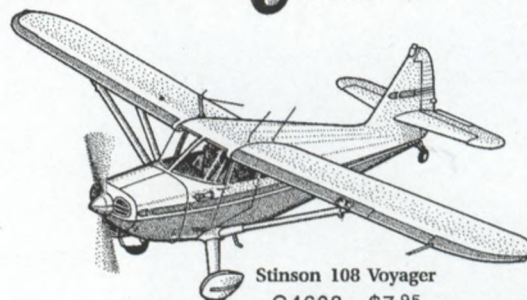
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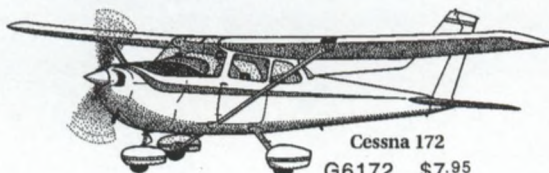
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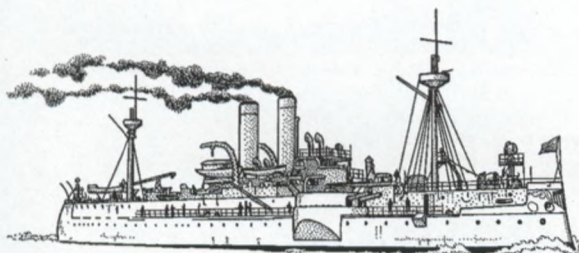


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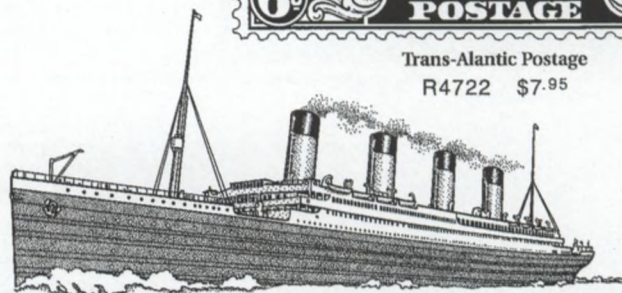


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# INTERNATIONAL WOMEN PILOTS®

THE OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

May/June 1998

Volume 24, No. 3

COVER: Air show pilot Patty Wagstaff flies the T-6A Texan, an airplane being built to train Air Force and Navy pilots. See story on page 6.

### President's Perspective

by Lois Erickson ..... 5

### Letters ..... 5

### Patty Wagstaff: Fire and Air

by Ann L. Cooper ..... 6

### AE Birthplace Museum Report

by Marilyn Copeland ..... 8

### First Day Covers

by Jean Pearson ..... 9

### 1998 AE Festival

Atchison, Kansas ..... 9

### AE Memorial Scholarship Fund

by Charlene Falkenberg ..... 10

### AE Scholarship Judges ..... 10

### AE Research Scholar Grant

by Dr. Jacque Boyd ..... 11

### Convention Update and Schedule ..... 12

### Sun 'n Fun

by Barbara Sierchio ..... 13

### Safety Corner

by Elizabeth Matarese ..... 14

### Ninety-Nines Museum of Women Pilots

by C.J. Strawn ..... 15

### International Forest of Friendship

by Mickey Parman ..... 16

### Women in Aviation Conference

by Carolyn Williamson ..... 16

### Membership

by Ilse Hippel ..... 17

### New Members ..... 17

### Youth Education

Young Eagles Program

Aviation Science HS Class .... 18

### Merchandise available from

99s Headquarters ..... 22

## GRASS ROOTS

Section and Chapter News / Races and Rallies / Scholarships / Touch & Go's / Ratings and Wings / New Horizons / Classified Advertising **19-24**

### STATEMENT OF EDITORIAL POLICY

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# 1998

## JUNE

**6 — 29th Annual Illinines Air Derby,** Waukegan Regional Airport, Waukegan, Illinois. Sponsored by Aux Plaines, Central Illinois and Chicago Area Chapters. 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

**20 — AEBM Open House and benefit collectibles sale,** Atchison, Kansas. Marilyn Copeland, 816-554-2567

**20-21 — Evelyn Sharp Days,** Evelyn Sharp Field, Ord, Nebraska, Dorothy Andreesen, 308-728-5527

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

## 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

**11-12 — 6th Annual Torrance Air Fair,** Zamperini Field, Torrance, California, 310-325-7223

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

**24 — AEBM garage sale and VIP reception,** Atchison, Kansas. Marilyn Copeland, 816-554-2567

**24-25 — Amelia Earhart Festival,** Atchison, Kansas. Atchison Chamber of Commerce, 1-800-234-1854

**26-27 — Warbirds Over Kalamazoo,** Kalamazoo Aviation History Museum, Kalamazoo, Michigan. Renee Newman, 616-382-6555

**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 - 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

**8-9 — Aviation Days Fly-in and Camp Out,** Spokane Felts Field (SFF), Spokane, Washington. Valleta O'Day, 208-664-3177 or Gloria Sands, 509-535-8222

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

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

**21-22 — Okie Derby,** Wiley Post Airport, Oklahoma City, Oklahoma. Sponsored by the Oklahoma Chapter. Phyllis Miller, 405-721-2573

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

**23 — Mt. Sterling Aviation Annual Fly-in,** Mt. Sterling, Kentucky, IOB, 606-498-1000

**28-30 — Elly Beinhorn Trophy Fly-in,** Damme, Germany. Andrea Moeller, 0049-6126-91212, fax 0049-6126-988463 or e-mail flying-andrea@t-online.de

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

## SEPTEMBER

**9-13 — American Bonanza Society Convention,** St. Louis, Missouri. 316-945-1700

**17-20 — Reno Air Races,** Reno, Nevada. 702-972-6663

**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,** Worcester, Massachusetts, to North Adams, Massachusetts. Sponsored by the Western New England Chapter. Contact Cynthia Welton, 413-663-7297 or Martha Dunbar, 508-478-3808.

**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

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

**2-3 — 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.

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

**31 — SLO Derby,** San Luis Obispo, California. Sponsored by the San Luis Obispo Chapter. Esther Grunehagen, 805-489-6667, e-mail STRGRPNHGN@aol.com

**TBA — Mid-Atlantic Section Meeting,** Charlottesville, Virginia. Sharon Bladinger, 804-973-3461

# 1999

## MARCH

**18-20 — Women in Aviation Conference,** Orlando, Florida. Peggy Baty, 937-839-4647

## APRIL

**11-17 — Sun n' Fun,** Lakeland, Florida. Barbara Sierchio, 813-347-8045

## JULY

**21-25 — The Ninety-Nines International Convention,** Oklahoma City, Oklahoma. Joyce Wells, 415-924-2658, fax 415-927-4960, e-mail 102124,370@compuserve.com.

# 2000

## JULY

**9-17 — The Ninety-Nines International Convention,** San Diego, California. Susan Larson, 408-274-9152, fax 408-274-9182, e-mail susanlarson@compuserve.com

## 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!

*"There is no one road to success. There are as many as there are people willing to build them."*

The Board of Directors and Council of Governors are looking toward a very busy and productive 1998. In February, Board members met at General Counsel Cecile Hatfield's home in Miami for a combined Finance Committee meeting and a first Board of Directors retreat. Despite the diversity of our backgrounds and experience, we reached many positive conclusions for future planning. It was unfortunate that the entire Board was unable to attend. Respect, rather than critical analysis was the catalyst for success then, and it will continue to be so as we work together.

The Long Range Plan was reviewed, completed projects checked off, and a possible simplified revision was discussed for implementation by the 1998 - 2000 Board of Directors. At the Spring Board meeting in Oklahoma City in March, further assessment of future goals to serve the membership were discussed with the Governors present.

This planning has brought about many changes in our approach to the management of the organization, and change under the best of circumstances is difficult. We are still in a pro-

cess of change, but it will be positive because we can do it when we work together. The input of Governors, Chapter Chairmen, and individual members will be key to the future successes and growth we envision as we approach the 21st century. If everyone is moving forward together, then the success takes care of itself.

The Spring Section meetings were led off by the Northwest Section at Eugene, Oregon, in late March. The enthusiasm was obvious, and attendance was up in spite of poor flying conditions. The South Central Section meeting held in San Antonio, Texas, had the best attendance in recent years. Old friendships were renewed and new ones begun as the camaraderie so unique to The Ninety-Nines was experienced by everyone there. As all the spring meetings continue, projects are discussed and shared with others throughout the organization. Do plan to be there at those gatherings to recharge your personal batteries.

From Sun 'n Fun in Lakeland, Florida, to all the proficiency air races of the summer, we have a UNITY IN DIVERSITY that is unequalled by any other organization of pilots. Join 99s around the world at Guadalajara in July and send this message to women pilots everywhere: COME FLY WITH US!



President Lois Erickson helping to prepare for WASPs at Sun 'n Fun, Lakeland, Florida.



Sun 'n Fun 1998 (Front) President Lois Erickson, Mickey Faber. (Back) Director Vicki Lynn Sherman, Barbara Sierchio and Nancy Wright.

## LETTERS

I DID IT! I am so excited about my Multiengine Instructor rating! I want to thank you for making this possible and providing all the information for the recipients in clear, concise form. I appreciate all your hard work and am really grateful for your support and that of The 99s. I am very excited to receive my medallion and hope to frame it one day with my "Cover Girl" picture and certificate you sent from the convention.

As well as teaching, I am also flying charter Part 135. So my flying career is rapidly advancing, and I have The 99s to thank. I once again thank you for your support. I am proud to be a part of this organization and hope to contribute in the future to the fine young ladies, offering the same support that I have received from you.—*Kristen Mansel, Mount Diablo Chapter and 1997 AE Scholarship recipient (Letter to Charlene Falkenberg, Chairman of AEMSF)*

REGARDING THE ARTICLE on Diana Moroney in the March/April issue, the DC-6 in the picture slid off the runway on an aborted takeoff on a mining strip near McGrath, Arkansas, in January. The plane burned so now is history; all the crew got out safely; Diana was not on that flight. (It was an all male crew!)—*Jill Parson, Mat-Su Valley Chapter*



# PATTY WAGSTAFF

# ★ FIRE AND AIR ★

BY ANN L. COOPER, Crater Lakes Flyers Chapter

**F**ire and air form the propulsion system for our aircraft. They also are two of the four elements, with water and earth. Patty Wagstaff discovered those elements to which she was drawn in 1979 when she took her first flight lesson in a C-182 floatplane in Alaska.

Prior to that exhilarating takeoff and entranced by the pulsating engine that pulled her craft from its watery runway, she had been well introduced to earth and water. She had traveled across the United States from a short time after her birth, had journeyed to live in Japan with her parents as her father took a piloting position with Japan Air Lines, had spent a fruitless time in a private girls' school in Switzerland, and had traveled still more widely, trying her hand at deep sea diving and deep sea fishing off the west coast of Australia.

But water and earth were not Patty's elements; she was inexorably drawn to fire and to air, and her first flying lesson confirmed her passions.

A scant five years after having earned her pilot's certificate in 1980, Patty was successful enough at aerobatic competition that she earned a berth on the Olympic-style United States Aerobatic Team. Challenged by aerobatic competition among the world's best male and female pilots, she turned what could have been a poorly-focused life—drifting in and out of careers and job opportunities—into a stunning success story.

In 1991, Patty became the first woman in the history of the United States to capture the elusive goal of National Aerobatic Champion. Dared to prove that her first win wasn't a fluke, she went on to hone her skills to razor-sharp levels and, in competition with her own best, as well as the best of the other men and women aerobatic athletes, to achieve the championship again in 1992 and '93.

In 1994, recognized as the pioneering woman pilot that she was, her airplane, the Extra 260, was placed on exhibit in the prestigious National Air & Space Museum, Smithsonian in Washington, D.C. Patty's airplane is between those of Charles and Anne Morrow Lindbergh and Amelia Earhart's and beneath that of General James "Jimmy" Doolittle—an auspicious honor for a determined and persistent champion.

Patty went on to fly aerobatics as a competition pilot, receiving the highest score for any U.S. pilot in 1996 and winning the first Charlie Hillard Award for Aerobatic Excellence. She also was awarded a Lifetime Achievement Award by the Smithsonian's National Air & Space Museum, and for her outstanding air show performances, she was awarded the Sword of Excellence by the International Council of Air Shows. She is a six-time winner of the "First Lady of Aerobatics" award that is donated annually by the talented Betty Skelton Frankman of Winter Haven, Florida.

Concomitantly with her meteoric rise in aerobatic competition, Patty took her precision aerobatics to the air show circuit and became one of the most highly sought-after performance pilots in the nation. Those who watched the Winter Olympics in Japan could see Patty flying her Extra 300 in a short, brilliant spot advertising Shell Oil.

Although Patty's early life was fraught with painful obstacles, she persevered. She is an inspiration to young women, challenging them to make a choice in their lives, and she is a role model for all who want to overcome some of the adversities of life to achieve success as individuals. She might have been a leaf blowing in the wind had she not been entranced with fire and air.



## On the Cover...

**P**atty Wagstaff, a three-time U.S. National Aerobatic Champion, flew the T-6A primary trainer aircraft and pronounced it a "superb aircraft for the U.S. Air Force and U.S. Navy."

When specifications for the military's Joint Primary Aircraft Training System (JPATS) were laid out a few years back, one of the requirements was that the airplane be designed to be used by pilots from 4 feet 11 inches tall up to 6 feet 4 inches, and that it could be maintained by someone as short as 4-foot-11.

Patty was invited to fly the plane by Raytheon Aircraft Chairman and CEO Art Wegner. "Flying the Raytheon MKII JPATS was a lot of fun," Patty said. "I am sure the airplane will deliver what the military is asking of it. It does good aerobatics and flies like a jet. Also, from a 5-foot-4-inch

woman's standpoint, it was one of the only airplanes I could jump in and fly without cushions! I loved it and hope they let me fly it again sometime."

In her one-hour flight, Patty put the T-6A through its paces, flying loops, barrel rolls, spins and other maneuvers that are more in line with aerobatic flying than primary training. "The aircraft is perfectly suited for its role. It is simple to fly, which you need for someone who is just learning, but it's capable of much more, so it will challenge students as they continue through their curriculum."

The JPATS program calls for more than 700 T-6A Texan II aircraft to be delivered to the U.S. Air Force and U.S. Navy through the year 2017. In December, Bombardier Services ordered 24 T-6As for use in the NATO Flying Training Canada program.





Patty flies as a stunt pilot for major Hollywood motion pictures and television and video films. She is shown here as a blond in a Honda commercial for Japanese television. She flew the blue Pitts, dive bombing a car on a winding mountain road.



Patty visits with young girls at an air show in Wichita, Kansas. She is an avid supporter of flight experiences for handicapped children.

Patty Wagstaff, Alaska Chapter, was born in the USA to an Air Force family. Her father was captain of a 747 for Japan Air Lines and her sister Toni is a 727 pilot for Continental Airlines based in Guam. Following her first flying lesson in a Cessna 185 floatplane, she has earned her Commercial, Multiengine, Instrument, Seaplane and Helicopter ratings. She also holds Multiengine and Instrument Instructor ratings.

She has trained with the Russian Aerobatic Team in the Soviet Union and coaches and trains aerobatic competitors around the world. She is on the lecture circuit and performs on Microsoft's "World of Flight" CD-ROM. Following the World Aerobatic Contest in 1996 where she was the top scoring U.S. pilot, Patty retired from competition flying.

Patty will continue to perform in air shows. She plans to change and improve her act. She'll be looking at doing more choreography with music. "I like to change," she says. "I'm one to do something, master it and move on. I'm always looking for new challenges."

Watch for her this summer as she continues to thrill air show fans across the country in such locales as Florida, Pennsylvania, New York, Missouri, Virginia, Nevada, Ohio, Michigan and Oshkosh, Wisconsin.

More about Patty's life is available in a new 400-page autobiography entitled *Fire and Air, A Life on the Edge*, written by Patty with Ann L. Cooper and published by Chicago Review Press.

"Patty Wagstaff's remarkable story is one of courage, character and extraordinary achievement. It is told with all the poetry and passion of a complex and intelligent woman competing in a man's world on her own terms."—*Author Reeve Lindbergh, (daughter of Charles and Anne Morrow Lindbergh)*

"Few people would ever attempt what Patty Wagstaff does routinely, and no other woman has equaled her accomplishment..."

—*Parade Magazine*

"It is inspiring to follow Patty's passion as she worked and trained to become a champion of champions. She's tough. She's genuine. She's a real role model. Get this book. It will fire you up."

—*Mary Kelly, Tulsa Chapter*

"Aviation is one of those things you can start whenever you have the time and money. At air shows, I have a lot of 50-year-old women come up and tell me they just soloed. That's good news. But women pilots still have a long way to go. When I first got into aviation, I didn't believe in women's pilot groups. But now I realize they're very important for forwarding women's interests. I think you're going to see some huge advances by women in the next 20 years, creating a much better balance." —*General Aviation News & Flyer, September 13, 1996*

## PATTY'S ACHIEVEMENTS

1997 Recipient, NAA Paul Tissandier Diploma  
1997 Inductee, Women in Aviation International Hall of Fame  
1996 Recipient, Arizona Aviation Hall of Fame  
1996 Recipient, Charlie Hillard Trophy  
1996 *GAN & Flyer* Reader's Choice Award, Favorite Female Performer  
1996 Top Scoring U.S. Pilot at World Aerobatic Championships  
1991, 1992, 1993 U.S. National Aerobatic Champion  
1993 International Aerobatic Club Champion  
1985-1996 Member, U.S. Aerobatic Team

1990/1992/1994 Top U.S. Medal Winner, World Aerobatic Championships  
1995 Recipient, ICAS Sword of Excellence Award  
1994 National Air & Space Museum Award for Current Achievement  
1994 NAA Certificate of Honor  
1993 EAA Major Achievement Award  
1991 Voted *Western Flyer* Readers' Choice Favorite Airshow Performer  
1988-1994 Winner of Betty Skelton "First Lady of Aerobatics" Trophy  
1987 Rolly Cole Memorial Award for contributions to Sport Aerobatics

## Museum Report

BY MARILYN COPELAND, Chairman, AEBM

The Women's History month celebration included a tea reception, as well as a program which honored adult women who serve as role models and have challenged themselves in the spirit of Amelia and young women who had written essays with the theme, "A Vision for My Life as Lived in the Spirit of Amelia Earhart."

The educational portion of the day was under the direction of Ree Greenwood, a creative Atchison teacher, and Nilla Childs, descendant of George Putnam and an active advisory board member. Catherine Kovar and Brooks Powell were 99 hostesses.

The Atchison docents have had two general luncheon meetings and are proudly showing the new documented ceiling and wallpapers which are being installed in the upper and lower hallways and two upstairs bedrooms. The third bedroom is being transformed into a museum office for business and archival storage. The walls, woodwork and floors are all finished.

Three highly qualified firms presented estimates to the trustees to develop the interactive program including a kiosk and web site for the AEBM. This project is co-sponsored by the Kansas Tourism Attraction Grant of \$10,500. Jones, Seel, Huyett, an advertising, marketing and public relations firm in Topeka was chosen to develop the script. Phase Two will be the development of the interactive program and web site.

### AEBM Calendar for June-July

All 99s are invited to an open house and AEBM benefit collectibles sale on Saturday, June 20, from 2 to 5 p.m. This is during the Forest of Friendship weekend. The following month, during the AE Festival, July 24-25, a Saturday morning garage sale at AEBM and the VIP reception at 7 p.m. that night will include a great view of the fabulous fireworks, the flyby and bridge lighting. RSVP to me by July 20 if you are planning to attend the VIP reception.



Lou Foudray, AEBM caretaker, shown in front of two Navigators Plaques (\$1,000 or more contributors); a beautiful Zonta plaque with the AE Scholarship medal; a photo of Dr. Eugene Bribach, who contributed the \$100,000 gift to purchase the birthplace and make repairs in 1984; a recognition plaque; and a 99s plaque.

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



### Recent Contributors to the AEBM

Fullerton Chapter	Linda Carroll
Dallas Chapter	Nancy Miller
Golden Triangle Chapter	Harriet Hall
Texas Dogwood Chapter	Beverly Petty
Northeast Kansas Chapter	Hilda Ray
Houston Chapter	Zonta II Club, Kansas City
Joyce Hudgins	Soroptomist Clubs Int. of
Lowell F. Miller memorial	Hays, Winfield and Parsons,
Hilda Deveraux Mickle	Kansas; and Webster Groves,
Nadine Rose Hamilton	Missouri
Holly Rose Don	A silver punch ladle and an-
Ana M. Davia	tique walking stick were con-
Debra Goldstein	tributed by Brooks Powell and
Marla Patterson	a new silver tea set and tray by
Sahnnon L. Jipsen	Marilyn Copeland.

Note: Due to space limitations, brick contributors will be listed in a future issue.



AEBM Trustees and Atchison citizens attending Muriel Earhart Morrissey memorial service on March 7.

### Brick Order Form

\_\_\_ Brick(s) in front walk at \$100 each \$ \_\_\_\_  
 \_\_\_ Brick(s) in side walk at \$50 each \$ \_\_\_\_

Make checks payable to AEBM. Send orders to Marilyn Copeland, 117 SW Winterpark Ln., Lee's Summit, MO 64081.

PLEASE LETTER BRICKS AS FOLLOWS:

Limit is three lines per brick, 13 characters per line.

Please type or print very clearly.

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## 1998 AMELIA EARHART FESTIVAL

Atchison, Kansas

July 24-26

"Wings Around the World"

*Join us in Amelia's hometown  
for a weekend birthday party*

### Friday, July 24

- 2 p.m. - 5 p.m. - Birthday party with cake at the Amelia Earhart Birthplace Museum
- 6 p.m. - midnight - Outdoor concert featuring a trio of bands, a variety of foods and concessions, plus a laser light finale at the Amelia Earhart Earthwork at Warnock Lake

### Saturday, July 25

- 10 a.m. - 5 p.m. - Family fun along the downtown, outdoor pedestrian mall
- 11:30 a.m. - AE Pioneering Achievement Award Luncheon. World Flight pilot Linda Finch will announce the 1998 recipient of the Amelia Earhart Pioneering Achievement Award.
- 5 p.m. - Festivities along the Missouri River. Food vendors, an airplane fly-by and a concert by the American Legion Band of Greater Kansas City.
- 9 p.m. - Dazzling fireworks show over the Missouri River. Dazzling fireworks show orchestrated to music by renowned pyrotechnics specialist Paul Austin.
- 10 p.m. - midnight - Street dance

### Sunday, July 26

- 11 a.m. - 4 p.m. - Continuation of craft fair, displays, games and activities downtown

*For more information, call 1-800-234-1854*

## AMELIA EARHART MEMORIAL SCHOLARSHIP 1998 Application Forms

All application forms,  
*CAREER-UAL TYPE RATING  
RESEARCH GRANT*  
can be obtained by requesting  
from International Headquarters  
after June 15, 1998

Address: The Ninety-Nines, Inc.  
Box 965 - 7100 Terminal Drive  
Oklahoma City, OK 73159-0965 USA

## First Day Covers

BY JEAN PEARSON, Special Projects, AEMSF

Who was the first woman to solo across the Pacific from Oakland, California, to Brisbane, Australia? If you said Betty Miller, a member of the Aloha Chapter, you were correct. Who were the first American women to graduate from an Army Air Force flight training program? It happened 55 years ago when the first class of the Women Airforce Service Pilots (WASPs) received their silver wings April 24, 1943, at Ellington AFB at Houston, Texas.

What do both events have in common? Both events will be commemorated on "First Day Covers" being issued this summer by the Amelia Earhart Memorial Scholarship Fund. All proceeds will go to the fund to provide aviation scholarships to Ninety-Nines. Only 100 First Day Covers of each event will be issued.

First Day Covers are envelopes specially designed to commemorate a specific event or person. They carry significant stamps and bear related stamp cancellations. When the issues are significantly limited in number, they become collectors' items.

Betty Miller's autograph will be on the first cover commemorating her historic flight. The cover will be postmarked in Oakland on April 30 this year, the anniversary of her arrival there.

The second cover for 1998 commemorating the 55th anniversary of the first graduating class in the WASP program will be signed by several 1943 graduates.

The 1998 covers will carry one of the Classic American Aircraft series of stamps issued in 1996. Betty Miller's cover will also carry an Australian stamp.

Fay Gillis Wells, a 99 charter member, started the First Day Cover program in 1963. The original cover carried the Amelia Earhart 8¢ air mail stamp. Fay handled the program for a number of years until she needed more time for the Forest of Friendship program she was developing.

Since 1963, \$38,644 has been raised by the sale of First Day Covers for AE Scholarships. Proceeds go into the AEMSF permanent fund with the interest earned each year going into scholarships.

"I feel this whole project is very worthwhile," Barbara says, "and The 99s should be proud of the amount of money they have contributed to it and the scholarships that have been made possible because of them. The covers are a wonderful collection of interesting aviation events and the people involved in them."

The new covers will be available for \$25 each at the Forest of Friendship in June and the International Convention in Mexico in July. They, along with some remaining covers issued earlier, may be obtained from Barbara Evans, 4307 Quail Run Lane, Danville, CA 94506-5850. All covers purchased are tax deductible.

Yes! Send me

\_\_\_ Betty Miller First Day Covers at \$25 ea.

\_\_\_ WASP First Day Covers at \$25 ea.

Name \_\_\_\_\_

Street \_\_\_\_\_

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

Send to: Barbara Evans  
4307 Quail Run Lane  
Danville, CA 94506-5850

*Tax Deductible*



The Trustees of the Amelia Earhart Memorial Scholarship Fund met March 26 at International Headquarters.

Twenty-five Career Scholarship applications were received covering the following ratings/certificates: Instrument; Commercial; Flight Instructor; Flight Instructor Instrument; Multiengine; Multiengine Instructor; Airline Transport Pilot; Type Rating; and Navajo PCC. Eighteen applications were forwarded to the outside judges.

How many scholarships given will be determined by the total contributions received during the past fiscal year. Thanks to the many Chapters, Sections and individuals who have contributed thus far. Contributions for 1998 were received through May 1998.



Attending AE Memorial Scholarship Board of Trustees Meeting were (Front) B.J. Schermerhorn, Charlene Falkenberg, Peggy Doyle. (Back) Jacque Boyd, Genie Rae O'Kelley, Madeleine Monaco, Jean Pearson.

Kathy Simon, United Airlines representative, met with the trustees to evaluate nine UAL applications. It was a difficult job to decide on the lucky two eligible Ninety-Nines.

Application forms for 1999 will be available after June 15, 1998. All Career and United Airlines Type Ratings applications must be requested from Headquarters in Oklahoma City.

Official announcement of all 1998 winners will be made at the AE Memorial Scholarship luncheon July 10 at Guadalajara, Mexico, during the International Convention.

— Charlene Falkenberg,  
Chairman

## AE Scholarship judges announced

### WALTER J. BOYNE

Walter Boyne was Director of the National Air & Space Museum of the Smithsonian Institution from 1983 to 1986, and Acting Director from 1981 to 1983. He joined the Smithsonian in 1974.

He founded *Air & Space/Smithsonian* magazine, arranged to have an IMAX camera flown on the Space Shuttle, and supervised the production of two of the most successful IMAX films, "The Dream is Alive" and "On the Wing."

He retired in 1986 to pursue a career as a novelist, non-fiction author and consultant, and is one of the few writers to have had both fiction and non-fiction books on the *New York Times* best seller lists.

A career Air Force officer with 5,000 hours of flying time, he is currently Chairman of the Board of Wingspan, Incorporated, which is launching a new cable television channel dedicated exclusively to air and space subjects.



### BRIG. GEN. LESLIE F. KEENE

Brig. Gen. Leslie F. Keene directs the Joint Strike Fighter (JSF) Program, a multi-billion dollar joint-service effort to develop the next generation strike warfare weapon systems for the Navy, Marine Corps and Air Force. She was recently selected for promotion to Major General.

Keene entered the Air Force in 1971 as a distinguished graduate of Auburn University's Reserve Officer Training Corps Program.

She attended the U.S. Air Force Test Pilot School and the Flight Test Engineering Course in 1974 and served in two Pentagon staff positions. Keene served as Vice Commander, Aeronautical Systems Center, Wright Patterson AFB, Ohio, and then as Vice Commander, Sacramento Air Logistics Center, Air Force Material Command, McClellan AFB, California.



### WILLIAM K. KERSHNER

William Kerchner is a flight instructor's flight instructor who teaches his students to prepare thoroughly, to create a professional attitude and to think safety in every aspect of flight.

As a renowned flight instructor, educator and writer, he has made contributions to aviation and aviation safety for more than 50 years. He began flying at 15 and earned his Private Pilot certificate in 1946, his Commercial in 1948 and Flight Instructor rating in 1949.

He joined the Navy and served on a carrier in the Pacific Fleet. While attending college, Bill began writing the *Student Pilot's Flight Manual*, the first in a series of instructional books. After graduation, he worked for the Piper Aircraft Corporation.

In 1964, Bill began to focus on aerobatic training. His courses particularly emphasize safety and understanding basic airplane performance, stability and control.



### SHELLY R. SNYDER

Shelly Snyder, director of communications for the General Aviation Manufacturers Association (GAMA) in Washington, D.C., serves on the Executive Board of Women in Aviation, Inc. She serves on the board of the Aero Club of Washington, is a founding member and past chairman of the National Coalition for Aviation Education, and is a board member and chair of the Political Liaison Committee for the University Aviation Association.

Snyder was instrumental in the development and implementation of the "No Plane. No Gain." Business Aviation Advocacy Program, and is coordinating the public relations efforts for GA 2000, the national industry-wide learn-to-fly promotional program. She recently received the Mervin K. Strickler, Jr. Aviation Education Leadership Award for her commitment and outstanding contributions to aviation education.





## A review of the Amelia Earhart Research Scholar Grant Program

BY DR. JACQUE BOYD  
Research Grant Chairman

In the 20 years since I became a Ninety-Nine, I've been fortunate to have my life touched by the Amelia Earhart Memorial Scholarship in several ways. In 1979, I was awarded the Career Scholarship which I used to obtain my master's degree in Aerospace Engineering Education. In 1994, I was successful in applying for the research grant that funded my research in dealing with female pilots and maternity policies and procedures. In 1996, I became a Trustee on the Amelia Earhart Memorial Scholarship Board and currently serve as the Research Grant Scholar Chairman.

Most of our members are familiar with the Career Scholarship. A relatively unfamiliar aspect of the AE Scholarship Fund is the Research Scholar Grant. Dr. Dora Strother and Jean Pearson, both of whom served on the AEMS Board of Trustees, proposed the grant in the early 1970s. The topics to be considered for the grant were to involve women in aviation, aerospace or fields that impinge on these areas. The technical fields which relate to these are vast: for example, history, sociology, psychology, physiology, anthropometry, administration, etc.

In 1973, the Research Grant Program was adopted by a vote of delegates to the annual convention in Milwaukee. Funding for the research grant is derived from unclaimed monies from the Career Scholarship. (Sue Phillips, who is with Merrill Lynch, serves as a financial advisor to the Board of Trustees.)

### Application process

The process for application for the Research Scholar Grant is quite different from the procedure for the career scholarships. At the most recent meeting of the AE Scholarship Board of Trustees in Oklahoma City, it was decided to eliminate the current deadlines for the grant proposals. At this time, proposals will be accepted year-round and be evaluated twice a year at the annual International Convention in July and the Trustee Board meeting in March.

After the applicant has acquired the necessary materials from Headquarters and has completed the proposal, she sub-

mits the proposal directly to Headquarters. (As a note from personal experience, it is wise to submit the proposal by certified/overnight mail. Make sure you keep copies and you are able to track the packet!) At this time, the Research Scholar Chairman will be notified and obtain the materials. Dr. Dora Strother and Jean Pearson serve as Research Scholar consultants to aid the Research Chairman in evaluating the proposals.

At times, if the research is historical or related to the technical expertise represented by the Trustees, they may feel qualified to judge the technical proposal. This is envisioned as being the case with historical research in aviation, for example. If the Trustees feel it is necessary, technical experts from outside the organization may be contacted. Three judges will be selected from among experts in the field of the proposed research.

### Application packet

The application packet consists of an Application Form, an Eligibility Form, a Fact Sheet and an Agreement Form.

The *Application Form* consists of typical biographical information along with a brief listing of flight time and rating held.

The *Eligibility Form* enumerates the qualifications necessary for application. These include having been a continuous member of The Ninety-Nines for at least two years; having logged at least 150 hours of flight time; agreeing to retain membership in the organization during the research period and for three years thereafter; statement for strict use of the funds; promise to submit progress reports at least quarterly; and an understanding that The Ninety-Nines are to be identified as the funding sponsor.

It is important to note that a Ninety-Nine must be the primary researcher. This was the case in Susie Sewell's grant. She is acting as the agent for students at the University of Oklahoma who are doing the work of the project. If someone wants to do significant research into studies of women in aviation and is not a Ninety-Nine, a current member may serve as the primary researcher. She is not strictly involved in the project but serves as a "sponsor" for the researcher.

The *Fact Sheet* explains the Standard Operating Procedures for the Research Grant.

The *Agreement Form* outlines the copyright procedures, publishing process, submission of materials and work completion.

For further information about the AE Research Grant or to obtain a packet of guidelines for proposal, contact International Headquarters. You may also contact me directly, Dr. Jacque Boyd, Amelia Earhart Scholarship Fund, Research Grant Chairman, Hicks Airfield, Hangar 14-1, 2290 W. Hicks Rd., Box 27, Fort Worth, TX 76131, Phone: 817-439-1810, fax: 817-439-8614, e-mail: 72104.231@compuserve.com

### AE Research Scholar Grant Recipients

1978 - Dorothy Nickamp (deceased), "Annotated Bibliography of Women in Aviation"

1984 - Shirley Render, M.A., Manitoba Chapter, "Canadian Women Pilots: 1923-1984"

1985 - Gayle Vail (address unknown), "The Social Psychological Aspects of Pilot Error Accidents: Male vs. Female"

1986 - Clair Kopp, Ph.D, Southwest Section, "A Study of Spatial Abilities of Female General Aviation Pilots"

1986 - Dorothy Nickamp (deceased), "Annotated Bibliography of Women in Aviation" (continued research)

1992 - Susie Sewell, Oklahoma Chapter, for serving as primary researcher for project to computerize information from *The 99 News*

1994 - Jacque Boyd, Ph.D, Golden Triangle Chapter, "Pregnancy and the Female Pilot: History and Review of Current Administrative Policies and Procedures"

### AE Grant Workshop to be held at International Convention

At the International Convention in Guadalajara, a workshop will be held to more fully explain the grant proposal process. The technical and administrative proposals are well laid out in the Application Guidelines, but the workshop will provide a forum for open discussion about what is expected in the finished proposal. This workshop will enable the participants to understand specifically what means to employ to accomplish that end.



## Attention: Fence-Sitters!

BY JOAN GRANGER  
Convention Coordinator

If you have only been to Mexico's border towns or its lovely beach resorts, you have not *really* been to Mexico. Guadalajara, in the province of Jalisco, is an extraordinarily beautiful cosmopolitan city of exquisite architecture. Our hotel itself is quite lovely, done in the Colonial style. The people there are very friendly and hospitable—and so excited that we are coming!

Your scouting committee and I have been to Guadalajara twice in the last year

to set things up. Pat Ward absolutely fell in love with the city I have known for years and years. "Tourista?" is a thing of the past, as far as big cities are concerned. We even had tacos and beer from a street stand with no "Montezuma's revenge." Gringo Yankees have sequestered themselves happily in Mexico during much of the last century—so come and sample Mexico for yourself.

Don't miss out on a chance to experience this colorful and multi-layered culture and see many of your friends at the same time. You don't want to be the one sitting there listening to your friends flaunting their experiences, do you?

Although Guadalajara is in the same latitude as tropical Honolulu, its altitude is comparable to Denver, Colorado. The result is spring-like temperatures much of the year and uncomfortably humid days are rare. High temperatures range from the mid-70s in January to the low 90s in May, but it always cools off in the evenings, so bring a jacket or light sweater. Casual wear for sightseeing is fine, although wearing shorts inside the cathedral is frowned upon. Bring attire appropriate for dinner at the theater or dining at a good restaurant. Guadalajara has a reputation for being the country's best shopping city.

## Seminar Leaders

### CECILE HATFIELD

Cecile has law offices in Miami, Florida, and practices aviation law. She served as Associate General Counsel for Piper Aircraft Corporation 1987-88, and was with the U.S. Department of Justice for nine years as an aviation trial lawyer.

Cecile graduated from the University of Florida where she was elected to the Hall of Fame and Mortar Board, and received her law degree from the University of Miami. She was Chairman of the Aviation and Space Law Committee of the American Bar Association, and is Treasurer and Florida State Chairman for the Lawyer-Pilots Bar Association. She has lectured and published for the American Bar Association and the Lawyer-Pilots Bar Journal. She is a member of the Royal Aeronautical Society, London, England.

She is proud to have been installed in the Forest of Friendship. She learned to fly in 1963 at Opa-Locka, Florida. She later organized the Angel Derby, serving as its chairman. She has been president of the Florida Women Pilots' Association. Cecile has a Private Pilots license and a ground school instructor's rating. She is a member of the Florida Goldcoast Chapter.



### MARY MARGARET WUNDER

Mary is a member of the Eastern Pennsylvania Chapter and is a Director on The 99s International Board. She graduated from Villanova in 1977 with a Bachelor of Science in business administration. She earned her Private Pilot's license in 1978, followed by Commercial certificate with Instrument and Multiengine ratings. In 1981, Mary became an air traffic controller and is currently with Philadelphia Approach Control.

She promotes general aviation and The Ninety-Nines through tower tours, Career Day programs and speaking engagements to non-aviation organizations such as Rotary and the Girl Scouts.

While Chapter Chairman of the Eastern Pennsylvania Chapter (1990-94), Mary was instrumental in establishing their Chapter Scholarship to encourage women to *start* flying. She has been honored with the "Woman of Vision" Award from the Montgomery County Women's Conference and a Special Achievement Award from the FAA. Mary also participated at the World Precision Flying Competitions at Fort Worth as a gate judge.



# Guadalajara

## Tuesday, July 7

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

## Wednesday, July 8

0800 - 1700	Board of Directors meeting
1200 - 1900	Registration & Credentials
1800	Board of Directors
	Council of Governors Reunion

## Thursday, July 9

0800 - 1900	Registration & Credentials
0800 - 1700	AEMSFS Trustees meeting
0900 - 1300	OPTIONAL TOUR # 1: CITY TOUR
1600 - 1730	Council of Governors and Chapter Chairmen
1800 - 1900	Pre-convention Communications Session
1830 - 1930	President's Reception sponsored by the Crowne Plaza
1930 - 2100	Guadalajara Fiesta - Mariachi Band, cash bar, local beers

## 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	AEMSFS Luncheon
1430 - 1515	AEMSFS Reception
1500 - 2230	Tlaquepaque Village Tour

## Saturday, July 11

0830 - 1230	Second General Session
0830 - 1230	OPTIONAL TOUR #3: 49 1/2 and guests
1400 - 1445	Concurrent Seminars
1500 - 1545	Concurrent Seminars
1600 - 1645	Concurrent Seminars
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

**Joan Granger needs to have arrival and departure times or you will not have transfers to and from the hotel.**



## 1999 Convention Oklahoma City, Oklahoma July 21-25

The 1999 Convention will be held July 21-25 in Oklahoma City, Oklahoma, for the Grand Opening of The Ninety-Nines Museum of Women Pilots. The Westin Hotel will be the Convention Hotel in downtown Oklahoma City. Past International President Joyce Wells is the Convention Planner for the event.

## Flight to the 21st Century Convention 2000 San Diego, California, USA July 9-17

By Susan Larson, San Diego Convention Chairman

Preparations are under way for a very successful International Convention in San Diego, July 9-17, 2000. Our theme is *Flight to the 21st Century* and our goal is 2000 in 2000.

We have a contract with the Doubletree Hotel in the Mission Valley area of San Diego. Room rates are \$110/room with up to four persons in very spacious accommodations. The hotel is located on the newly expanded trolley line that serves Old Town and other San Diego highlights and attractions.

The "San Diego Six," consisting of Palomar, Mission Bay, San Diego, El Cajon, Borrego Springs and Coyote Country Chapters, will be taking on much of the local activities, such as transportation, tours, hospitality and the like. However, we have many individuals and Chapters who will be responsible for other areas such as decorations, registration, promotion and donations.

Although the meeting is still two years away, there are many tasks to delegate and accomplish to assure a smooth and successful convention. I will need all the help I can get. If you can volunteer to help in any way, please let me know. I can be reached at:

5907 Killarney Circle  
San Jose, CA 95138  
Phone: 408-274-9152  
Fax: 408-274-9182

E-mail: susanlarson@compuserve.com

Let's have fun while we prepare our  
*Flight to the 21st Century!*



## SUN 'N FUN

### The 99s at Sun 'n Fun

BY BARBARA SIERCHIO

Sun 'n Fun Committee Chairman



Barbara Sierchio

The Ninety-Nines enjoyed their new location on Club House Row at Sun 'n Fun. Our neighbors are Silver Wings, and OX5, and the Young Eagles' tent was across the road. En route weather prevented some planes from flying in the first part of the week, but many people from the East Coast drove and the weather was delightfully cool most of the time.

Nancy Wright and I co-chaired the building and attended all of the preliminary meetings for Sun 'n Fun. Our husbands spent several weekends working on the building; Sun 'n Fun workers moved the building and built us some very nice new steps.

President Lois Erickson and board member Vicki Sherman spent several days with us. There were 250 members of The 99s from all over the United States and Canada, as well as one from Saudi Arabia. We had 175 guests, including a woman pilot from Denmark and one from The Netherlands.

We signed up 15 new members and reinstated four former members. Information about The 99s was given to a number of pilots and student pilots. Eleven WASPs shared our building. We were invited to their luncheon and enjoyed their talks. We invited them back again next year and they accepted. We were adopted by a NTSB inspector who spent a lot of time at the building.

Genie Ray O'Kelley popped in with information on this year's Air Race Classic. The Florida Suncoast Chapter held their meeting in the gazebo. We participated in the volunteer workers' annual parade, with balloons and inflated airplanes on our van, which was a big hit with the Air Traffic Controllers. There was a hangar party for 99s and their guests. Make your plans to include Sun 'n Fun in 1999, April 11-17.



View from top of FAA building at Sun 'n Fun, Lakeland, Florida



(L-R) NTSB's Corkey Smith and his daughter Carolyn, 99 Pat Noren, WASP Ethel Finley, WASP Scotty Gough, WASP Mickey Faber and 99 Nancy Wright at Sun 'n Fun.



# SAFETY CORNER

BY  
ELIZABETH MATARESE  
Patomac Chapter  
FAA National Headquarters

## The Flavors of LAHSO

Now that Land and Hold Short Operations (LAHSO) have been formalized, distinctions are being made for runway conditions and for night. For all intents and purposes, LAHSO originally was used primarily in daytime with dry conditions. With the advent of marking, lighting, and signing specifically developed for LAHSO, distinctions involving runway conditions were defined.

These additions are intended to enhance airport capacity at night and even in conditions where the runway surface is contaminated. And, while the requirements for conducting LAHSO Wet and at night were developed to ensure safety, pilots must recognize that LAHSO can and does impose demands on pilots that should be well understood.

Currently, only a few airports are equipped to conduct all types of LAHSO, but the number will increase as more airports acquire the requisite marking, lighting, and signs for LAHSO and use friction measuring equipment to assess runway surface conditions.

### Some definitions

**Contaminated runway** - As it pertains to LAHSO, this term refers to a runway where there is standing water, ice, snow, slush, frost in any form, heavy rubber deposits or other substances present. This is important because contaminants degrade the friction necessary for stopping.

**Friction measurement** - This term refers to the actual quantitative value that results from using a continuous self-watering piece of equipment on the runway surface. Specifications, procedures, and schedules are contained in Advisory Circular 150/5320-12, *Measurement, Construction and Maintenance of Skid-Resistant Airport Pavement Surfaces*.

**Runway conditions** - There are two basic conditions associated with LAHSO:

(1) Dry runway - No visible moisture.

(2) Wet runway - Visible moisture on the runway other than those conditions that are defined as contaminants.

Thus, both LAHSO-Dry and LAHSO-Wet can be in effect at an airport. In addition, further differentiation and requirements must be met for LAHSO conducted at night.

### LAHSO-Dry

For the conduct of this operation, the weather conditions must be equal to or greater than a ceiling of 1,000 feet and a visibility of 3 statute miles. The LAHSO Available Landing Distance (ALD) or useable length (Jeppesen) must be dry, and the tailwind on the hold short runway shall be calm (less than 3 knots). In addition, when the wind instruments are inoperative, *only* the wind direction may be estimated. This will come from pilot reports or a windsock, e.g.

For LAHSO-DRY-NIGHT, lights at the runway hold position must be operational. If two (or more) of these in-pavement lights are not operational, the procedure must be terminated. If lights are installed at a runway/runway intersection (for NIGHT LAHSO) and are operational, they shall be used for LAHSO DAY as well.

Notification of LAHSO at an airport can be accomplished in several ways. The ATIS at those airports having Automatic Terminal Information Systems shall include an announcement that "Land and Hold Short Operations are in effect."

The announcement might also be "Expect landing on Runway 22 to hold short of Runway 27." At airports not served by an ATIS, or where the ATIS is not operational, the pilot will be advised by Air Traffic Control on initial contact or as soon as practicable thereafter, to expect a LAHSO clearance.

If an arriving pilot identifies him/herself as a "solo" student, that pilot shall be offered a LAHSO clearance only for DRY-DAY runway/runway. Aircraft conducting closed traffic operations will be advised only once of LAHSO. Acknowledgement of the ATIS is also sufficient.

Of utmost importance is the fact that LAHSO shall be terminated for any situation or weather condition that adversely affects the operation. This decision is made in the Air Traffic Control Tower (ATCT). Monitoring conditions on the airfield, receiving reports from pilots, and using reasonable judgment about the necessity of

issuing LAHSO is a critical responsibility. The pilot is also a key player in accepting or declining a LAHSO clearance.

### LAHSO-Wet

LAHSO-Wet requires special criteria. In addition to the LAHSO Dry criteria, LAHSO Wet involves several other items.

- LAHSO Wet shall not be conducted when pilots report braking action less than "good."

- LAHSO Wet shall be conducted only when the hold-short position lights are operational and "ON."

Approval of LAHSO Wet is conditional on the runway surface. Runways must be grooved in accordance with AC 150/5320-12 or have porous friction course. The ALD must not be contaminated, and friction measurement values must be at certain levels prior to implementing LAHSO.

Because LAHSO affects many operational aspects, agreements between the Air Traffic Control and Airport management are paramount. In addition, at Part 139 certificated airports, the FAA Airport Certification Safety Inspector plays a role in determining that marking, lighting and signs are in accordance with standards. The FAA's Offices of System Safety and Flight Standards are involved in LAHSO matters as well, in developing aircraft operational criteria and issuing supplemental guidance from time to time.

As aviation growth continues and more people take to the skies—whether as pilots or passengers—airports are becoming busier and busier. Next time you visit the "mall at the airport," think back to when the terminal was a bare-bones building merely connecting landside to airside; when an airport had one or two runways, or perhaps three in a triangular configuration if it was a converted military field.

Compare that to today's airport with multiple parallel runways and taxiways that accommodate both aircraft and ground vehicles of all types. Because of the need to keep things moving, LAHSO was developed. Maximizing occupancy of the runway is the name of the game, but everyone must be heads up and proficient with his or her aircraft to make it a safe operation!

*Next time: LAHSO on other airport locations. It never ends.*



# TAKE OFF

with a mystery series that soars  
to new heights in suspense and adventure!

"Completely original and uniquely Alaskan."  
—Sue Henry, author of *Death Takes Passage*

## DEAD STICK

FIRST IN THE NEW MYSTERY SERIES



MEGAN MALLORY RUST

### Out of the wilds of Alaska comes a new breed of aviator.

She's Taylor Morgan. She's an Alaskan Air Rescue pilot, and saving lives is her business.

From sexist coworkers to midnight rescues to navigating the untamed Alaskan wilderness, she's seen almost everything. But when a colleague's fatal crash turns into a case of murder, this pilot must turn PI to find the truth—before she too meets with a deadly "accident"...

*Megan Rust is a former Alaskan pilot. After a devastating accident she reinvented herself as an author. This is her first book.*

"Megan Rust, herself an Alaskan native and a professional pilot, has created a refreshing heroine in Taylor Morgan in this promising new series." —Nevada Barr, author of *Endangered Species*

"A strong new voice of the mystery genre."

—Sue Henry, author of *Death Takes Passage*



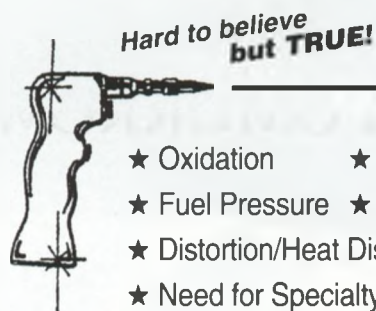
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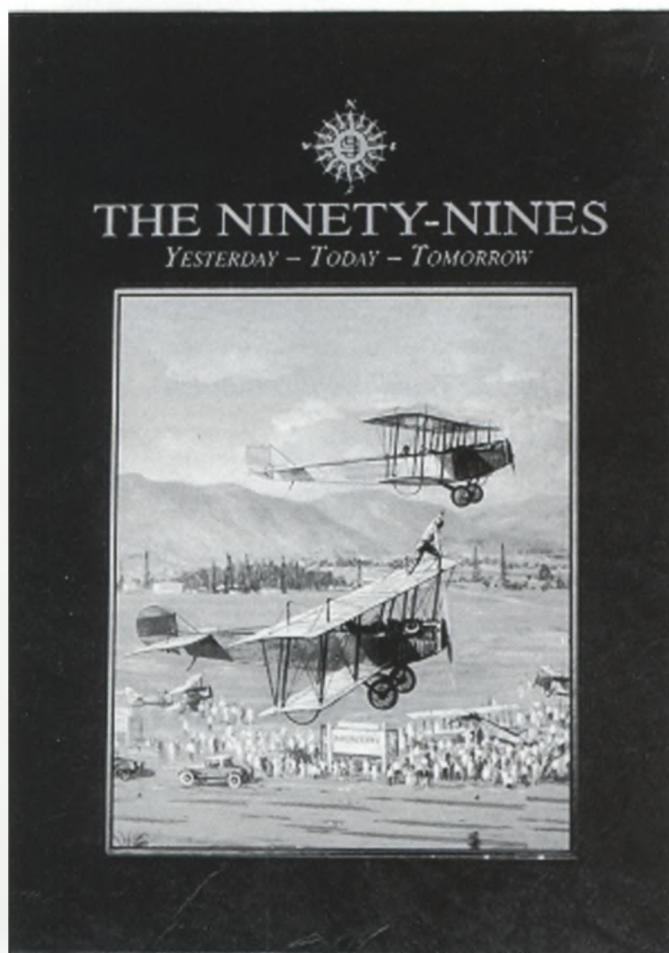
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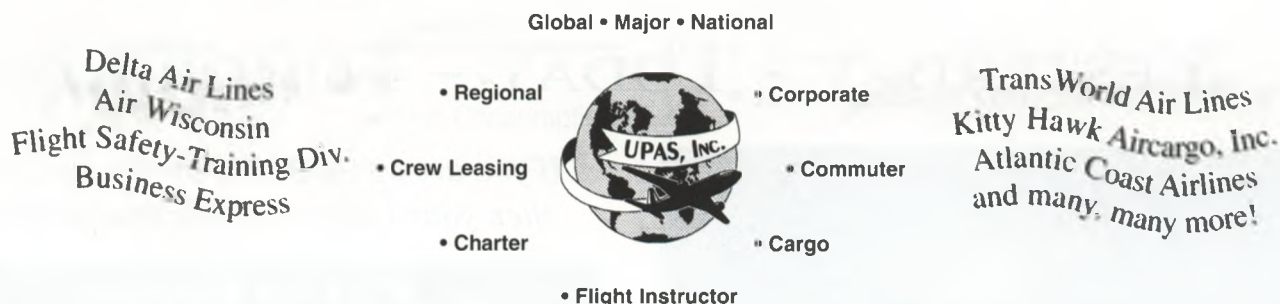
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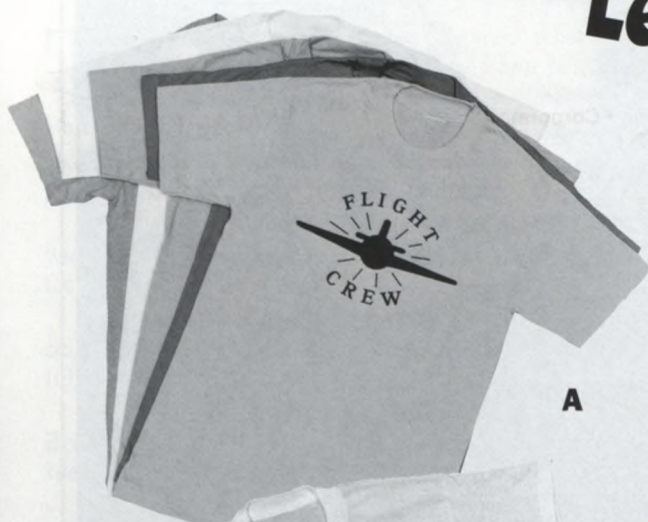
- Outdoor concert at the Amelia Earhart Earthwork featuring jazz, blues, country and pop rock bands.
- Festivities along the city's downtown, outdoor mall featuring a crafts fair, aviation and educational exhibits, childrens' activities and ethnic foods.
- Book signing and speaking engagement by Susan Butler, author of the 1997 biography, "East to the Dawn: The Life of Amelia Earhart."
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## The 99s Museum of Women Pilots

BY C.J. STRAWN, Palms Chapter

Thanks to many of you who participated, what we have up to now been calling the "Second Floor Museum" now has a new name: "The 99s Museum of Women Pilots." Here is a brief update...

- The floor of beautiful lavender terrazzo with a large brass 99s' logo in the center is finished. Stunning!

- The "Wall of Wings" construction is complete. It's 20 feet wide, made of solid oak moldings and pilasters, and now ready for the names to be added.

- In the Wall of Wings area and the oral history room, the ceilings have been raised 18 inches, which opens up the space! It is so much better!

- A painting at the terminus of the 1929 air race by a famed British aviation artist is progressing nicely and it is going to be spectacular! It will be finished in time for the Grand Opening.

- Carpet has been installed in the main museum room. The blend of brown, lavender and an oak color is very practical and won't show soil.

- The gift shop construction is coming along well, although it still needs painting and some antique wallpaper.

- It's not too late to have your name placed on the Wall of Wings (\$500 donation) or you may have your name on a cabinet (\$1,500 donation).

- Claire Walters reports the total amount raised for the museum now exceeds \$200,000. You should all be very proud of what you have accomplished with this amount of money.

- Claire requests that you keep sending in your donations. There's so much more to complete: the library and oral history rooms, and the furnishings, as well as preparations for the opening.

- Be on the look-out for women's aviation memorabilia and send it along to 99s Headquarters.

- Plans are beginning for the grand opening of the museum at the 1999 International 99s Convention in Oklahoma City. It should be a great party with a band, and a ribbon-cutting ceremony, the whole ten yards! The works!



## THE NINETY-NINES MUSEUM OF WOMEN PILOTS

I want to help preserve historical artifacts for future generations of women pilots.

I want to make a tax deductible contribution of \$ \_\_\_\_\_ to the Museum.

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Mail to Ninety-Nines Headquarters, Box 965, 7100 Terminal Dr., Oklahoma City, OK 73159-0965 or Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066



## International Forest of Friendship

BY MICKEY PARMAN.

The annual celebration of the International Forest of Friendship will be held in Atchison, Kansas, June 19-21. Co-chairs Fay Gillis Wells and Dave Dennis have chosen "Back to the Future" as the theme, saluting the re-emergence of lighter-than-air craft.

The late Ferdinand Graf Von Zeppelin, who built the line of dirigibles known as Zeppelins in the '20s and '30s, was inducted as an honoree at the Forest last year. This year, members of his family from Germany will be in attendance. Ferdinand's great-grandson, Albrecht Graf Von Brandenstein Zeppelin, is involved in the construction of a new Zeppelin NT in Germany, and the famous aircraft will once again soar through the air.

Eleven honorees will be inducted into the Forest, including Meriam Filskin, executive assistant to TWA President Jack Frye

during World War II, and several WASPs and 99s.

Memory Lane honorees are proposed by sponsors who contribute \$300 to the Forest to help defray the cost and installation of the 12" x 16" x 4.5" granite plaques. Those wishing to sponsor a person should submit a biography, a picture of the honoree and a check for \$300 (tax deductible) to the International Forest of Friendship, P.O. Box 99 AE, Atchison, KS 66002, for consideration by the board.

At this year's celebration, a special salute will be paid to the late Joe Carrigan, co-chair of the Forest for 20 years. A waterfall fountain, a beautiful addition to the natural beauty of the Forest, is being built in celebration of Joe Carrigan's life. Friends of the Forest who wish to donate to this richly deserved honor, may send contributions to International Forest of Friendship-Fountain, at the address listed above.

## WOMEN IN AVIATION

### WIA Conference

BY CAROLYN WILLIAMSON

Women in Aviation, International

At its 9th Annual International Women in Aviation Conference this year, Women in Aviation, International (WAI) demonstrated their theme of "Rising to New Heights." by breaking all previous attendance records. More than 2,100 people gathered in Denver, Colorado, to listen to dynamic speakers and visit more than 120 industry exhibits. They also took advantage of the excellent opportunity to network with other attendees from all 50 states and nine foreign countries. There were representatives from all of the various segments of the aviation industry as well as from 37 colleges and universities that offer aviation degree programs.

In addition to the FAA IA Renewal

Seminar, more than 30 concurrent seminar sessions were held on topics ranging from Pilot Career Planning and Professional Interviews to AMT Certification to Delivering Dynamic Presentations and Diversity Leadership.

WIA, International awarded \$284,000 in organization and industry-sponsored scholarships at the closing banquet on March 13. Several of these scholarships went to members of The 99s, including Evelyne Tinkl, Hampton Roads Chapter; Melanie Neumeier, Michigan Chapter; Kathryn Hansen, Southwest Section; Ava Sumpter, Houston Chapter; Patricia Moody, Florida Firstcoast Chapter; and Jacqueline Ann Lucas, Greater Detroit Area Chapter.

The 1998 awards presentation was a record-breaking event for the organization," said WAI President Peggy Baty. "With continued industry support, the

event at next year's conference which will be held March 18-20 in Orlando, Florida, should be even better."

The organization's new bi-monthly magazine, *Aviation for Women*, made its first appearance at the conference. A brochure providing statistical information on women in aviation careers was also distributed. **Statistics in the brochure show 41,120 pilot certificates are held by women.**

There are 13,909 non-pilot certificates (maintenance technicians and flight engineers) held by women and of the 20,000 air traffic controllers, 3,000 (15%) are women and 20 (20.4%) of the astronauts are women.

Complimentary copies of The Facts 1998 pamphlet may be obtained from WIA, International, Morningstar Airport, 3647 S.R. 503 South, West Alexandria, OH 45381.



Anita Lewis, Kay Roan, Jaye Howes, Mardell Haskins and Dee Bowers at The 99s luncheon at the Women in Aviation Conference in Denver, Colorado.

### Number of women in U.S. holding Aviation Pilot Certificates

- 41,120 total pilot certificates\*
  - 11,632 student
  - 20 recreational
  - 14,868 private\*\*
  - 5,495 commercial\*\*
  - 3,346 airline transport\*\*
  - 4,667 flight instructor

\* Total includes categories not shown

\*\* Total includes women who have dual certificates



## Does your Chapter have a Mentoring Program?

BY ILSE HIPFEL, International Membership Chairman

I wonder whatever happened to whatshername? I haven't seen her in awhile," or "Whatever happened to that new member who came to our meetings a few times?" If these are questions you could be asking, listen up and take heed. No Ninety-Nine member should disappear from your roster as someone you did not know or one who dropped out due to a lack of interest. We must keep our Ninety-Nines together—informed and involved. Now, how do we do that?

A number of large Chapters have developed a *mentorship type of program* to keep their less active members informed and to bring their new members under the wings of another well-established member, involving them in Section/Chapter activities and providing them with basic support.

If each of us would make it a point to take an active interest in our fellow Ninety-Nines and develop an informal follow-up mentorship type of program, it would help keep inactive and new members in touch. This would benefit not only the Section and the Chapter but it follows with our organization's theme to support a fellow woman pilot in efforts to promote our love of aviation.

At your next Chapter meeting, consider developing a simple plan to start a mentorship program to pair up your more active members with inactive or new members. When developing this mentorship program, remember that this is not a one-time shot to promote membership retention. It needs to be a very sincere effort to throw out a line of communication to someone who may have thought they were lost or no longer important or needed in the composition of the Section's/Chapter's membership.

If your Section/Chapter already has an established mentorship program, would you please forward a copy to me? And if you need help in developing your own mentorship program, do not hesitate to request a sample mentorship program packet. My address is: Ilse E. Hipfel, International Membership Chairman, PO Box 963, Placentia, CA 92871, USA.

Of the more than 40,000 pilot certificates held by women, about 7,000 of them are members of The 99s. That means there are more than 30,000 women pilots who are prospects for the camaraderie, friendship and support that comes from being a member of The 99s.

## Attention all members

Any changes and corrections need to be sent to Headquarters immediately in order to be included in the new 1998-99 Membership Directory.

### HEADQUARTERS IS IN NEED OF THE FOLLOWING:

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- Supervision of day-to-day operations of 99s Headquarters, including business office, museum, resources and archives.
- Support Mission Statement & financial objectives
- Supervise Headquarters staff and volunteers
- Member relations and support services
- Fund-raising and public relations
- Local community involvement
- Report to Board of Directors through the President
- Involvement in long-range planning with the Board

#### Qualifications:

- Minimum of five years management experience with some experience in a nonprofit corporation preferred
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## WELCOME THESE 46 WOMEN PILOTS TO THE NINETY-NINES

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La Rue B. Bell, *Mid-Columbia*  
Melanie M. Blind, *Houston*  
Catherine Brazier, *Southeast Section*  
Kathleen Marie Brown, *Intermountain*  
Michele M. Carlucci, *Utah*  
Pat A. Cox, *Houston*  
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✓ Jacquelynn Estes, *Shenendoah Valley*  
Sharon R. Fuchs, *Eastern Pennsylvania*  
Bonnie L. Garcia, *Florida Suncoast*  
Valerie E. Gattis, *Northeast Section*  
Paulette Gaye Gilbert, *Phoenix*

Kerri Lynn Gilday, *Bay Cities*  
Catherine Anne Hansen, *Antelope Valley*  
Tina Patricia Harold, *Florida Firstcoast*  
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## EAA Young Eagles Program

*The 99s may participate in the EAA Young Eagles Program by an agreement with The EAA Aviation Foundation. Young people between the ages of 8 to 18 are given the experience of a free ride in an airplane. These flights are to be made during a Young Eagles Rally which is 99-sponsored, a flying event scheduled and conducted for that purpose.*

### Procedures for obtaining Chapter Flying Event Insurance

1. Make prior written request for each rally, by date(s). Send Form A to The Ninety-Nines, Inc., Box 965, 7100 Terminal Dr., Oklahoma City, OK 73159-0965.
2. Include payment for insurance premium with request 10 days prior to the event.
3. Confirm Chapter has recorded in the minutes of Chapter Meeting that a motion/resolution was passed to "sponsor and conduct" a Young Eagles Rally for which the insurance was requested.
4. Receive the Certificate of Insurance which is issued to include the Chapter as Named Insured and provide coverage for the specified date(s).
5. Comply with any additional requirements specified for such events in the EAA Guidelines, 99 procedures/rules of event and FAA (or DOT) Regulations.

### Requirements for each Demonstration Flight include

- Signed permission form from parent/guardian of each Eagle Flight candidate.
- Pilot must be current member of The Ninety-Nines, Inc., or the volunteer pilot may be a non-member who has been specifically approved by the chairman of the event and who meets all other 99-demonstration flight requirements.
- Private Pilot Certificate, or equivalent; has logged 200 hours flight time.
- Current Medical/FAA or equivalent in country of flight, such as Canada.
- Biennial/90-day currency up to date.
- Single engine aircraft with current Standard Airworthiness Certificate.
- Preferably only one or two Young Eagles on board at a time, maximum three.
- Pilot's authorization from Chapter to participate (credentials checked).
- All flights must be local, day, VFR.
- Proof of aircraft liability insurance if pilot is flying own aircraft, or proof of non-owner liability insurance if pilot is borrowing or renting. Safety is foremost, but all pilots must have proper insurance to participate.

A current CFI or Aviation Safety Counselor must be present during a Rally to monitor the flight operations. She or he may make safety recommendations at any time it is deemed advisable or necessary.

### Important

This flying event is *not* a fund-raiser. No money can be received from a Young Eagle—not even a donation to cover fuel costs can be accepted by the Chapter, or any pilot, for participating in the Young Eagles Program. The Chapter may, at its option, reimburse the pilots of out-of-pocket fuel costs incurred from their participation in the Young Eagles Program.

A 99 cannot fly in an EAA-sponsored Young Eagles Rally, or fly a Young Eagle as an individual, unless she is a member of the national EAA. Insurance available to EAA members will not cover authorized organizations; nor will ours cover EAA. Young Eagles Program Guidelines and Flight Kits are provided by EAA; available from EAA or 99 Headquarters. Call or write ahead of time.

## Flights reward aviation students

BY MARY VAN VELZER, Orange County Chapter

On the first Saturday in April, members Celia Vanderpool, Chris Stulik, Patty Murray and Coleen Handrahan flew Celia's Aviation Science students out of Oceanside Airport as a special achievement award for their excellent academic performance at San Clemente High School, in San Clemente, California. Celia flew her Cessna 180, Patty flew her Piper Arrow and Chris flew her Beech Bonanza.

Celia Vanderpool, Orange County Chapter, teaches an aviation class at San Clemente High School. She began the class about four years ago and the class is right on course. On April 7, the *L.A. Times* carried a lengthy story with pictures.

About 50 students a year are learning to apply math and science in preparation for such varied careers as airplane mechanics, airport designers, flight attendants, navigators, radio dispatch operators and pilots.

Experts say demand for such classes at high schools and community colleges could take off in the next few years as the strong economy fuels an increase in airline hiring.

"Aviation is a growth industry," Hank Verbais, program manager and education outreach coordinator for the Federal Aviation Administration in Los Angeles, said. The San Clemente High School program, the first of its kind in Orange County when it began in 1994, is one of a dozen in California and about 150 across the nation.

Buena Park High School started a similar, expanded program in 1996 and now has about 250 students enrolled.

Federal Aviation experts project that the commercial airline industry will double from its current level of nearly 600 million passengers a year to about a billion in 2010.

Philip Woodruff, who works with education programs through the FAA's headquarters in Washington, D.C., said studies show that most young people can identify only four types of aviation-related careers: pilot, aeronautics engineer, flight attendant and air traffic controller.

"But there are hundreds of careers in the fast-growing field," he said, "including jobs in airport design and computer technology. We are in the aerospace age. It would be good if every kid had an opportunity to explore aviation and career opportunities in high school."

The San Clemente program started as a one-semester class, then expanded to a full year. Its students can explore all aspects of aviation and aeronautics, including completion of the FAA ground school requirements for a pilot's certificate. Some students move on to flight instruction during their own time. Others use the course to meet the school's science requirement.

There are always students on a waiting list for the class. With help from NASA and a number of local businesses, Celia has gathered the flight instruments, maps, navigation tools, flight simulators and other materials needed to meet FAA ground school requirements.

This month, Celia's students are drawing detailed runway maps of local airports and working on flight plans.

Celia and some of her students were featured on the cover of the 99 News in Jan/Feb 1996.



# GRASS ROOTS



*Southwest Section Meeting in Costa Mesa, California.*

## Southwest Section Winter Business Meeting

Orange County Chapter hosted the Southwest Section's Winter Business Meeting on February 7 at the Country Side Inn in Costa Mesa, California. Ideas for Chapter newsletters, flying activities, leadership recruiting and creating Section meetings that fly were some of the issues addressed at the all-encompassing workshop.

Susan Larson, past Governor of Southwest Section, gave a report on AOPA's Airport Support Network, and how important it is for the public and the aviation community to support the small general aviation airports to keep them from closing.

Mardell Haskins reported on chartering the Section in Germany on December 4. Some final plans were discussed regarding the Section's Fall Meeting in Park City, Utah. Also covered was the announcement and plan for Southwest Section to host The Ninety-Nines International Convention in San Diego in the year 2000. Susan Larson, San Joaquin Chapter, will be Chairman of this event. To appreciate the amount of enthusiasm and dedication to the wonderful world of flying demonstrated by this group of more than 50 dedicated members, you really had to be there.

—Mary Van Velzer

## German Section

The Section met on March 19 where Governor Josafine Schuhmann talked about her interesting and very impressive days at The 99s International Board of Directors meeting in Oklahoma City. Another highlight was the planning of the Section's first-ever event. It is a fly-in scheduled for

August 28-30, which includes a rally to one of the islands in the North Sea, night-flight training, questionnaires and a lot of other activities.

In the next few weeks, I'll send my former LUFTHANSA female cockpit uniform for the new museum at 99s Headquarters.

—Andrea Moeller



*Marion Hartley, Governor Marilyn Moody, past Governor Nancy Jensen and Phyllis Sproul at the Aviation Conference.*

## Northwest Section

Section members of Greater Seattle and Western Washington Chapters staffed an information booth at the annual Aviation Conference.

held at Puyallup Fairgrounds on February 21. Elsewhere on the grounds, the two Chapters held a Flying Companion Seminar with 43 attendees.

## Maple Leaf Chapter

The Chapter held a successful Flying Companion Seminar at RCAF 427 Wing on February 7. Seminar topics were presented by members Sue Ehrlander, Sue Kime, Peggy Smith, Sharon Moon, Pat Crocker, Cheryl Wheatley, Thery Preston, Debbie Kiekens, Wanda Parnell. We will do it again.—Pat Crocker

## British Columbia Coast Chapter

More than 50 pilots attended the Chapter's 18th Annual Safety Seminar held on February 21 at the University College of Fraser Valley. The theme was "It Could Happen to You." Tony Swain of COPA was a featured speaker.

—Colette Morin

## Hampton Roads Chapter

Mary Allen, Hampton Roads Chapter's youngest member, won a scholarship to the Women in Aviation Conference. She is a first-year student at the University of Cincinnati, with a dual major in music and in the aviation technology professional pilot training program.—Carole Trump

## Tennessee Chapter

Our Chapter will hold a joint meeting with the Silver Wings Fraternity to roast Ferris Thomas, a long time member of Silver Wings and the husband of the late Ruth Thomas. All proceeds will go toward a scholarship to honor the memory of Ruth Thomas and Lady McReynolds.

—Evelyn B. Johnson



*Jody McCarrell, NIFA Advisor for the South Central Section gives NIFA Executive Director Gary Hemphill a check for \$500 from the South Central Section. Next year's chief judge, Jerry Anne Jurenka, Texas Dogwood Chapter, looks on.*





First Canadian Chapter members Shirley MacDougall and Shirley Allen receive their 30-year pins. Margo McCutcheon, Pat Lee, Jean Hancher and Beryl Scudallari receive their 20-year pins.

### Indiana Dunes Chapter

Every year, members of the Indiana Dunes Chapter visit a local nursing home on Valentine's Day. The members collect small gifts during the year and present them as Valentine's gifts to the residents. This year, we started with an informal talk for the ambulatory ladies and gentlemen. We introduced them to the world of flying by giving them information about The 99s. Then, each of the members present told a little bit about their flying and themselves. The activity director asked many interesting questions concerning various aspects of the training program, numbers of hours, cost, etc.

At the end of the talk, we gave each person several gifts. After

that, we briefly visited with the bedridden residents and gave them their Valentines. The residents really do enjoy having us come, and it makes their Valentine's Day more special. The *big bonus* is how they make us feel.

—Christine Murdock

### Michigan Chapter

Our Chapter celebrated Amelia Earhart's life on February 8 at our 41st AE Luncheon held at the Fox & Hounds of Bloomfield, Michigan. Allison Drum, coordinator, welcomed all. Gini Sutherland delivered the invocation and Patti Uncapher led a toast in honor of Amelia. Many members of the Greater Detroit Area Chapter joined us in welcoming our guest

of honor, past International President Bea Steadman (1969-70).

Bea told us of her dream as a high school student to enter the field of medicine. But one chance ride in an airplane gave wings of flight to another dream. She worked diligently at becoming the best pilot she could become, at times working with instructors who expressed strong, negative opinions about women becoming pilots.

Those opinions gave her the determination to go on and become an instructor. She thoroughly enjoyed teaching and training her students—always stressing to be better than just good pilots. Her career in flying covers several Transcontinental Air Races (Pow-

der Puff Derby) and international air races. She was instrumental in organizing the SMALL race for Michigan in 1957.

—Grace Lienemann

### Greater Seattle Chapter

At our March meeting, members and guests of our Chapter toured the Seattle-Tacoma airport, including tower, TRACON and operations office for the airport. The 13 people were divided into three smaller groups to allow us to fit into the tower and so as to be less distracting to the TRACON operators. The tour was organized by Jenny Bessler, a member of the Western Washington Chapter who works at the airport.

Five members participated in two "Expanding Your Horizons" workshops conducted for junior high girls in late March. The events were held on the campuses of Highline and Green River Community Colleges. Eva Parks, one of the AAUW planners, recruited Barbara Kajiya, Nancy Jensen, Liz Lundin Joglich and me to participate in workshops aimed at encouraging the girls to consider math and science as exciting options for career opportunities.

—Marian Hartley



North Jersey Chapter members stand proudly before the exhibit the Chapter created for the Aviation Hall of Fame at Teterboro Airport (TEB), Teterboro, New Jersey.

The splendid second-floor exhibit is a vital testimony to the brave women pilots from the area who distinguished themselves in the past and continue today to open new frontiers in aviation. The Chapter is gratified by the opportunity to salute them by collecting the materials, building the displays and presenting the pictorial exhibit which is now open to the public.

—Lesley G. Miller

### North Jersey Chapter

In the shadow of the Teterboro Airport tower, the Chapter held its annual Student Pilot Forum on Saturday, April 4, at the Aviation Hall of Fame. Nearly 100 attendees benefited from the panel discussion and question and answer opportunity. The leaders were 11 professional aviation specialists, chosen for their expertise in aviation education, communication and regulation. We had a flight service briefer (AFSS), an air traffic controller (FAA), an aeromedical examiner (AME), instructors from both Part 61 and Part 141 schools, an aviation safety inspector (FSDO), a legislative advocate (MAAC), the vice president of an aviation insurance company, a designated examiner (ATP) and a newly licensed pilot (ASEL).

The alphabet soup may have been confusing for the new, mostly young students, many of whom have yet to have that first flight lesson. However, the morning concluded with four workshops (Weather Briefings, Communicating with Air Traffic Control, Navigation and "Things to do after you get your license"), which were designed to make the adventure into the world of flying more understandable and enjoyable.

We were particularly encouraged by the number of women who showed up eager to become pilots. Our thanks go to Mary Sullivan who chaired this year's Forum and the many Chapter members who participated.

—Lesley G. Miller



### Women With Wings Chapter

Our annual fundraiser, selling entertainment books for the Cleveland and Canton areas, earned our Chapter more than \$800. Sue Campbell was the top seller with 24 books, and was rewarded with a free book for her efforts.

—Heidi Dietz

### Western Washington Chapter

Forty-three people participated in a Flying Companion Seminar which our Chapter held at the Northwest Aviation and Trade Show. Anita Taylor was co-chair for the event which was sponsored jointly by Western Washington and Greater Seattle Chapters. New members were signed up at our booth and an aviation theme quilt and pillow were popular raffle items.

Marilyn Moody, Toni Reinhard and Doris Wolfstone assisted in another Fear of Flying Clinic. At least 95 percent of the participants took a big step towards conquering their fears on a flight to Spokane, Washington. It's always a thrill to see the progress people make during two weeks of concentrated effort.

NW Section Governor Marilyn Moody piloted her Bonanza from Everett, Washington, to Eugene, Oregon, on March 20. Cleo Webb of the Cook Inlet Chapter and I went with her. Carolyn Carpp, International Secretary, and Joyce Harding, another Chapter member, also attended this interesting and fun event. A highlight of the trip was a visit to the Oregon Air and Space Museum.

A career conference for high school girls was held March 25 in Bellevue, Washington. Among the 41 career choices was "Not Pie in

the Sky," which was presented by Marie Fox, Donna Meyer and me. Thirty-three young ladies heard about flying for fun, a day in the life of an instructor and choices of schools and routes to flying for the airlines. Horizon First Officer Donna Meyer summed it best with these words: "The girls were great. It is nice to see the youth, dreams and energy." —Jan Liberty

### Colorado Chapter

We had a busy spring, thanks in part to the number of aviation get-togethers in the Denver area. The Annual Rocky Mountain Air Fair, held at the Wings Over the Rockies Museum, was a success, despite some nasty spring snow. The Air Fair showcased a Wings program, along with speakers and our own Companion Flyer course. Lynette Warren, Sue Osborne, Sue Barnes, Shannon Corsey and Dana Reed were volunteers at the Companion Flyer and others helped "woman" the booth. Even with the lower turnout this year, we managed to collect 17 possibilities for new members!

Our annual membership meeting, chaired by our new membership chairman Joye Baker, was a huge success with nearly 40 members and interested women attending. Committee leaders discussed what their area of expertise was in the chapter and Anita Hessin gave a history of The 99s.

It was good to see so many 99s at the Women in Aviation Conference in Denver. Nancy Aldrich hosted a cocktail party for John and Martha King, which all Colorado Chapter members were invited to attend—a nice way to get to know some famous folks in aviation. —Julie Boatman

- The July-August issue will highlight members who are Air Traffic Controllers, now and in the past. If you have an interesting story to tell about your job as an ATC, send it to the address below.

- The September-October issue will focus on scholarships that are offered by the various Chapters and Sections. All Chapter reporters are requested to send information on their scholarship opportunities for inclusion in this issue.

- In our November-December issue, we would like to present some interesting stories from members who have balloon ratings. Please send some short stories and pictures of you and your balloon to me at the address below.

Send information for the magazine to: Betty Rowley, 807 N. Waco, Suite 22, Wichita, KS 67203 or fax 316-263-7350.



Girl Scouts from Troop 624 show off their model rockets.

### Santa Rosa Chapter

Chapter-sponsored Girl Scout Troop 624 attended Space Camp California in Mountain View. The girls thought it was an "Out-of-this-World" two-day, one-night experience learning about the NASA Space Program. With hands-on experience on real astronaut simulators, the girls

learned what it was like to train as an astronaut. The program included lectures and interactive presentations that were both fun and educational. They built and launched their own model rockets. They were accompanied by Troop Leader and Chapter member Barbara Shubel. —Linda Thomas

## ACHIEVERS

**Dr. Peggy Baty**, Greater St. Louis Chapter, president and founder of Women in Aviation, International (WAI), was inducted into the Crown Circle for Aerospace Education Leadership in St. Louis, Missouri. The ceremony was part of the program for the National Congress for Aviation and Space Education, attended by approximately 1,000 aerospace educators.

## TOUCH & GO'S

- **Donna Moore**, Women With Wings Chapter, was appointed an Aviation Safety Counselor, working as a liaison between the FAA Safety manager and the aviation community.

- **Karen Reed**, Women With Wings Chapter, successfully met the challenge by EAA Young Eagles Honorary Chairman Chuck Yeager for each Young Eagle Flight Leader to fly at least 10 Young Eagles during the 1997 year. She is listed in the "10 for 97."

- **Marleen Rudolph**, British Columbia Coast Chapter, is 1st Officer A32 for Canada 3000.

- **Sue Weitz**, Women With Wings Chapter, towed banners for the St. Patrick's Day Parade.

## RATINGS AND WINGS

### RATINGS

Kim McPherson	British Columbia Coast	Commercial
Ellen Nobles-Harris	Delaware	Commercial
Jennifer Sulley	British Columbia Coast	Multiengine
Sue Weitz	Women With Wings	CFII

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

Chris Coff	Women With Wings	Phase I
Ruth Shade	Delaware	Phase I
Mary Lou Hagan	Delaware	Phase II
Bonnie McClintock	Women With Wings	Phase VII
Marci Thomas	Virginia	Phase X
Jean Pickering	Women With Wings	Phase XI



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## **BOOKS**

*FLIGHT OF PASSAGE*, By Rinker Buck

This is a true tale about Rinker and his brother Kern flying a Piper Cub from New Jersey to California in the summer of 1966. Kern, the pilot, was 17; Rinker was 15.

At the beginning of their no radio journey, these two were completely oblivious to the effects of density altitude and a few other things. Part of their naiveté was due to the misted memories shared with them by their father, an old Stearman pilot and powerful personality who had lost a leg in a crash many years before. By the end of their journey, the pair learned not only about density altitude, but about themselves and their relationships with dear old dad. Humor, adventure and tenderness are pleasantly intertwined to make this a book you should not miss reading.—*Kay Craig, Tucson Chapter*

THE SAVVY FLIGHT INSTRUCTOR, by Greg Brown.

Besides being a valuable book for instructors, The Savvy Flight Instructor contains many tips that could work equally well for general Chapter use. For instance, many of the tips in Chapter 2, "Where do new students come from?" and Chapter 12, "The Flight School," give information that could be interpreted for use in recruiting new members, increasing the success of chapter events and making the work our 99s do better known in the community. To order, see the classified ad in this issue.—*Submitted by Zoan Harclerode, Phoenix Chapter*

*GPS for EVERYONE: How the Global Positioning System Can Work for You* by L. Casey Larijani presents the technology in layperson's language. Aviation applications are covered in detail as well as WAAS, LAAS, Differential GPS and aviation receivers. More information and how to order can be found on the Internet at [WWW.aicpublishing.com](http://WWW.aicpublishing.com).

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The *Airline Test Kit* can be purchased by AIR, Inc. members for \$35 and by non-members for \$40.

To find out more about these publications or to receive a free review copy, call 1-800-AIR-APPS (247-2777).

## **A O P A**

### **AOPA News**

The 8th Annual Fly-In to AOPA Headquarters will be held on Saturday, June 6, at the Frederick Municipal Airport, Maryland.

Four free seminars will be offered: Single-pilot IFR, How to be a Good Cockpit Companion, Airspace Refresher and GPS Hand-Held Navigation.

More than 70 vendors are scheduled to display their aviation products and other merchandise. Static aircraft displays will give visitors a chance to get up close and personal with exciting aircraft ranging from the latest models to antiques and military aircraft.

AOPA will set up a temporary control tower from 7 a.m. to 6 p.m. Arrival and departure procedures are available on AOPA ONLINE at [www.aopa.org](http://www.aopa.org) or call 1-800-462-8329 and request document #1135.

THERE WILL BE NEARLY 30 CROSS-COUNTRY races this year from April until October. Qualifications are pretty minimal, and all races are flown in daylight, VFR. For more information on the races, you can contact Air Race Central at 808-373-1889 or e-mail to [racepilotgreg@compuserve.com](mailto:racepilotgreg@compuserve.com)



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

**BETTY ACKERMAN**, a longtime member of Orange County Chapter, passed away last August. She joined The 99s in the mid-'70s and was a very active pilot flying her Comanche to many 99s events and conventions. It was through Betty's efforts that our Chapter enjoyed the very professional setting for our Flying Companion Seminars contributed by and held at the Anaheim School District.

—Mary Van Velzer  
Orange County Chapter



**SUSAN L. ADKINS** and **MARTHA A. DELLES**, Hampton Roads Chapter, were killed in an airplane crash on Sunday, March 1, at Langley Air Force Base, Virginia, when the Cessna 172P they were flying crashed. Both were working on their Instrument ratings. Although the NTSB investigation results have not been released, weather may have been a factor. NASA employees are planning a scholarship fund in their memory.

Susan was head reference librarian at Langley NASA Research Center. Martha was a certified public accountant with Goodman and Company.

—Carol Trump  
Hampton Roads Chapter

**MARTHA J.T. CAMPBELL**, North Georgia Chapter, 81, of Southport, North Carolina, died February 13. She received her pilot's license at Avenger Field, Sweetwater, Texas, in 1943. As a member of the WASPs, she flew B-24s and B-26s between the U.S. and Canada. Martha was preceded in death by her husband, Jack.

—Lucy Young  
North Georgia Chapter

**IVA L. FINNEGAN**, Greater St. Louis Chapter, died suddenly on March 8 in St. Petersburg, Florida. She learned to fly the family Mooney when her husband temporarily lost his medical. Iva had been an active member up until a recent relocation.

—Barbara Wilper  
Greater St. Louis Chapter

**BETTY PETTITT NICHOLAS**, Indiana Chapter, died on February 6. She got her private pilot's license in the early '40s so she could join the Women's Airforce Service Pilots (WASPs) where she flight-tested planes and was an instructor. As secretary of the WASPs in 1977, she was instrumental in persuading Congress to grant veterans benefits to WASPs. In August of 1997, she was honored by the Chapter for 50 years of membership.

—Lois Hawley, Indiana Chapter

**ISABEL PEPPLER**, East Canada Chapter, died February 14. She was an enthusiastic supporter of The 99s and participated in a wide field of aviation activities. In her capacity as Governor and other 99s' posts and for 39 years the wife of Bill Pepler, a former Canadian Owners and Pilots Association Executive Director, she graciously entertained an impressive list of aviation's greats. The Peplers used their succession of aircraft to travel extensively in North America. It was at Isabel's suggestion that The 99s Canadian Award in Aviation was instituted. For more than a third of a century, she published *From the Ground Up*, Canada's most widely-used aviation manual. Her never-intrusive advice—frequently sought and always tactfully given—was an invaluable asset to The 99s.

—Pat Crocker  
East Canada Chapter

**MARTHA F. RUSSELL**, Crater Lake Flyers Chapter, passed away March 29 in Klamath Falls, Oregon, at age 80. Martha served in the Navy WAVES. She also served as an Air Traffic Control Tower operator. She was active in the local Red Cross, Eastern Star as well as The 99s. Her hobbies included ham radios, computers and astronomy.

—Mary J. Carroll  
Crater Lake Flyers Chapter

**ADELA (DEL) R. SCHARR**, Greater St. Louis Chapter, died March 11 following a long illness. When our Chapter was formed in 1941, Del had Commercial and Instructor ratings and was one of the first nine women invited to form the Women's Air Ferry Service. She remained in the WAFS and WASPs until they were decommissioned. Her experiences are documented in her two-volume book, *Sisters in the Sky*.

When the St. Louis Chapter reorganized after the war, she was again elected Chairman. Del was a teacher as well as a pilot. She endowed scholarships for prospective teachers at her alma mater, Harris-Stowe College, and actively followed up with the recipients. She endowed an aviation collection and an annual Aviation Award at the St. Louis Public Library. She also endowed the Adela Scharr Scholarship within the Greater St. Louis Chapter (an academic scholarship for women pursuing an aviation-related career).

—Barbara Wilper  
Greater St. Louis Chapter

**YURI KAWASAKI VAN DUYN**, Potomac Chapter, died on Sunday, February 22, when the leased Cessna 172 plane she was piloting plunged to the ground short of the runway at York Airport in Pennsylvania. Yuri had been a senior computer programmer with the Library of Congress since 1971. She was a native of Osaka, Japan, and came to the United States in the '60s to study at the University of Maryland and the University of California, then earned a master's degree in library science in Washington, D.C. Yuri was a professional pianist in Japan, and enjoyed skiing, scuba diving and her flying. She is survived by Edward Van Duyn, her husband of 27 years.

—Vera Foster Rollo  
Potomac Chapter

**Al Walsh**, 49 1/2 of Mary Margaret Walsh, Greater St. Louis Chapter, died following a long illness. Al's passion for flying permeated both his personal and professional life.

—Barbara Wilper  
Greater St. Louis Chapter



**MARY GAYLE KELLY**, Tulsa Chapter, died in an aircraft accident on April 21. She was a 5,000 hour+ pilot with a commercial license, Multiengine and Instrument ratings and held a Certified Flight Instructor's certificate. She owned her own flight school and served as manager of the Altus Municipal Airport and Hatbox Field in Muskogee, Oklahoma. She was also manager of Tenkiller Airpark.

Mary was awarded an AE Scholarship, had been inducted into the Forest of Friendship, was past president of the Associated Pilots of Oklahoma, a member of the board of the National Biplane Association and former president of the Oklahoma Airport Operators Association.

Mary and her husband Joe Cunningham had received two NAA/FAI awards for record flights and also participated in a flight around the world commemorating the 1931 flight flown by Oklahoman Wiley Post and his Australian navigator, Harold Gatty. Last year on Amelia's 100th birthday, Mary piloted a record flight from Oklahoma City to Atchison, Kansas.

**Marshall Benedict**, my 49 1/2, died of leukemia in November at the age of 82. He died at home with the family and a Hospice nurse. He and I together had 89 years of flying experience without ever having bent a piece of aluminum. We decided we wanted to go out with a perfect record and on our own terms, so we sold our half of our Piper Dakota to our partner and were content to live with a million good memories.

—Ruth Benedict  
Arizona Sundance Chapter

**Frank L. Ritchey**, 49 1/2 of Doris Ritchey, El Cajon Valley Chapter, died February 7. Frank was a retired owner/operator of Designer Cabinetry and a real estate broker.

—V. Dottie Sanders  
El Cajon Valley Chapter



## \$1 million-plus donation to help train women pilots

The Marian W. "Dolly" Hardman estate presented a check for \$1.18 million to Dr. Jon Wefald, president of Kansas State University, Manhattan, Kansas, for the K-State-Salina College of Technology and Aviation.

Dolly was a K-State alumna and a pilot for more than 60 years. She designated her gift to scholarships for students enrolled in flight training, preferably female students. Dolly died last May at the age of 96 in Downs, Kansas. She was a member of The 99s.

This scholarship will form the base for a cadre of the future within aviation," said Dennis Kuhlman, dean of the technology and aviation college at K-State. "The students that are supported on this scholarship will be the leaders of the 21st century, and Dolly Hardman is providing one of the bases of support for those leaderships for the whole aviation industry."

Jerry J. Berkley, estate administrator, and confidante of Dolly for several years, said "Dolly certainly wanted to take care of women who had an interest in the aviation program."

Dr. Wefald said he thought the endowment was a great breakthrough for K-State-Salina. "It will attract top-notch females," he said, "and when you stop to think of the critical need there's going to be for pilots in the next 10 to 15 years, the demand for pilots for commercial aviation is going to be huge in the next decade." —*Kansas State Collegian*

## Women's First Endurance Flight

Women's First Endurance Flight was flown by Elinor Smith and Bobbi Trout in 1929. They flew over the San Fernando Valley when the orange and peach groves were filling the valley and buildings were few and far between.

This is the second painting depicting women in aviation that Galloway has done; the only one available as a print. The first painting was of Pancho Barnes and a group of Women Air Reserve pilots. It was published in Philip Handleman's book, *History of Aviation Through Art*.

"First Women's Endurance Flight" is available as a limited edition print from Nixon Galloway Studio G and Carol Osborne Publishing.

—Information furnished by Cheryl A. Baker  
Western Washington Chapter



Charter member Bobbi Trout with aviation artist Nixon Galloway and his painting, "First Women's Endurance Record."

## WOMEN PILOT'S CAREER GUIDANCE - KAREN KAHN

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## JERRIE COBB, SOLO PILOT

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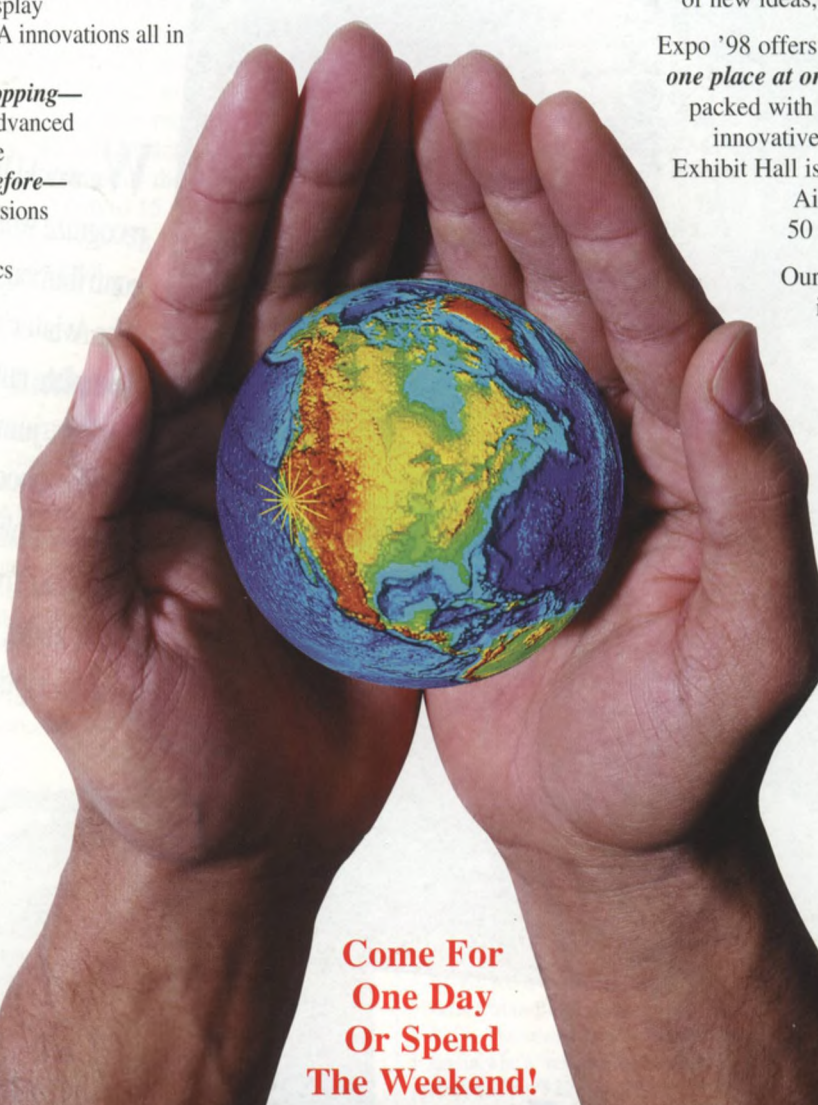
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