



INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

“HIGHWAYS SKIES”



Mary Chance VanScyoc, ATC pioneer, recalls the 1940s at the old Wichita Municipal Airport Tower (now the Kansas Aviation Museum).

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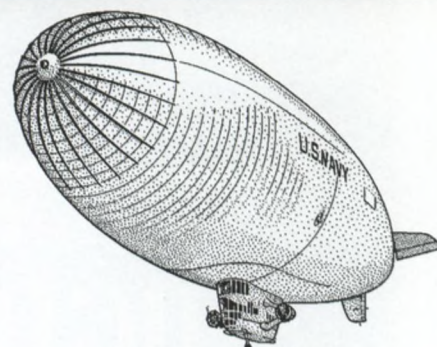
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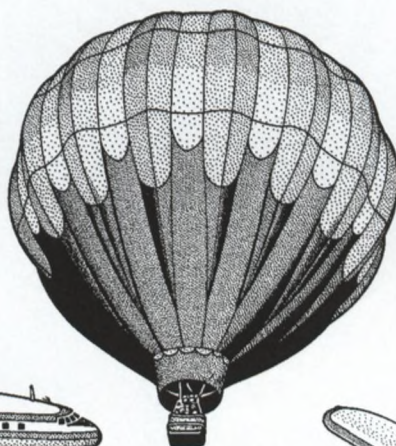
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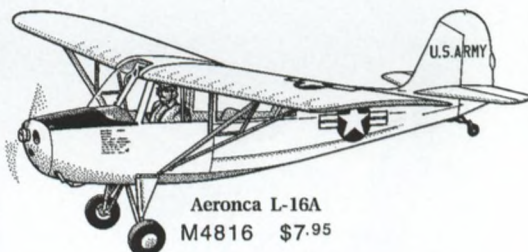
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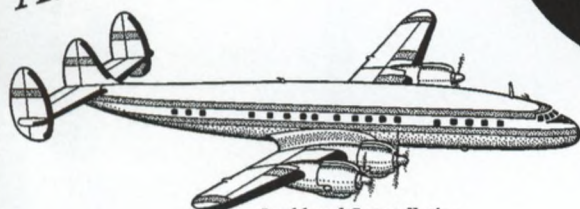
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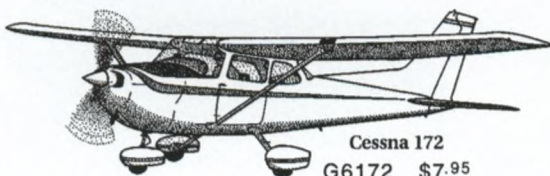
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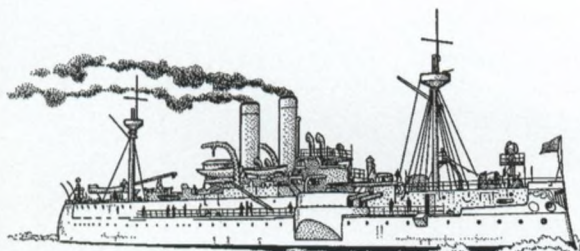


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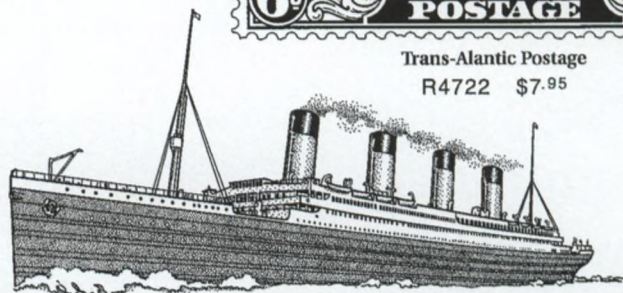


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INTERNATIONAL WOMEN PILOTS®

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COVER: Mary VanScyoc, South Central Section, looks at a photo of the area around the old Wichita Municipal Airport, now part of the Kansas Aviation Museum. Mary worked in the Wichita tower in 1944 and 1945. Cover photo courtesy of *The Wichita Eagle*. See story on page 6.

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STATEMENT OF EDITORIAL POLICY

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1998

AUGUST

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. 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

11-13 — West Canada Section Meeting, Winnipeg, Manitoba. Jeanne Allen, 204-888-6218

11-13 — Federation of European Women Pilots Annual General Meeting, Munich, Germany, Aileen Egan (UK)

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

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

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

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

25-27 — North Central Section Meeting, Columbus, Ohio. Janie McIntire, Home 614-881-4281; Work 614-793-5053; or e-mail 104560.3540@compuserve.com

25-27 — Southeast Section Meeting, New Orleans, Louisiana. Lisa Cotham, Lisacot@earthlink.com or Judy Hall, Home 912-987-0041 or Work 912-987-1538

26-27 — Canadian Rockies Nineteenth Anniversary, Roberta Baker, 250-565-5154 or June Mills, 250-492-8017

OCTOBER

2-3 — Mid-Atlantic Section Meeting, Charlottesville, Virginia. Virginia Chapter. Genny Chase, 804-435-2011

2-3 — Southwest Section Fall Meeting, Park City, Utah. Utah Chapter. Wendy Marsell, WMARSELL@slkl.uswest.net

2-3 — NY-NJ Fall Section Meeting, Holiday Inn Turf, Albany, New York. Linda Cioffi, Home 518-766-3108 or Work 518-485-2096

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

9-11 — South Central Fall Section Meeting, Pecan Plantation, Grandbury, Texas. Brazos River Chapter. Bonnie Lewis, 214-394-1895

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

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 nfermand@u.arizona.edu

31 — SLO Derby, San Luis Obispo, California. San Luis Obispo County Chapter. Heather Heaps, 805-528-5237

1999

MARCH

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

APRIL

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

16-19 — South Central and North Central Joint Section Meeting, Omaha, Nebraska. Nebraska Chapter

MAY

TBA — NIFA Nationals, Salina, Kansas

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

AUGUST

20-21 — Northwest Section Meeting, Spearfish, South Dakota. Montana Chapter. Linda Marshall, 406-388-7668

2000

MAY

15-18 — North Central Section Spring Meeting, Sheraton Suites, Cuyahoga Falls, Ohio. Hosted by the Women With Wings Chapter. Donna Moore, 330-832-8593

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:

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To list your 99s events on this calendar page, send information to:

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I just returned from attending my first Forest of Friendship celebration in Atchison, Kansas. It was so much fun! At the AEBM house, I watched the people as they walked slowly along the brick walks, looking for names they recognized. They would point and gesture as they found a brick with the name of someone they knew. Most let out a sudden burst of joy when they spotted a brick they had contributed in the name of one of their loved ones.

I hope more people will send in a contribution to complete the walks.—Carolyn Carpp.



Lois Erickson

PRESIDENT'S PERSPECTIVE!

Yesterday - Today - Tomorrow

SIXTY NINE YEARS AGO on November 2, 1929, a distinguished group of 26 women with vision gathered together at Curtiss Airport, Valley Stream, New York. An excerpt from Gene Nora Jessen's article published in the most recent 99 history book notes: "Each was an outstanding person in her own right. They made contributions to aviation totally out of proportion to their numbers.... We new pilots take huge pride in the heritage with which they've endowed us." The number of our Charter Members who are still with us has dwindled over the years, but those who remain continue to inspire and encourage women of all ages and ethnic backgrounds to reach for the stars and become all they can be.

Today, our membership continues to be represented around the world. New interest is being generated throughout Europe, South and Central America, Canada and Mexico, as women from all professions and backgrounds have become aware of the benefits of joining The Ninety-Nines. Virtually all women of achievement in aviation have been, or are, members of The Ninety-Nines.

We continue to encourage young girls to believe that they can learn to fly. We support young women in achieving career goals through scholarships, mentoring programs, and our support of the National Intercollegiate Flying Association events. Our Headquarters serves as a resource center for more mature women pilots who are considering either a career change or just

simply want to meet a new challenge to enrich their lives.

These efforts are enthusiastically supported by all 99s who fly just for the fun of it. Homemakers, doctors, lawyers, accountants, real estate brokers, nurses, teachers, business women, astronauts, university students, authors, airline and corporate pilots, and women in the military are just a few of the interest groups represented in The Ninety-Nines worldwide.

The Forest of Friendship and the Amelia Earhart birthday celebrations in Atchison, Kansas, each year continue to generate world friendship through flying. The chartering of the new German Section in December of 1997 and our international convention in Guadalajara, Mexico, this summer are events that reinforce the international tone of our great organization.

Memorabilia from women all over the world is being preserved and displayed in the museum at Headquarters in Oklahoma City. Enthusiasm, mutual interests, camaraderie and support are the catalysts which continue to make The Ninety-Nines the premier organization for women who fly.

The newly elected Board of Directors along with the Council of Governors will continue to work together to move forward with the Long Range Plan as it may be revised to meet the needs of the membership. They will look to you to be a part of future solutions by providing your input and support.

"Coming together is a beginning.... Keeping together is progress.... Working together is a success."

COME FLY WITH US!

The Ninety-Nines Mission Statement

- Promote world friendship through flight
- Provide networking and scholarship opportunities for women and aviation education in the community
- Preserve the unique history of women in aviation

LETTERS

THIS YEAR, INDEED, was a very special one. We are celebrating our forming of the new German Section. Due to the visit of our dear Madame President Lois Erickson, Mardell Haskins, Connie Wilds and Joyce Hilchie, not only that we felt very honored, we also discovered our picture on The 99s magazine!

So when I attended the Spring Board of Directors meeting in March '98, everybody already "knew" me—and I will not forget the warm welcome by the Directors and the other Governors. I returned back home with great enthusiasm and plenty of helpful tips.

We have been in contact with the media. In addition, we are in contact with the German Female Pilots Association (VDP) and the DAeC, the German Aero Club, hoping to create friendship and mutual flying events.

A very special adventure for me was to meet the legendary Elly Beinhorn on January 25. Our first fly-in in August '98 will be named after her, the "Elly Beinhorn Trophy."

Now I will not forget to thank the women who made the idea of the German Section come true. Only due to the big effort of our vice president Marion Hof, Secretary and Treasurer Andrea Moller and the members Dr. Angelika Machinek and Renate Schmidt were



(Back) Connie Wilds, Renate Schmidt, Andrea Moller, Josephine Schuhmann, Honoree Isolde Wordehoff, Marion Hoff.

(Front) Unidentified 99, President Lois Erickson and Carolyn Carpp at the Forest of Friendship.

we able to achieve that much in such a short time. Thank you.

I also would like to wish our new members and all of you a lot of fun, always happy landings and blue skies.

—Josephine Schuhmann, Governor, German Section

Air Traffic Control

By Mary VanScyoc, South Central Section

Mary VanScyoc was the first female civilian air traffic controller in the United States, according to Andrew Pitas, historian with the Air Traffic Controllers Association. Mary worked in the Denver Airway Traffic Control Center in July 1942.

Air traffic control was in its infancy when I started in June 1942. The Air Traffic Control Center in Denver, Colorado, had just opened in March with 12 controllers, a chief, a senior controller (who was the trainer) and a secretary. Traffic was controlled only on the airways, which we called the "Highways of the Skies."

East and southbound traffic flew at odd altitudes and north and westbound were assigned even altitudes. Those crossing the airways flew at odd or even altitudes, plus 500 feet. We depended on pilots to give us exact times over a fix as well as correct altitudes. We had no way of verifying this information. We calculated their speed as they flew from one station to another so we could know their estimated time of arrival.

There were only two sectors or A-Boards where we kept track of all planes on flight plans. Today in Longmont (formerly Denver), there are about 50 sectors with their own radar screens, headsets and computers. The centers were renamed Air Route Traffic Control Centers when they started controlling planes on and off the airways. Planes are handed off from one sector to another as they progress across the region.

The Federal Aviation Administration (FAA) was the Civil Aeronautics Authority (CAA) during my stint from 1942 through 1946. During this period, they changed the name to Civil Aeronautics Administration, but it remained CAA.

All but a few of the first controllers attended a 60- to 90-day class, then were employed either in towers or centers as assistant controllers. The earliest ones were trained on the job and were trainees for a few months before becoming assistants. Our promotions were from trainee to tower assistant, to center assistant, to full controller in tower, to full controller in the center. That gave us experience in both areas. Today, they are trained in a specific area.

Our radios were all low-frequency until 1944, when VHF and UHF were installed. The low-frequency signals were very static-laden and did not reach out too far. VHF and UHF were nearly static-free and reached out much farther, especially from a high altitude. It was a great improvement. Our first recorders were the old wax Edison-type records, then improved to the red, soft plastic loops. Today, it is done electronically.

Our instrument panel included an anemometer, barometer, a few phones, switches for runway lights and a microphone. All transmissions from the airplanes were audible in the tower. We had no radar and no instrument landing system.

It was not necessary to have a radio to fly into any field in our region during this time. We had light guns that shot either red or green directly at the pilot. We had a few other combination signals that could be used for emergencies. Red meant to stop and green



Mary Chance VanScyoc is shown here at the "B Board" in the Denver Airway Traffic Control Center in July 1942, about a month after beginning her on-the-job training.

meant cleared to taxi if on the ground. In the air, red meant to make another pattern and try again. Green was cleared to land.

The main means of instrument navigation was the old A & N beam. If you were off the course, you would hear the Morse code "A" (dah-dit) or "N" (dit-dah). When you were over the station, you would encounter a cone of silence. While making your instrument pattern, you would have to count the number of seconds you flew on each leg while descending to the proper altitude, flying the airplane and using the radio. Quite a lot more complicated than the GPS (Global Positioning Satellite).

Traffic was quite diverse during World War II, especially in Wichita where I worked in 1944 and 1945. All the factories were at full production. The Boeing factory was adjacent to the airport on the west and used the field for all testing and delivery of B29s. Cessna was adjacent on the north and used both their field (with grass runways) and ours for test and delivery.

Culver was making the PQ14s about five miles north and flew them into the field for delivery. They were drones and had no radios, so were quite pesky. Beech, about five miles northeast, flew a lot of test flights as well.

There were several civilian flying schools on the field, using the two-place trainers. Add in a few airline flights and groups of military that made navigational flights to the fields and you had quite a mix of airspeeds. Boeing was also building large gliders that they would tow over the field and release at an inappropriate time. Wichita's traffic is still diverse with everything from the smallest to the B-1s and KC-135s.

In the '40s, there were no computers, radar, good radios or navigational systems. There was no ATIS. Each plane was given the wind speed and direction, the altimeter setting and the active runway when receiving taxi clearance. We did not have to tell them of wake turbulence as there were no jets. Pilots were not told how fast or slow to fly on approach—only given their clearance to land or their sequence number.

Mary VanScyoc still climbs the steep winding staircase to the tower room at the Kansas Aviation Museum regularly. She's a volunteer for special events and often gets to tell visitors the personal stories behind the pictures on the walls.

"As a young girl, long before I ever thought about becoming a pilot, I had a recurring dream. In this dream, I would either be walking or roller skating on the sidewalk. Then I would flap my arms and fly about six feet off the ground. I remember how much fun this seemed to be, and then I would wake up to find it was only a dream.

"But the dream became reality. I was privileged to fly much of

my life. I was so fortunate to have had parents who allowed me to pursue my dreams. I was lucky to have married a man who shared my dreams and to have had children who supported me in all endeavors."

—From Mary Chance VanScyoc's book, *A Lifetime of Chances*, published by Parkwood Press, P.O. Box 20550, Wichita, KS 67208-1550.

Ruth Fleisher

BY LAURIE HOUSEHOLDER, Florida Goldcoast Chapter

Ruth Fleisher, Florida Goldcoast Chapter, cannot remember a time she was not interested in flying. Her father was an airport manager in Rochester, New York, when Ruth was growing up and she acquired her ground school instruction there in 1940. She then started teaching as a way to pay for flying lessons.

During World War II, Ruth spent a year as a communications officer at a Coastal Air Patrol base on Long Island, New York. Then she was off to Sweetwater, Texas, to participate in the Women's Air Force Service Pilots program (WASPs).

After receiving the coveted Silver Wings, she went to the engineering test department at Gunter Air Force Base in Alabama and later graduated from the Air Force School of Applied Tactics at Orlando, Florida.

When the WASPs were disbanded in December 1944, Ruth spent a few weeks vacationing in South Florida, then it was back to aviation, working as a flight and ground instructor and as a charter pilot.

Her next adventure in aviation was as an Air Traffic Controller in Philadelphia, Pennsylvania. At first, Ruth was concerned about staying in a glass box all day, but soon discovered that every day was different and she came to love it. She also enjoyed the steady income that the ATC position afforded, unlike that provided by instructing or flying charter flights.

Ruth later joined the Air Force Reserve where she was an ATC and Flight Facilities Officer at several Air Force bases in the United States and England. She served for several years as the flight instructor and operations officer for various USAF Aero Clubs, and retired with a rank of major in 1973.



WASP Ruth Fleisher at Sweetwater, Texas, in 1944.

Eventually, Ruth and her husband Bud moved to South Florida to be near family and a place where they could enjoy outdoor activities such as fishing, boating and golf. When Bud left for

Vietnam, Ruth planned and built a home in Homestead where she still maintains an avocado grove.

Ruth has flown more than 30 different aircraft. Her favorite military aircraft was the AT6. She says it was thrilling to fly the low-wing 650 HP aircraft. Other favorites were the Beechcrafts and Mooneys. She attained her Multiengine rating in a tail-dragger referred to as the "Bamboo Bomber." She currently holds a Commercial Flight Instructors certificate with Airplane, Instrument, Single and Multiengine Land ratings.

Ruth has flown in the Powder Puff races sponsored by the All Women's Transcontinental Air Race. She also worked as a timer and chief judge for the International Air Race. She was appointed an Accident Prevention Counselor for the FAA.

Besides being active in The 99s for many years, Ruth is also a member of the Women Military Aviator's Association, Glenn Curtiss Museum, American Aviation Historical Society, International Women's Air and Space Museum and AOPA.

Among her father's memorabilia, Ruth recently found a guest book from the airport in Rochester which contained the signature of Amelia Earhart. She has donated the book to The 99s Museum of Women Pilots in Oklahoma City.

Helen Fabian Parke

Greater Seattle Chapter

In June of 1968, my career as a controller trainee began at Cleveland Center, one of 20 Air Route Traffic Control Centers in the country. I was a pilot and flight instructor and thought this would be a really interesting career. It was necessary to either have prior military experience as a controller or have accumulated 300 hours of flight time in order to qualify for hiring.

There were two different groups of women controllers; those hired during World War II and shortly thereafter, and the new hires of the late '60s. Within a few years, the hiring criteria was modified to general experience, which provided opportunities to more women.

Because most facilities are open 24 hours a day, we worked rotating shifts, weekends and holidays. This was not difficult and the attraction was being a part of aviation. It turned into a wonderful and rewarding career.

Being an air traffic controller is a non-standard job. Many people stereotype the field without realizing how challenging and how much fun it could be. The experience I brought from flying helped me to understand the system and, as a result, I became a better pilot and controller.

It was possible to work in one of three types of facilities: en route, terminal or flight service station. After achieving journeyman status, there were other considerations. If you chose to, you could pursue staff work. With the combination of experience as a

journeyman and facility staff specialist, you could compete for jobs in supervision at the facility, staff positions at regional headquarters or our headquarters in Washington, D.C.

My career path took me from Cleveland to headquarters, where I worked on new air traffic equipment and the associated budget. In the late 1970s, I was selected for a management position at Seattle Center. At this level, there was the option of being an operational manager in the control room or working on administrative issues like training, airspace, procedures, quality assurance, etc. It was never boring because there were always challenging issues to work with the users of the system or internal human resource issues.

As the years went by, I managed a tower, a center and, as a result of the combination of operational and administrative experience, became one of nine Air Traffic Division Managers—first in the Southwest Region and currently in the Northwest Mountain Region. Recently, I just completed a detail as the Acting Deputy Director of Air Traffic in Washington, D.C.

There are numerous women in the system today, holding a wide range of positions. They are part of the core of aviation. I was in the second wave of women in air traffic control. I was not the first in high visibility positions, but often the only woman in a meeting. I'm pleased to say that has changed and now I am one of many.

In the years to come, I hope more women consider pursuing the air traffic control field. If you are looking for a challenging and exciting career, this is for you.

Mary Wunder

Eastern Pennsylvania Chapter

It would be nice to concoct a story about how it was my life-long dream to become an Air Traffic Controller—but the truth is: I had never even *been* in a control tower until I reported for duty in Wilkes-Barre, Pennsylvania, in 1981.

My dad flew in the Army Air Corp in World War II. As a child, I can remember going to the Pylon Club at the local airport for Christmas parties and Easter egg hunts. When I was six years old, my parents bought a restaurant. And I think that was the last time my dad or I ever thought about aviation until I met my future husband in the late 70s. He was learning to fly when we met and I guess controlling was in my genes, because I was not going to get in that little airplane with him without knowing how to fly it. My flying lessons began shortly after he started his (and I might have even received my license *before* him, but don't tell him that).

After the steel mill where I was working folded, I saw a small postcard-size announcement at the airport announcing they would test the first 100 people who signed up for an Air Traffic Controller test. I signed up and passed the test but with a freeze on government hiring and a need to eat, I took another job and continued to work on my ratings, achieving a commercial certificate with instrument and multiengine ratings.

When the PATCO strike came in 1981, I was out of work again because at the place where I was working I wanted to run for the Board of Directors and they said if I ran they would fire

me. I ran and they did. I figured it was time for me to move on to another challenge.

I went to the FAA at Wilkes-Barre. When I walked in the door, they said I was the third woman to come to Wilkes-Barre. They said none of the others had completed the ATC training program and I was not expected to be the first.

Ha! I successfully finished (much to their surprise) and stayed for five years, working both Tower and Approach control. When I left Wilkes-Barre, I went to work at Allentown Approach. Then I advanced to Philadelphia Approach Control, a level five facility where I stayed for 10 years. I recently accepted a job as Traffic Management Coordinator. It combines working airplanes with system demand—an exciting mix.

In life, there are people and organizations that help you along the way, not just in what they can do for you but what you can do for other people. In my life, I am grateful for my dad who told me I could achieve anything I was willing to work for.

I am grateful for Professional Women Controllers, an organization that provides support and encouragement for the women FAAers; and I am grateful for The 99s, who provide me with wonderful camaraderie and a reason to fly.

Thank you all!



Mary Wunder

Women ATCs share views on occupation

From the July 1998 issue of Air Traffic Controller

WHAT DOES IT FEEL LIKE to walk into a facility, look around and ultimately realize you are a minority? Do you feel bewildered, strange or lonely?

To answer these questions, the National Air Traffic Controllers Association conducted nationwide phone interviews with numerous female controllers about why they joined a male-dominated occupation, the conditions of their working environment and how the agency treats them.

Women gave a variety of reasons for be-

coming a controller, ranging from having a fascination with aviation, to wanting to change career paths. Boston Tower's Vivian Lumbar's interest sparked after taking flying lessons.

Michelle Wroblewski, Green Bay Tower, was a flight instructor before becoming a controller. She took the test on a whim with a friend as a bet to see who could score higher.

Everyone agreed they are not intimidated working primarily with men. "The women who become controllers are not your average female. Most of them can hold their ground and are not bothered by being in the minority," commented one woman.

Although some encountered static from men back in the '80s, now the gender differ-

ences are not as much a point of contention. "Today, men are more open minded than when I joined 22 years ago," offered another. "If you do your job well, your peers will respect you."

The number of female controllers is on the rise. Some facilities have close to 30 percent women employees. Most of those questioned did not want the agency to specifically target and recruit women. But it should provide the same consideration and opportunities, regardless of gender.

A few felt the FAA should focus more on its efforts to recruit females by providing incentives such as scholarships. Ruth Marlin, Miami Center, has initiated a women's scholarship fund beginning this fall.

FAA-approved ATC curriculums

There are 13 schools that participate in the FAA's Collegiate Training Initiative (CTI) and have their Air Traffic Controller curriculums approved by the FAA. This means that graduates from these school are qualified for selection by the FAA for entry into the ATC Qualifying Training Course in Oklahoma City.

University of Alaska-Anchorage, Anchorage, Alaska
Dowling College, Oakdale, New York
Daniel Webster College, Nashua, New Hampshire
University of North Dakota, Grand Forks, North Dakota
Middle Tennessee State University, Murfreesboro, Tennessee
College of Aeronautics, Flushing, New York
Beaver County Community College, Beaver Falls, Pennsylvania

Embry-Riddle Aeronautical University, Daytona Beach, Florida
Mt. San Antonio College, Walnut, California
International-American University of Puerto Rico,
Bayamon, Puerto Rico
Purdue University, West Lafayette, Illinois
Hampton University, Hampton, Virginia
Miami Dade Community College, Homestead, Florida

For more information, call Frank Doscher, FAA, 202-267-7696.

National Intercollegiate Flying Association

BY JODY McCARRELL, Oklahoma Chapter

The 1998 National Intercollegiate Flying Association (NIFA), of which The 99s are great supporters, went off with Chief Judge Kelly Hughes Larger of the Fort Worth Chapter, and Associate Chief Judge Jerry Anne Jurenka, Dogwood Chapter, running the show.



Judges Pat Roberts and Jody McCarrell at NIFA meet.

Other 99s who came to Salina, Kansas, to help were Pat Roberts, Charli Lamb, Betsy Frost, Karen Tucker, Tia Reed, Sondra Ridgeway, Elaine Morrow, Jimmy Olsen, Jean West, Dorothy Dickerhoof, Lois Gronau-Fietz, Joann Carpenter, Sharon Schorsch, Elisabeth France, Mary Samuels, Poochie Rotzinger, Martha Norman, Dell Collier, Susan Styo, Trine Jorgensen, Bonita Ades, Joan Mace, Safety Judge Wally

Funk, 99s President Lois Erickson and me.

With 27 of the top aviation schools in the country participating for various awards, it was hard to say who had the most fun, the contestants or the judges.

The winner of the Women's Achievement Award, sponsored by The 99s, was Heather Schminkey, Central Texas College. Donnetta Johnson, Norfolk State University, placed second, and Patsy Cooley, Metropolitan State College of Denver, was third. Top women pilots were Jennifer Richard, Western Michigan University, in Division I and Tasha Ayres, Central Texas College, in Division II.



Bonita Ades, Jerry Anne Jurenka, Lois Erickson, Jody McCarrell and Pat Roberts—judges at the NIFA Meet, Salina Kansas.



Womens Achievement Award winners Donnetta Johnson (2nd Place), Patsy Cooley (3rd Place) and Heather Schminkey (1st Place) with 99s President Lois Erickson.

National Champions were Western Michigan University (Division I) and Central Texas State (Division II). The Ground Events champions were the University of North Dakota (Division I) and Central Texas State (Division II). Western Michigan University (Division I) and Central Texas State (Division II) were the Flying Events champions. The Red Baron Sportsmanship Award was won by Kansas State University of Salina.



Operations Director Elaine Morrow.

Kansas State did such a swell job of hosting that we are all going back again next year. Chief Judge Jerry Anne Jurenka invites everyone to come enjoy the fun and fellowship.



Bonita Ades and President Lois Erickson at 99s Display Booth.

WHERE WOMEN LEARN TO FLY

Henderson State University

Arkadelphia, Arkansas

BY JERRY ROBINSON, Director of Aviation Program

Henderson State University has one of the oldest university level aviation programs in the United States. About a year ago, we moved into our \$3.5 million Aviation Education Center. We have recently purchased a completely brand-spanking-new fleet of training aircraft.

We have about 100 full time bachelor degree students in the aviation program. And our four-person faculty has more than 100 years professional experience in the cockpit.

Even with all of the above, we are still one of the least expensive aviation programs in the nation. We're located in the beautiful Diamond Lakes area of Southwest Arkansas, just an easy drive from Hot Springs and Little Rock.

For more information, call 870-230-5012 or INTENET: robinsj@pines.hsu.edu.

The following contributed in either their own names or other's names for personalized bricks on the front or side walks of the AEBM as of May 1, 1998.

SECTIONS: Mid-Atlantic, Northwest, South Central. **CHAPTERS:** Alabama, Alaska, Albuquerque, All Ohio, Arkansas, Arkansas, Aux Plaines, Brazos River, Carolina, Central Pennsylvania, Colorado, Dallas, Dallas Redbird, Delaware, Fullerton, Garden State, Greater Kansas City, Hampton Roads, High Country, Houston, Illiana Cardinals, Indiana, Iowa, Kansas, Kentucky Bluegrass, Lake Erie, Marin County, Maryland, Minnesota, Mt. Shasta, Nebraska, New York Capital District, North Georgia, Northeast Kansas, Oklahoma, Reno, San Fernando Valley, Santa Maria, Santa Paula, Shenandoah, Shreveport, Sundance, Texas Dogwood, Tucson, Tulsa, Virginia, Western Washington, Wichita Falls, Willamette Valley.

INDIVIDUALS: Sue Ackley, Leland Adams, Dottie Adcock (Nebraska Chapter), Vanecia Adderson, Jennifer Aiken, Frances Akerlund, Delbert Allen, Kay Alley, Trudi Amundson, Gay Anderson, Marjorie Anderson, Marion Andrews, Dorothy Arnold, Erlene Arnold, Ann Ash, Gloria Ashley, Melody Ayers, Ellis Bailey (AE Society), Virginia Ball, Susan Ballew, Christine Barchie, Courtney Bargerhuff (Three Rivers Chapter), Diane Bartels, Irene Bates, Frances Bauer, Audrey Becker, Robert Beilin, Fran Bera, Clarice Bergemann, Ester Berkley, Gwen Sue Berry, Loretta Bigham, Carolyn Bjornson, Debra Black, Jay Blackwood, Jason Blair, Mabel Blakely, Patricia Blasi, Irene Bolam (AE Society), Dolores Boos Trust, Richard Botteron, Richard Botteron, Sr., Doris Brell, T.C. Brennen (AE Society), Gabrielle Bresnik (AE Society), Mary Bromberek, Joyce Brown, Dick Bruggen, James Bucklin, Chanda Budhhatti, Miriam Burcham, Grace Burchett, Donna Burrows (Greater KC Chapter), Nancy Bushko, Betty Butler, David Butler, Ed and Betty Butler, Susan Butler, Michele Cabot, Altha Carico, Lucretia Carter, Susan Carter, Marj Champlin (Monmouth, N.J., Zonta Club), Andrea Chay, Louise Chew, William Cipri, Julie Clark, Virginia Colbert, Virginia Cole, Jess Ann Collier, Margaret Conlin, Wes Cook, Josephine Cooke, Marilyn Copeland, Mrs. Homer Cory, Jr., Rita Coupe, Violet Cowden, Pat Coyle, Diane Cozzi, Phyllis Crary, Grace Crist, Thelma Cull, Alice Cutrona, Faith Dame, Ray Dame Construction, Mary Day, Betty DeBaun, Anette Decker, Ruth Deerman, Teresa DeGraaf, Carole DePue, Dorothy Dickerhoof, Ruth Dobrescu, Janet Downing, Richard Durden, Dee and Eunice Duttweiler, Rita Eaves, Barbara Echemann, Jo Eddleman, Elton Eddy (AE Society), Betty Edison, Dub and Marion Ehret, Jim Eichelberger, Nancy El-Hajj, Lois Erickson, Kim Ernst, Barbara Evans, Nancy Ezell, Mary Falco (NY Capital District Chapter), Charlene Falkenberg, Virginia Fanfera, Evelyn Farnham, Lois Feigenbaum, Linda Fetsch, John and LaJean Firminhac, Beverly Fogle, Karen Folsom, Lou Foudray, Ellen Franklin, Dr. and Mrs. Joseph Frantz, Norma Freier, Anna Daube Freund, Barbara Fricke, Eleanor Friede, Dorothy Friedmann (Los Angeles Chapter), Betsy Frost, Iona Funk, Ethel Garber, Ray and Dorothy Gardner, Christine Gardy, Darla Garlach, William Gates, Martha Geaney, Ed Gellings, Virginia Geromi, Marjorie Gorman, Jean Gragg, Fran Grant, Mary Gaul, Dean Graves, Betty Green, Ree Greenwood, Johannah Grieco, Marianne Grodberg, Lois Gronau (Houston Chapter), Lois Gronau, Doris Grove, Sharon Growney-Seals, Doris Guess, Deloris Guthrie, Ed and Judith Hackman, Jo Hadfield, Lois Hailey, Ellen Hamlett, Kay Harriage, Dorothy Haupt, Kathryn Havens, Wyn Hayward, Margaret Hazlett, Bonnie Hefte-Kodis, Dr. Thomas Hendren, Arta Henson, Barbara Hepner, Lois Herbage, Howard Hermel (AE Society), Sarah Heuertz, Delle Hightower, Rex and Kathy Hines, Marie Hoefer, Helen Holbird, Suzanne Holliman, Linda Horn (Colorado Chapter), Kelli Hughes, Stephanie Hundley, Vicky Hunt, Mari Hurley, Van and Vera Hurst, Suzanne Inman, Ed Ireland, Bill and Sally Irons, Kris Irvin, Joyce James, Leslie Jenison, Jeanette Jenkins, Ruth Jenkins, Shannon Jipsen, Aleta Johnson, Bonnie Johnson, Judith Johnson (Dallas Chapter), Patty Johnston, Patricia Jones, Jerry Jurenka, Marcia Kardatzke, Adele Kaufman, Emogene Kautz, JoAnn Kautz, Patricia Jayne Keefer, Janice Kestenbaum, Bobbye Kesterson, Jeanne Kirhofer, Joy Klopfer, Joan Knapp, Kathryn Koshar, E. Caroline Krieg (AE Society), Evelyn Kropp, Norma Kudiesy, Kathryn Kuhlman, Ruth Kuhn-Fresno (CA Zonta Club), Barbara Kurtz, Beverly LaBrie, Georgia Lambert, Mary Langan, Lenore Larson, Marilyn Larson, Amy Laws, Margaret Lawson, Donna Leanos (VFW Auxiliary), Sandra Leder, Nelda Lee, Lee Leger-Miller, Wendell Lehman, Anita Lewis (Boise Zonta), Diane Liebsch, John and Bite Livingston, Esther Lloyd, Dick and Ardena Loch, Doris Lockness, C. Lomshek, Julia Loomis, Betty Loufek, Esther Lowry, Caroline Luhta, Melinda Lyon, Janice Mabe, Bunny Macarro, Taya Magnall, Patricia Magon, Nell Sellers Magouyrk, Clancey Maloney, Dorothy Maloney, Jim Marr, Dorothy Martin, Janet Mauritson, Gladys McCaslin, Margaret McConnell, Pat McEwen, Marie McMillan, Lynn Meadows, Mary Mercker, Sylvia Merritt, Nancy Miller, Pamela Mitchell, Richard and Betty Mize, Carolyn Mohler, Kaye Combs Moore, Vel Morgan, Pat Moriarity, Muriel Earhart Morrissey (AEBM), Mrs. I. R. Morrison, Glen and Elaine Morrow, Berneta Mosher, Stan Munson, Stan Munson, Linda Murphy, Linda Neumann, Esther Noffke, Amelia Mize Noland, Sally Northrum (Topeka Zonta Club), Helen Nyhart, Blanche O'Brien, Pamela O'Brien, Martha O'Keefe, Woodruff Ogden (AE Society), Patricia Ohlsson, Texanna Ollenberger, Martha Ozbun, Jean Pearson, Ann Pelegreno, Lauran Perrill, Janice Perry, Paulina Perry, Jeanne Peters, Ardith Phillips, Susan Philpot, Louisa Porter, Virginia Post, Janie Postlethwaite, William Prewett (AE Society), Beverly Price, Marian Proffett, Margaret Proseus, Bill Prymak (AE Society), Joyce Pryor, Mary Quimby, Patricia Rank, Betty Ratley, Irene Rawlings, Georgianne Ray, Janice Raymond, Patricia Reed, Eleanor Reichenbach, Paula Relihan, Lola Ricci, Doris Rich (AE Society), Sondra Ridgeway, Margaret Ringenberg, Beth Robinson, Dorothy Robinson, Thomas Root, Thomas Root, Victoria Ross, Sherry Rossiter, Poochie Rotzinger, Betty Rowley, Jane Roy, Babe Weyant Ruth, Marilyn Ruzicka, Louise Sacchi (Gayl Henze), JoDell Salman, Charlene Sammis, Dottie Sanders, Marion Scanio, Carol Scanlon, Dee Ann Schiappacasse, Jean Schitz, Elsie Schmidt, Pamela Schuerman, Maxine Schwanke, Virginia Schweizer, Phyllis Scott, Karen Seaberg, JoAnn Semas, Susie Sewell, Sally Shapiro, Vicki Lynn Sherman, Anne Shields, Eldris Shogren, Eldris Shogren, Virginia Showers, Mrs. George Shuck, Delrose Sieber, Paula Simon, Arax Simsrian, Dick Siskey, Suzanne Skeeters, Sara Fair Sleeper, Joan Smith, Pamela Smith, Constance Sprauer, Rosalee Sprout, Martha Stanton, Wyvema Startz, Michele Stauffer, Gail Steger, Elizabeth Stillings, Irma Story, Roberta Strachan (AE Society), Megann Streeter, Carole Sutton, Wilma Swantz, Robert Swaw, Mary Talley, Donna Taylor, Jim Taylor, Toni Teiber, Virginia Thompson, Rita Thurn, Carol Tierney, Ernest Tissot, Eleanor Todd, Nancy Toon, Anne Trenga, Karen Tucker, Theasa Tuohy, Lyn Turner, Bernadette Urban, Mary Van Horn, Sally Van Zandt, Celia Vanderpool, Mary Vaught, Mary Vermeulen, Mary Wade, Ruth Walker (Myrtle Beach Zonta Club), Betty Wallace, Nancy Walters, Terry Walton, Beverly Wanamaker, Pat Ward, Susan Ware, Nancy Waylett, Freda Weast (Boise Zonta Club), Joyce Weber, Anne Wegner, Jayce Wells (Pikes Peak Chapter), Phyllis Wells, Mary Welpton, Judy Wempe, Chris and Jann Wessel, Florence Whipple, Karen Kay White, Louise White, LuEtt White, Sandy Wickham, Constance Wilds, Sonja Wilford, Shirley Wilkinson, Ferguson Willis, Betty Willmore, Karen Wilson, Marolyn Wilson, Victoria Wingett, Sarah Wisely, Ed and Thelma Wohlgemuth, Barbara Wolff, Robert and Patricia Woods, Patricia Woolever, Nancy Lucile Wright, Marie Wulczak, Mary Wunder, Gail Wurtzler, Pamela Yates, Barbara Young, Lucy Young. **ORGANIZATIONS:** American Association of University Women, Atchison Area Girl Scouts, Atchison Area Retired Teachers, Atchison BPW Club, Atchison County Historical Society, Atchison Garden Club, Atchison High School-Class of 1946, Atchison Kiwanis Club, Atchison NEA, Byrd Memorial, Central School, Girl Scout Troop #184, International Society Women Airline Pilots, Kansas Aviation Museum, Martin East School, Martin West School, Maur Hill Prep School, PEO Sisterhood, Willing Workers, Xi Delta Sigma. **BUSINESSES:** Ball Brothers, Phalen Motors, Weber Construction. **ZONTA CLUBS:** 4 & 5, District 7, Kansas City, Missouri; Accra II Ghana; Adelaide Hills, South Australia; Anchorage, Alaska; Atchison Area; Atlantic City, New Jersey; Austin Area; Baltimore, Maryland; Belleville, Illinois; Belvidere, Illinois; Birmingham, Alabama; Bismarck, North Dakota; Blackfoot, North Dakota; Breckenridge/Wahpeton, North Dakota; Centralia/Chehalis, Washington; Council Bluffs, Iowa; Dallas, Texas; Des Moines, Iowa; District 11; Dothan, Alabama; Eastern Suffolk, New York; Fairfax County, Virginia; Fargo-Moorhead; Harrisburg, Pennsylvania; Houston, Texas; Jamestown, New York; Jamestown, North Dakota; Jefferson City, Missouri; Johnson County; Kansas City, Kansas; Kansas City, Missouri II; Kauai, Hawaii; Lansing, Michigan; Longview, Texas; Longview, Texas; Malden, Massachusetts; Mankato, Minnesota; Mt. Vernon, New York Area; N. Canterbury Area, Rangiora; New York; Patterson Area, New Jersey; Phoenix Area; Pittsburgh, Pennsylvania; Ponce, Puerto Rico; Southfield, Michigan; St. Charles, Missouri; St. Paul; Syracuse, New York; The Lakes (New Hampshire); Westfield, New York; Windsor Ontario, Canada; Wynnum Redland, Australia.

Museum report

BY MARILYN COPELAND, Chairman, AEBM

More great news for the Amelia Earhart Birthplace Museum! The Courtney Turner Trust has given another generous gift of \$25,000 for the construction of two handicap-accessible restrooms. Plans include an entrance on the west alley level that will accommodate the handicapped and use the out-of-date garage space for the restrooms. Plumbing, heating and air conditioning are also readily available.



President Lois Erickson and AEBM Chairman Marilyn Copeland with a \$25,000 check from the Courtney Turner Trust.

Visitors to the museum are delighted with the Karastan carpets that have been newly installed. The original Karastan pattern has been installed on the stairway with matching area rugs for the upper and lower hallways.

Carpets in the three parlors have had the tea-dipped Karastan process to make them look old, but are really wool rugs with 20-year-wear guaran-

tees. Each parlor has a different design. The public relations firm for the Karastan Company is interested in giving the AEBM some free advertising, which can be mutually beneficial.

Amelia belonged to The 99s and Zonta. The District 5 Zonta Clubs have loaned a magnificent quilt for display in the AEBM this summer.

There are several other exciting furnishing projects underway. More next month. Thank you again, one and all, for your continued support!

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.



A large group of Atchison citizens and 99s gathered at the AEBM for the announcement of plans for the Amelia Earhart Festival sponsored by the Atchison Area Chamber of Commerce, which will take place the weekend of July 24-26. An outdoor reception and viewing of personalized bricks was followed by a spectacular buffet in the Activities Room.

To fulfill the mission of the AEBM, the following renovations have been accomplished with your generous financial support.

The exterior restoration was virtually completed in 1996.

During 1997 and '98, the interior restoration included the removal of all wallpaper, repair of the walls and ceiling in the corridors and stairway. All windows, doors and baseboards were repaired and faux-grained to the dark mahogany color they were at the turn of the century.

Wall-to-wall carpets, linoleum and cement were removed and all the hardwood floors were sanded, stained and museum poly coat applied. A UV coating was applied on all windows for protection. Two central air conditioning units were installed in inconspicuous places.

New photographic exhibits replaced the old exhibits. Furniture was reuphol-

stered to the period. Wallpaper documented in design and color to the period was hung in three parlors, two bedrooms, downstairs hallway and staircase. The butler's pantry was painted for a display room.

A gift of a large oil portrait of Amelia by Kansas City portrait painter Steve Childs and a large framed picture of George Putnam and Amelia Earhart were hung, and a nice bust of AE in honor of her birthday was received.

New ADT security and fire alarm system was installed. A bronze plaque was placed near the front door designating the Amelia Earhart Memorial Museum as a National Historic Site since 1971.

A second brass plaque was placed near the front door that states: "Amelia Earhart Birthplace Museum, dedicated July 26, 1997. An education project owned by The Ninety-Nines, Inc., International Organization of Women Pilots, with sincere appreciation to Atchison citizens and others."

The large oil portrait of AE's Grandmother Otis was officially appraised, restored and reframed to the period. This restoration was sponsored by the South Central and Japanese Soroptomist Clubs.

A TV/VCR combination with videos that play on a repeat cycle was donated to show videos of AE and women in aviation to visitors.

The 99s Museum of Women Pilots

BY C.J. STRAWN, Palms Chapter

I have just recently returned from another trip to 99s Head-quarters in Oklahoma City where I turned in more designs for cabinets and consulted with our builder and cabinetmaker. Everything is progressing nicely and is looking great!

- The "Wall of Wings" has spaces just waiting for names to be engraved on brass plaques and mounted on the yet-to-be-determined background. (Probably will be marble or something equally elegant to complement the lavender terrazzo floor). The wall will be in three sections: One will be for those who contribute a \$500 donation; one will display the names of The 99s founders; one will be for memorials.

- Furnishing the library is underway. I just designed and turned over to the builder the first built-in bookcase. This lockable Craftsman-style case with sliding-glass across the front should be completed by the time this magazine reaches you. Benches for the gallery and foyer will be oak and in keeping with the style—and all will be comfortable.

- We have the final rough sketches of the commemorative painting by famed British aviation artist Douglas Ettridge. The painting is of the race terminus of the first ladies' cross-country air race in 1929 from Santa Monica, California, to Cleveland, Ohio. This great race was the inspiration for the formation of The Ninety-Nines. The painting shows the

stadium with the winning airplanes and Louise Thaden with her Travel Air. There's plenty of 1920's flavor—airplanes in the air, people scurrying about in period clothing, flags, banners, etc.

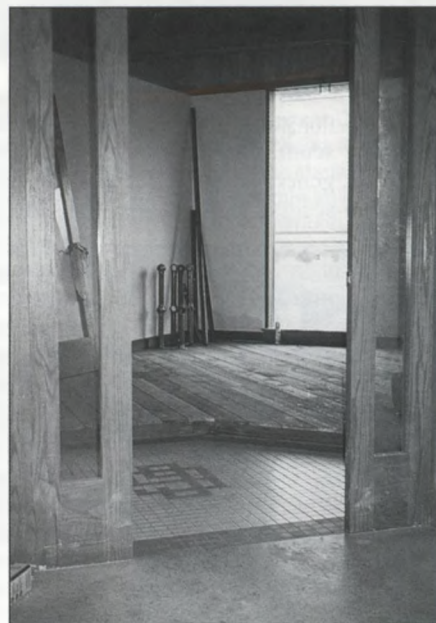
- A storm door will be added to the exterior door opening out to the second floor balcony to keep the elements from blowing into the museum when the door is open.

- There are oodles and oodles of details that still need to be addressed, such as molding, etching on the windows and more lighting everywhere. We are really doing very well, considering it's only been three years since the project was nothing more than some plans on paper.

- We need for you to continue to be vigilant at your neighborhood garage sales and flea markets for memorabilia used by early women pilots that you could donate to the museum.

Claire Walters reports the total amount raised toward the museum now exceeds \$205,000. The library and oral history room still need to be completed and funds are needed to prepare for the grand opening in 1999, as well as for future maintenance. So keep sending those tax-deductible donations. The "Wall of Wings" will display the names of those who contribute \$500. Those who make a gift of \$1,500 will have their name engraved on a cabinet.

Fill out the form below today—and I hope to see you at the Convention in July 1999 when we have the Grand Opening of The Ninety-Nines Museum of Women Pilots!



The tiled entry to the gift shop has a 99s logo and brass railings (shown propped up in corner) to guide visitors to the raised wood floor.



The floor in front of Wall of Wings has a brass 99s logo embedded in a white terrazzo circle surrounded by lavender terrazzo.

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.

- ☐ My check/money order is enclosed made out to The 99s for Ninety-Nines Museum of Women Pilots.
- ☐ Charge my ☐ MC ☐ VISA ☐ Amex No. _____ Exp. _____
- ☐ Invoice me and I will pay over period of ☐ 6 mo. ☐ 12 mo.

Signature _____

Name _____ If 99, add Chapter and/or Section _____

Address _____

Phone _____ Fax _____

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 - 1998

BY LOIS A. ERICKSON
99s International President

For the 22nd year, people from around the world arrived in Atchison, Kansas, June 19 - 20 to celebrate "World Friendship Through Flying" at the International Forest of Friendship. Atchison is located on the banks of the Missouri River. The site was first discovered by the exploring team of Lewis and Clark in 1804 at the juncture of the wide Missouri and an inbound creek. One of the residential areas on the bluffs overlooking the river includes the site of the historic Amelia Earhart Birthplace Museum which is owned by The Ninety-Nines, Inc.

The citizens of Atchison are proud of their historic city, and welcome many 99s to the International Forest of Friendship celebration each June. In July 1997, 99s joined with Atchisonians to celebrate Amelia Earhart's 100th birthday. It was my distinct privilege as International President to dedicate the Amelia Earhart Birthplace Museum at that time. Past President Lois Feigenbaum said it best in her article last year: "You would have been proud." The birthday celebration was such a huge success that the City of Atchison has decided to make this an annual event.

Coming to the Forest has been an annual pilgrimage each year for many 99s. Winding through the Forest is Memory Lane. Trees from all over the world are planted along the winding walk where granite plaques are engraved with the names of hundreds of honorees. This year's honorees included John Glenn, Major Deanna



German honoree Isolde Wordehoff and Forest Co-chair Fay Gillis Wells.

Brasseur, Canadian Airforce (Ret'd), Joy Bowden, Cheryl Baker, Robert Feigenbaum, Ethel Finley, Esther Grupenhagen, Dolly Hardman, Marilyn Miller, Frances Sargent, Bonnie and Milton Seymour, Jean Tinsley, Sandy Thomas, Ruth Sitler, Dawn Seymour, Jane Roy and Hal Shevers.

The members of the new German Section were there in force as proud sponsors of Isolde Wordehoff, first woman to serve as Vice President of the German Aero Club. Isolde has long been a proponent of the achievements of women pilots in aviation sporting events, including glider competition, and is an accomplished glider pilot in her own right.

The spirit of the Forest flows over to the pride that 99s and the citizens of Atchison have in the continuing restoration of the Birthplace. Each year in conjunction with the Forest celebration, a special open house is hosted at the Birthplace by the Amelia Earhart Birthplace Museum Trustees. The other major "must do" is at least one trip to Ball's Pharmacy in downtown Atchison for their famous old time real chocolate sodas. Past President and Charter Member Betty Gillies established the tradition, and this year the drugstore set aside Saturday afternoon as 99s "Chocolate Soda Day." Everyone signed a card for Betty to tell her how much they missed her.

Traditions started 22 years ago, friendships between 99s and citizens of Atchison renewed and begun, and visits to both the Forest and the Birthplace have brought us together. Growth and development of the park-like setting of the Forest, and pride and enthusiasm in the restoration of the AEBM will continue to bring 99s and their friends back each year to celebrate together.



Carolyn Carpp and Lois Erickson enjoy a 99s tradition—"Chocolate Soda Day" at Ball's Pharmacy.



A gathering of "eagles"—99s at Forest of Friendship '98.

SAFETY CORNER

BY
ELIZABETH MATARESE
Potomac Chapter
FAA National Headquarters

Airport safety

Part 139 - Certification and Operations: Land airports serving certain air carriers

This part prescribes rules governing the certification and operation of land airports which serve any scheduled or unscheduled passenger operation of an air carrier that is conducted with an aircraft having a seating capacity of more than 30 passengers.

Pilots are generally familiar with Title 14 Code of Federal Regulations (CFR) parts 61 and 91, because these regulations directly affect them. Part 139 also affects pilots, albeit more subtly. However, as the aviation environment matures and technology provides safety enhancements on airports, pilots should understand the role of part 139.

All 18,500 or so landing areas in the United States, from private strips to large, public use airports, have an airport master record on file with the Federal Aviation Administration. Many of these are private airfields, with restrictions and/or limitations. In fact, about 13,000 of the landing areas in the United States are private.

Their value as visual references on charts for pilots flying under VFR is significant, and FAA periodically mails questionnaires to these airfield owners to update the information for the master records and to forward same for inclusion in the Airport/Facility Directory (A/FD).

Many federal, state and independent agencies use the airport master records, not to mention the private sector organizations that publish airport information or use airport data for a variety of purposes.

The remaining 5,500 or so airports are the ones most familiar to pilots; however, they are the nation's economic lifeblood in many respects, and their level of safety is directly linked to the availability and cost of airport-related products. Public use airports are generally publicly owned, also; i.e. a municipality, a county, a state or an airport authority owns and operates the facility. But there are privately owned, public use facilities in many states, and pilots should make an effort to find out how their airport fits into the national airport system.

Public use airports are classified as either certificated or non-certificated (general aviation). Here is where part 139 fits into the picture. Airports serving operations by air carrier aircraft of more than 30 seating capacity are *required* to be certificated. Currently, about 645 airports are certificated under part 139. The large airports at which the airlines operate (New York, Atlanta, Boston, Chicago, Denver, Los Angeles, Dallas/Fort Worth, to name a few) naturally come to mind right away. But there are hundreds of smaller airports with service by more than 30-seat capacity aircraft (the regional and commuter airlines) that facilitate travel between the large airports and communities across the nation.

Certificated airports meet certain standards and are inspected by federal inspectors (Airport Certification Safety Inspectors or ACSIs) who examine paved and unpaved surfaces; runway safety areas; marking, lighting and sign requirements; snow and ice control plans (where appropriate); aircraft rescue and fire fighting capabilities; the handling of hazardous materials (mainly fuels and fueling procedures); traffic and wind indicator requirements; emergency plans; ground vehicle operations, wildlife hazard management; public protection; notification of field conditions; and provisions for safety during construction.

The level of activity and the size of air carrier servicing an airport determines the complexity of the airport's response to part 139. Airports with several operations per day by Boeing 747s, 737s and Airbus 300s rank among the most sophisticated airports, while airports serviced by Dash 8s and Saab 340s are smaller airports with less complexity.

The significance in this comparison is that, whether the airport is a large hub or a "feeder," it is meeting standards that provide specific safety assurances, not only to the traveling public, but also to pilots.

In the last few years, efforts to standardize the sign systems at airports have resulted in all certificated airports developing sign plans for their facilities. This effort alone reduced the number of pilot reports of confusing signs, missing signs and signs not located strategically. More importantly, it eliminated signs that did not meet standards and established positioning of signs for maximum pilot benefit.

Large certificated airports provide FAA with an Airport Certification Manual (ACM); the smaller airports use an Airport Certification Specifications (ACS). In the ACM or ACS, airport management defines how the airport will meet the requirements of part 139. All of the above mentioned items addressed under part 139 are detailed in the ACM or the ACS. Also, the airport defines its own self-inspection program and keeps records of these inspections for the ACSI.

While the FAA Certification Program is regulatory, the emphasis is on compliance through education. ACSIs generally inspect certificated airports annually, and they remind airport operators and managers that this is but a "snapshot" of how the airport is operated the rest of the year.

Airport managers are encouraged to call FAA with questions about anything that affects their airport—and they do. Actually, the relationship between airport managers and ACSIs is one of FAA's strongest areas.

As proof of this, attendance at the Basic Airport Safety and Operations Schools, conducted jointly by the American Association of Airport Executives and FAA, has consistently increased. Here, airport operations personnel (seasoned and freshly minted) attend classes where they learn proven airport practices and procedures as well as the latest technological tools to handle airport issues.

At the Advanced Schools, actual case studies in airport emergency planning and implementation, ground operations, plans, wildlife hazard management, snow and ice control planning and implementation, and safety plans during construction are presented to classes mainly attended by airport managers. The schools or ASOS, as they are referred to, have become a "must" for airport personnel.

Because of the success of ASOS, other schools addressing airport legal issues, security, fire fighting and emergency planning, airport management and airport design have been established. These joint AAAE/FAA schools have earned reputations as unique cooperative and productive efforts.

With certificated airports leading the way in standardizing safety items on airports, many of the practices and products once associated only with part 139 airports are being seen on general aviation airports.

To facilitate adoption of these methods, manufacturers have been motivated to develop products which are affordable and effective for airports with limited funding. This does not mean inferior products, but rather appropriate and cost-effective means of enhancing safety, commensurate with the type and level of activity at the specific facility. This is especially critical to cost savings in lighting and signs.

If you or your airport could benefit from looking at a copy of part 139, call or write to me. (Elizabeth Matarese, FAAAAS-310, 800 Independence Ave., SW, Washington, DC 20591 or elizabeth.matarese@faa.dot.gov.) FAA also provides access to airport information on the Internet. That address is <http://www.faa.gov/arp/arphome.htm>.

There's a lot at stake in perpetuating the life of your airport and in keeping it safe. You can help by being a knowledgeable airport user.

**The International Women's Air and Space Museum
announces its**

1997 Museum Tribute Medallion

*The 1997 Museum Tribute Medallion honors the 50th anniversary of the first All-Woman Transcontinental Air Race. Better known as the **Powder Puff Derby**, the first race was held in March 1947 and was repeated annually for thirty years.*

This medallion is the second in the series of "Museum Tribute" limited-edition ornaments offered by the International Women's Air and Space Museum. The series was created to pay tribute to organizations, groups, and individuals who have made a significant contribution to the world of aviation and space.

The Medallion is a three-dimensional gold-plated disk approximately 2-1/4" in diameter. In the center and raised above a blue background is the latticed half-globe emblem from the official pin of the Powder Puff Derby. The pin was designed by Marion Andrews and it is with her permission that the emblem is used here.



Each piece of this limited edition is numbered and packaged in a gift box. An enclosed card briefly tells the story of the All-Woman Transcontinental Air Race.

The design was produced by Positive Image, Alliance, Ohio, for the International Women's Air and Space Museum.

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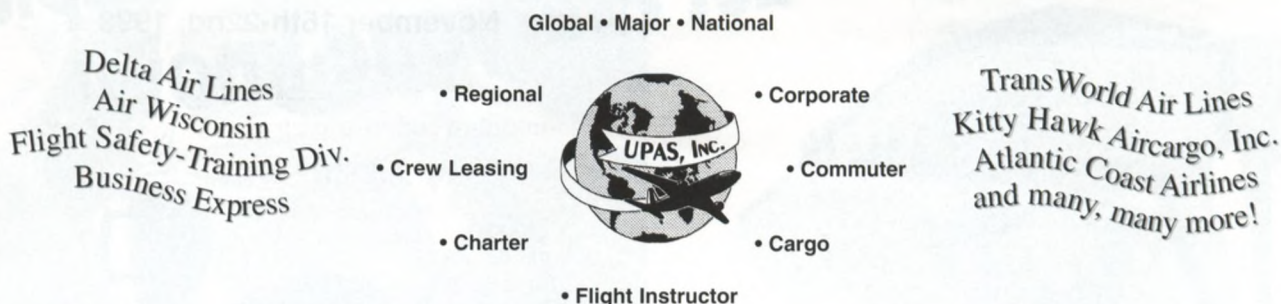
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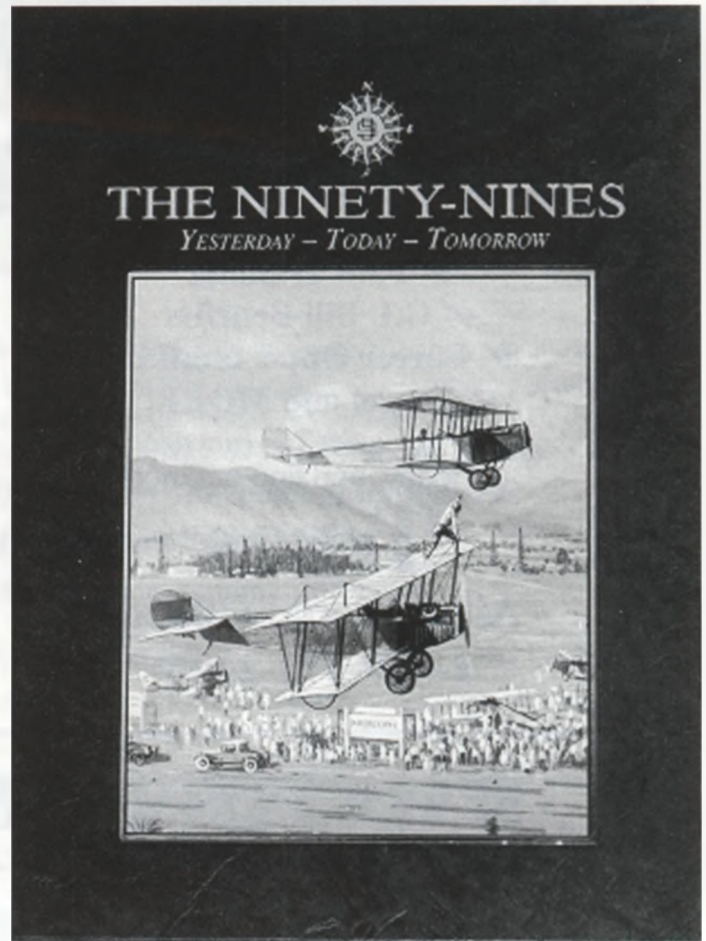
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Checkrides: surviving the inevitable

BY KAREN KAHN, Santa Barbara Chapter

I don't think I've found anyone yet who actually enjoys checkrides, but with the proper mental and physical preparation, they can become less of a heart-stopper and more of a personal productivity marker as the years roll on.

As a professional pilot, you'll be faced with checkrides on a regular on-going basis. As a vocational pilot, you still can't escape the inevitable BFR, but perhaps we can make it a bit more palatable by giving you a few ideas to consider as you face your next "ride," whatever the motivation may be.

Since checkrides will be part of your flying until the day you hang up your wings, begin by thinking of them as your opportunity to demonstrate you possess the special talents needed to safely navigate the airways, be they VFR or IFR.

Set aside a selection of review materials, consisting of your Airplane Flight Manual (AFM), the AIM and pertinent FARs, and any specific data you can find on checkride maneuvers you're about to take, Instrument, Commercial, Multengine, ATP, Part 135 or a plain vanilla BFR. These will become your study bibles as you prepare for the inevitable checkrides in your future.

I think you'll agree that most all of the fear and trepidation associated with checkrides comes from inadequate preparation. So start your review process early enough to allow plenty of time to familiarize or re-familiarize yourself with all the nuts and bolts of the process.

Over the years, I've developed a study routine to help me ease into the proper mindset, beginning with the airplane limitations or "numbers." I've taken all the important data, such as speeds, weights, temperatures/pressures, fluid quantities, etc. for my current airplane and made 3 by 5 index cards detailing the specific areas. If you're studying it for the first time, you may want to use flashcards with a question on one side and the answer on the other. For a review, I use (and re-use) cards with the pertinent details clearly noted and highlighted for each system.

Index cards also work well for listing details of normal, abnormal or emergency procedures that you know you'll be asked to describe or perform. I use green for the normal ones, yellow for the abnormal ones and red for the emergency, saving white for a listing of those limitations that need to be memorized. The flight procedures require more of a mental mapping procedure.

As I read through each one, I visualize my hands/feet/eyes, moving to the proper position or location to accomplish the required action. This, by the way, is one of my favorite pastimes while walking for exercise...reviewing flight maneuvers required for my upcoming proficiency check. And it's always upcoming—every six months, come rain or shine!

Any tape player can become a handy study aid as well. I like to record a series of memory items on a cassette with five-second blanks following each question or statement, followed by the correct information or response. Then, while walking or driving, I can listen to the tape, fill in the limitation or checklist response after I hear my initial query, and then confirm it with

the correct response that's recorded after each blank space.

After I've reviewed all the necessary material, I'll go back and review the notes I've taken from each checkride, noting what things I forgot, didn't know or felt I did poorly. I've made a "don't forget" list that emphasizes my known weaknesses and helps me concentrate on those areas.

As checkride day approaches, I spend more and more time hand flying the airplane and being more and more strict with myself as to allowable tolerances of altitude, airspeed and heading.

I'll start up my PC simulator and practice steep turns, stalls, holding and approaches, particularly those using DME and ADF, making sure the turbulence is turned up to simulate the excessive sensitivity that I can expect on my checkride in the simulator. If you're taking an airplane checkride, make sure you experience a wide variety of flight conditions, from very smooth to bumpy, to increase your confidence when the big day arrives.

Being well-rested and adequately nourished goes without saying. Don't take a checkride if you're ill or upset. Fight the inclination to "get it over with" rather than rescheduling for a better day. Remember that now, due to the new Pilot Records Improvement Act, failed checkrides will be questioned by a prospective employer and trying to explain that you "didn't feel well" that day makes them wonder about your common sense and ability to do the job in a professional manner.

Probably the biggest factor in any checkride is attitude. Becoming defensive, upset or annoyed (even if it's at yourself) is detrimental to your successful completion. It's very important not to dwell on any mistake, but quickly move on so you can concentrate on the next task at hand. Beating your chest over a blown approach can

cause the next one to be even worse, for no reason other than a loss of concentration. Save your post-briefing (or tongue-lashing) for later. It probably won't look or feel quite as bad then.

Demonstrate you're working hard and paying attention to important details, coordinating with all available resources and planning ahead. If you do fly a particular maneuver in a standard manner, admit your mistake with a short self-critique such as "That was a terrible steep turn." Ask to repeat it, then forget about it and work to make the remainder of your ride one you can be proud of. Learn to focus your efforts on the task at hand—from the oral prep sessions to the actual ride itself.

You'll find that all your hard work will pay off with more confidence in your own abilities as well as smooth, precise flying skills. One day you'll realize that checkrides are (gulp!) fun and a challenge to your own professionalism.



Probably the biggest factor in any checkride is attitude. Becoming defensive, upset or annoyed is detrimental to your successful completion.

Karen Kahn is a captain for a major US airline and author of the new book, *Flight Guide for Success—Tips and Tactics for the Aspiring Airline Pilot*. Type-rated in the MD-80 and Lockheed JetStar, she holds an ATP, Gold Seal CFII:AIM and is rated in gliders, seaplanes and helicopters. In addition to her writing, she runs Aviation Career Counseling, a pilot career guidance and airline interview counseling firm based in Santa Barbara, California (805-687-9493, fax 805-687-6226 or e-mail 76147.135@compuserve.com).

Report from GAMA

According to statistics compiled by the General Aviation Manufacturers Association (GAMA), airframe manufacturers recorded their best first quarter billings in history. Compared with the first quarter of 1997, aircraft billings increased by 28.8 percent from \$886 million in 1997 to \$1.141 billion in 1998.

Total aircraft shipments were also up 92.4 percent with 456 units compared to the 237 units delivered in the first quarter of last year.

"The numbers really speak for themselves," said Ed Bolen, GAMA president. "This is a phenomenal first quarter which we believe is a harbinger of another great year for this industry."

Jet deliveries were at a record high once again with 82 units in the first quarter, up 30.2 percent over the 63 units in the first quarter of 1997. Turboprop deliveries increased 20.5 percent to 47 units in the first quarter of 1998. Piston engine aircraft shipments were up significantly with 327 units, up 142.2 percent over the 135 units delivered in the first quarter of 1997. —*May/June 1998 National Aeronautics*

Airline Pilot Hiring - May Summary

Airline pilot hiring continued to be strong with 1,195 new jobs in May and 1,181 new jobs in June. The current rate of hiring will produce approximately 4,000 new jobs at the majors; more than 4,800 at the nationals, and approximately 14,000 new pilot jobs overall in 1998. Our official forecast calls for 12,500-plus new airline pilot jobs in '98. —*June AIR, Inc. Atlanta, Georgia*

"Embrace Space" project

A comprehensive resource of space information for students, teachers, parents and other on-line visitors can be obtained from the official web site for the Embrace Space project at www.spaceday.com.

WIA announces first Regional Conference

Women in Aviation, International will hold its first Regional Conference on October 2-3 at Oshkosh, Wisconsin. The conference, which will be co-hosted by the Experimental Aircraft Association (EAA), is an outgrowth of WAI's International Women in Aviation Conference held each year in March. The theme of "Exploring Opportunities in Aviation" will provide a mid-year option for women and men who are interested in entering or enhancing a career in aviation. Registration information can be

obtained by contacting WAI at 937-839-4647 or by fax at 937-839-4645.

FSI signs major training contract

FlightSafety International has signed a contract with Jet Aviation to train its pilots and maintenance technicians from all over the world. The new, long-term agreement was recently enacted at Jet Aviation's two principal locations: Zurich, Switzerland, and West Palm Beach, Florida.

FSI is headquartered at LaGuardia Airport in New York. It has extensive training resources with more than 1,000 FAA qualified instructors and 38 simulator-equipped learning centers. Jet Aviation is a global business aviation service company that offers maintenance outfitting and refurbishment, full FBO services and aircraft charter and management.

Training classes will take place at FlightSafety's learning centers and at selected Jet Aviation locations.

Discount insurance available to CFIs

The National Association of Flight Instructors (NAFI) and Avemco Insurance Company have collaborated to reduce rates for NAFI Master flight instructors on liability insurance. These new rates offer the same coverage as the existing NAFI policy, but will offer discounts of at least 25 percent. The plan offers liability protection for bodily injury and property damage not only while instructors are giving dual instruction, but also for flight activity when the instructor is not present. Details can be obtained through Avemco at 800-353-9102.

The National Air and Space Museum

The legendary air museum that's home to the Wright Brothers' flyer, Charles Lindbergh's airplane and John Glenn's space capsule has unveiled its latest flying attraction of two business jets: a gleaming white 1970 Cessna Citation 500 and a glistening 1965 Beech King Air Model 90.

Both planes are on loan from Cessna and Raytheon for a year. Then the restored Cessna plane that looks brand new will be on display at the Kansas Aviation Museum. The refurbished King Air will be for sale by Raytheon.

The Air and Space Museum expects to attract nearly 10 million visitors this year.

New site for refresher courses

Citing the need for high caliber, yet enjoyable, pilot refresher and flight instructor refresher clinics (FIRC's), Wings of the Cas-

cade in Bend, Oregon, has a distinct new twist on several training programs.

The company will offer 16-hour FAA approved courses aboard cruise ships and at vacation hot spots such as Lake Tahoe. FAA approval to issue renewals on site is being sought.

Chief instructor for the classes is Mary Schu, Central Oregon Chapter. This 23-year flight instructor veteran is an active corporate jet pilot and president of Wings of the Cascades. She holds type ratings in Cessna Citations and West Wind/Jet Commander turbine aircraft, as well as a masters degree in education. She credits years of lack-luster aviation training sessions as the inspiration for trying this new format.

"I love flying and I love to teach," she says. Learning should be a fast-paced, memorable experience. Quality instruction, after all, is the key to aviation safety." For more information, contact Mary at 1-800-516-9464.

Recreational pilot certificates

Sporty's Academy is the first flight training facility in the United States to receive FAA Part 141 approval for a Recreational pilot certificate course. The certificate of approval was issued to Sporty's Academy by the Cincinnati FSDO on August 4, 1997. The recent changes in Parts 61 and 141 helped expand the usefulness of the Recreational pilot certificate and made this approval possible.

"Flight schools that are not offering the Recreational pilot certificate are missing an opportunity to attract new students," said Sporty's Academy founder Hal Shevers. "In fact," he said "the Recreational certificate can be the savior of the smaller flight schools and airports."

Young Eagles update

The EEA's Young Eagles program has a goal of helping a million kids experience the thrill of flight by the 100th anniversary of powered flight in December 2003. So far, they've flown approximately 375,000 children.

At a recent Midwest Corporate Aviation open house at Jabara Airport in Wichita, Kansas, Denise Sageser, Kansas Chapter, was the pilot for an 8-year-old girl named Sarah. As a result of her trip into the skies in a Cherokee 140, Sarah made a change in her career plans. "I used to want to be a rock star," she said after the flight. "Now, maybe I'll be a pilot and a rock star."

SCHOLARSHIPS

Pam Van Der Linden Memorial Scholarship

A scholarship for \$750 is being offered by the Coyote County Chapter for the purpose of obtaining an additional rating or certificate.

Applicants must be female pilots with at least a private pilot certificate. The rating or certificate must be earned at a flight school within the California counties of San Diego, Riverside, Imperial, San Bernardino, Los Angeles, Orange, Santa Barbara or Ventura. Application deadline is September 15, 1998.

For application or information, contact Penny Fedorchak, Chairman, Pam Van Der Linden Scholarship, 241 Fox Fire Lane, Fallbrook, CA, 92028, 760-728-0658 or e-mail JFedorchak@aol.com.

The 99s Canadian Award in Aviation

The 99s Canadian Award in Aviation is to promote aviation throughout Canada. It has been in existence since 1974 and is recognized by Revenue Canada as a Canadian registered charity. The award is given annually to educational organizations, charitable institutions or private individuals whose activities promote, improve or preserve aviation and aeronautics in Canada.

The Board is now receiving applications for the 1998 award which this year will be in the amount of about \$2,000. Interested applicants should provide background information, future plans and reasons for requesting financial assistance.

All applications must be in writing and postmarked no later than August 28. Last year's award was given to the Regional "Let's Talk Science" sites in London, Vancouver and Edmonton.

Information may be obtained from 99s Canadian Award in Aviation Trust, c/o Heather A. Sifton, Toronto Buttonville Municipal Airport, Box 100, 2833 16th Ave. Markham, Ontario, L34 0P8

NOTAM - Send your Chapter or Section Scholarship information for a listing in the September/October and November/December issues of all scholarships offered.

HEADQUARTERS

Attention: All busy women

Please take advantage of the automatic renewal option. Give Headquarters your credit card number and they will process your annual dues automatically. You will still need to fill out your yearly renewal form so Headquarters will have your most current information.

Area code change

If your area code has changed during the past year, please send the new number to Headquarters.

Twenty-first Century Endowment Fund

Due to current business commitments and other factors, Leila Baroody, Connecticut Chapter, is unable to accept a 21st Century Fund trustee position. She appreciates everyone's support and wishes the new trustee well on this very worthwhile effort aimed at building a solid future for The 99s.

FOR INFORMATION on how you can contribute to the Twenty-first Century Endowment Fund, write, call, fax or e-mail Headquarters.

MEMBERSHIP

Academic rates

Full time students are entitled to a lower academic membership rate of \$30 US. A member who is certified as a full-time student of a high school, college or accredited or professional institution of higher education (or the international equivalent) is considered an Academic member. Certification must accompany application and renewal forms.

Keep in touch

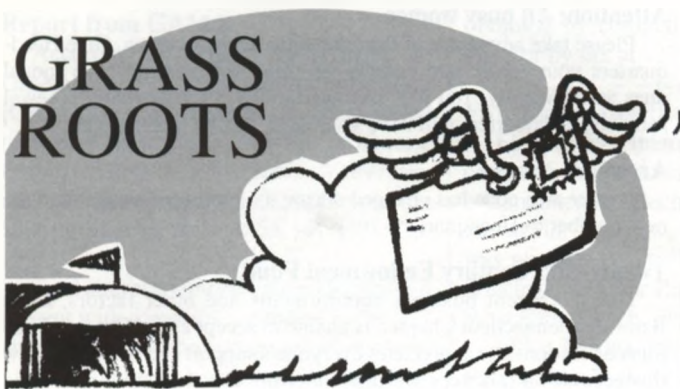
Have you made contact with your non-renewing members? Maybe they just need to hear from someone to let them know they're missed! Call or write them today!

WELCOME THESE 73 WOMEN PILOTS TO THE NINETY-NINES

Teresa Gayle Arney, *Arizona Sundance*
Bernice M. Barris, *Lake Erie*
Julie Marie Beaver, *Houston*
Gloria M. Besk, *Florida Spaceport*
Helen Beulen, *Arizona Sundance*
Kathleen Michele Birkhofer, *Tucson*
Lynn M. Bojtos, *South Central Section*
Diane Jean Carl, *Purple Sage*
Shauna Marie Clements, *Greater Seattle*
Carol A. Cole, *Greater Seattle*
Micky Lee Colton, *First Canadian*
Shannon Cathleen Coursey, *Colorado*
Janna Annette Cronk, *North Georgia*
Ursula M. Currie, *Garden State*
Sandra Rice David, *Monterey Bay*
Dawn Mikiala Decker, *Intermountain*
Mary C. Delaney, *Chicago Area*
Sharon Eller, *First Canadian*
Sindy R. Fitzpatrick, *Florida Spaceport*
Michelle Suzanne Gardy, *Austin*
Kristine Gaussq, *Greater Pittsburgh Area*
Lana Rae Getubig, *San Fernando Valley*
Miriam M. Granat, *San Fernando Valley*
Jean M. Hickman, *First Canadian*
Wendy J. Hong, *Florida Spaceport*

Gina Maria Hunt, *Colorado*
Renate P.A. Jemkins, *North Jersey*
Evelyn Ann Jerome, *San Fernando Valley*
Jeannette Johner, *Austin*
Marja-Sisko Kiuas, *Finnish Section*
Wendy Sunday Knight, *Colorado*
Sandra Johanna Krueger, *North Jersey*
Heather Marie Little, *Tulsa*
Dana Leigh Lucas, *Embry-Riddle Prescott*
Jean MarieLucier, *Eastern Ontario*
Rupa Mahanty, *India Section*
Valerie Jean Martin, *Hi-Desert*
Kim McPherson, *British Columbia Coast*
Toni Gene Merrigan, *Aux Plaines*
Carol Lynne Morgan, *Florida Suncoast*
Llewella M. Morgan, *East Canada Section*
Louise Muelhaupt, *Iowa*
Donna K. (Dawn) Myers, *Brazos River*
Karen G. Ness, *Illiana Cardinals*
Leena Johanna Niemi, *Finnish Section*
Anna Gabrielle Nosko, *First Canadian*
Jennifer Jill Odom, *Member at Large*
Katharine Ann Olson, *Idaho*
Kimberly Ann Osby, *Southwest Section*
Jennifer Jean Penning, *Southwest Section*

Kathryn Jayne Preston, *NY NJ Section*
Michele Marie Rosa, *New England Section*
Lucille Russell, *North Jersey*
Megan Mallory Rust, *Brazos River*
Valerie Salven, *Kentucky Blue Grass*
Brenda Scheufele, *Southwest Section*
Victoria Scoones, *Florida Gulf Coast*
Valerie Smith, *Eastern Ontario*
Nancy Stone, *Western New York*
Penny Lindon Suttle, *Northeast Section*
Loretta Touzell, *Australian Section*
Mary Stewart Trogon, *North Georgia*
Patricia Ann Varma, *Wisconsin*
Rebecca Zoann Walker, *Marin County*
Shannon Walsh, *Florida Goldcoast*
Amy E. Weitzel, *Eastern Ontario*
Judy Kim Wellbrock, *Colorado*
Linda Ann White, *Southwest Section*
Pamela Wickemeyer,
Greater Pittsburgh Area
ChristineWidener, *Southwest Section*
Ellen Jean Williams, *Hi-Desert*
Sandra Lee Winfield, *Brazos River*
Suzanne R. Zeif, *Florida Gilf Stream*



India Section

The women pilots of India have succeeded in getting 5,000 square feet of built-up area for display of aviation and space-related exhibits at the Nehru Science Centre in Bombay. We have also received the green signal to release the "India's Women Pilots" special commemorative postage stamp on October 5, 1998, marking progress of women pilots in 50 years of India's independence.

On April 27, the Nehru Science Center and the Indian Women Pilots Association (IWPA) jointly signed a Memorandum of Understanding Agreement to develop an Aerospace Hall at their premises in Bombay.

This will be a major addition to the Nehru Science Centre education process. It will enable people to evaluate the tremendous contribution aeronautics has made today and will also make in the future.

Vice Governor Mohini Shroff, Secretary Rabia Futehally, India Section, and Aruna K. and Neetu Gupta of IWPA will be involved in developing the Aerospace Hall.

Both organizations plan to have various activities such as aviation and space seminars and conferences, aviation education programs for school children, workshops, contests, aero-modeling, etc. for students and public to popularize this science and create interest in the aviation field.

—Chanda Sawant Budhabhatti



Sitting: Mr. R.M. Chakraborty, Dy. Director General, National Council of Science Museums, and Chanda Budhabhatti, Governor, India Section and president of Indian Women Pilots Association. Standing: Nehru Science Centre curator G.S. Rantela, India Section Vice Governor Mohini Shroff, Neetu Gupta, Aruna K. Gupta and Section Secretary Rabia Futehally at the signing of the Memorandum of Understanding Agreement.

Mid-Atlantic Section Fall Section Meeting

The Mid-Atlantic Fall Section Meeting will be held at the Omni Hotel in Charlottesville, Virginia, on October 2 - 3. It will be hosted by the Virginia Chapter. Fly in to Charlottesville-Algemarle Airport (CEO).

The Omni Hotel is located at the west end of the downtown pedestrian mall. Hotel reservations must be made by September 4.

There will be a reception on Friday evening and speakers and seminars on Saturday afternoon. Plans are still incomplete, but you can get updates on our home page (<http://ourworld.compuserve.com/homepages/bettyvinson/>) over the summer.

For registration information, call Sharon Blodinger at 804-973-3461 or fax 804-295-2960.

North Central Section Spring Meeting

The Michigan Chapter's planning for the North Central Spring Section Meeting began over a year ago under the direction of Chairperson Patti Uncapher.

When that special May 1 date arrived, all the plans, the teamwork and the number of helping hands came together in one beau-

tiful crescendo. The heavy spring rains didn't slow up the leadership of events orchestrated by Mary Auglin, Gloria Eby-Buck and Linda Haynes.

Each entry airport surrounding the Midland destination had plenty of umbrellas, smiles and home-made treats available, thanks to Claire Ojala and Sheila Ralph. Seventeen Chapters were represented from within the Section. International Treasurer Beverley Sharp extended a warm welcome to the guests as they arrived on Friday. Guests were presented with a welcoming bag containing directions for events and a few small gifts. Tucked among those items was a bright blue Christmas tree ball trimmed with a white 99s logo.

The guest speaker on Saturday evening was Capt. Sandy Anderson, a pilot for 19 years with Northwest. Featured speakers during the Saturday morning meetings were Past International President Bea Steadman and FAA representative Valerie Palazzolo.

The Jack Barstow Airport of Midland held a fly-in pancake breakfast Sunday morning, which many of the 99s attended before returning to their homes.

—Grace Lienemann
Michigan Chapter



British Columbia Coast Chapter had a great sunny day for their 2nd Annual Plane Wash and BBQ at Boundary Bay Airport, Delta, British Columbia, Canada, May 3. They washed 11 aircraft, including a Yak and some of the flying school's dirty fleet. CAP Detailing provided brushes, buckets and soap. Shown here are Wendy Boyles, Raeleen Ranger, Marcia Buchyns, May Lockhart, Denise Kitson, Lisa Odermatt, Joan Lynum, Kim McPherson, Janet McQuhae, Gail Franklin and Elma Kozak.—Colette Morin



Greater Seattle and Western Washington Chapter 99s at the FAA safety seminar. Shown here are Joyce Harding, Northwest Section Governor Marilyn Moody, Donna Summer, Marian Hartley, Nancy Jensen, Patricia Mattison, Anita Taylor, International Secretary Carolyn Carpp and Nicole Vander Ley.

Greater Seattle Chapter

The third annual aviation auction for the Chapter scholarship fund was held at the hangar of Pat and Jon Salisbury. Although the weather discouraged fly-ins to Flying H Airpark that day, a hardy group met for pot-luck lunch and auctioned deserts and assorted aviation memorabilia.

Members from Greater Seattle and Western Washington Chapters met together May 27 for the monthly FAA safety

seminar at the Museum of Flight, Boeing Field, Seattle, Washington. Patricia Mattison, Southeast Alaska Chapter Chairman, and safety director of the Juneau FSDO, detailed with slides the events leading up to the crash of the small jet carrying part of Reba McIntire's band in March 1991. Her talk gave sobering evidence of how each adverse factor adds with others to create the potential for disaster.

—Marian Hartley

Orange County Chapter

Since the dedication of the Thomas F. Riley Terminal Building in 1990, several members of the Chapter have been very visible conducting tours of the terminal building for John Wayne Airport. Current Orange County Chapter members who have been dedicated volunteer tour guides are Beverly Allen, Linda Eldridge, Martha King, Patty Murray, Cynthia Shofer, Chris Stulik, Gloria Sullivan, Eleanor Todd, Mary Van Velzer and Barbara Ward.

More than 5,600 people toured the terminal building in 1997 alone. There have been the same or more this year. The guides enjoy touring all age groups from the first graders to senior citizens, "gearing" the tours to the particular age group. It is especially exciting when our 99s explain to the wide-eyed school children what

makes an airplane fly, as well as how the airplane is able to climb, descend and turn in the air. Also, it's a real wake-up call to some of the girls when we tell them we are pilots, and flying is not just for boys.

The airport tours are so popular that most of our tours are repeat customers. Teachers often bring their current year's class for the airport experience. Of course, the ultimate experience, when airline scheduling allows, is when we can tour the inside of a commercial airliner. We don't know who enjoys touring the airport more, the tour guests or the tour guides.—Mary Van Velzer

Colorado Chapter

Our Chapter had a busy spring. In spite of our decision to organize the Mile High Derby only every other year, we were still out there, promoting The 99s and



The group for the May 1998 Flying Companion Seminar.

Alaska Chapter

The Chapter held our all-day flying companion seminar in May. Twenty-seven participants and 15 Ninety-Nines attended. Profits from the seminar will help fund student and advanced rating scholarships given by the Chapter.

A fly-in to McCarthy, Alaska, was held over the Memorial Day weekend. Eleven airplanes with 99s and spouses stayed at the McCarthy Lodge on Saturday evening, enjoyed a delicious meal at the hotel and departed Sunday morning for the annual Long Lake Memorial Day Breakfast.

The breakfast was well attended, with 40 airplanes parked along the 2,000-foot grass strip. It was almost like a mini-Oshkosh, watching all those airplanes land! The special treat was watching the AN-2 come in for a landing.

At the First Annual Alaska State Aviation Conference, held in the newly-completed Federal Express hangar at Anchorage International Airport, our Chapter turned out in full force at our booth to answer the question, "Who are The 99s?" The show was a great success and brought new recognition to The 99s.

—Candy Williams
and Dianne Denson

women pilots at local fly-ins and air shows.

On May 9, Centennial Airport held its open house, and we served both breakfast and lunch, raising approximately \$750 for the Chapter.

Mary Ducey assumed Trine Jorgensen's position of Chapter Chairman, taking over when a career opportunity to fly for a commuter airline in Kansas City opened for Trine. Special thanks go to Jan McKenzie for spearheading a revamp of our fly-in program with a survey of member interests and experience.

We'll really be going places this fall, including a contingent to Brazos River for the Section Meeting.—Julie Boatman

Yavapai Chapter

Several members assisted judging at the PCIFA Regional meet held in Prescott, Arizona.

Mary Samuels participated in the National NIFA competition as a line judge and the Message Drop altitude judge.

The Chapter was well represented at the April Arizona Pilot's Association annual meeting also held in Prescott. We awarded a scholarship to the ERAU Chapter that was used toward expenses in attending the Women in Aviation Conference.

A female cadet member of the local CAP was the recipient of a Yavapai Chapter donation, enabling her to attend the CAP encampment. The June airmarking at Prescott Municipal was coordinated by our Chapter.

—Mary Samuels





Hangar Party attendees were Andrea Chay, Cathy Wappler, Margaret Nelson, Joy Bowden, Delle Hightower, Linda Tetzlaff and Sue Frantz.

Houston Chapter

The Chapter had a hangar party where Joy Bowden, operator and owner of Texas Taildraggers Flight School, was presented with a letter stating that our Chapter will honor Joy's induction at Forest of Friendship in June for her contribution to general aviation. Joy has been active in The 99s and an instructor for 20 years.

The following weekend there was a fly-in to Lone Star Air Museum, Galveston, Texas.

Joe and Sue Frantz flew their Aztec in and met Jim and Andrea Chay, Sophia and Chuck Thibadeaux, Ava Sumpter and Carol Brackley for lunch at Moody Gardens nearby.

The South Central Section Meeting in San Antonio, Texas, was attended by Chairman Sue Frantz, Vice Chairman Kathy Clark, Delle Hightower, Treasurer Lois Gronau-Fietz, Andrea Chay and prospect 66 Toni Byrdmark.—*Sue Frantz*

Chicago Area Chapter

An aviation field trip to Dupage Airport was conducted by 11 Chapter members and 17 volunteers for 85 fourth graders, parents and teachers from Field School in Park Ridge, Illinois, on April 25. Children were placed into color-coded groups of eight for ease of movement through the tour. Groups waiting for the tour were able to watch runway activity from the terminal's outside veranda and a hand-held radio allowed the children to listen to tower controller and pilot communications.

Inclement weather did not dilute the day's activities; several Chapter members and friends moved their planes into a hangar made available by the Airport Authority, where plane interiors were described by owners; other volunteers explained outside control surfaces.

The program included a video, "Tell Me Why," on flight and the IMAX film, "The Dream is Alive," with astronauts and the

space program. Other attractions were a member's "Four Forces of Flight" presentation simulator, her large remote-control airplane and a game naming the parts of an airplane by filling in blanks on a big poster.—*Jean Ingle*

Indiana Dunes Chapter

On April 29, the Chapter sponsored a very successful FAA Safety Seminar with a total of 65 attending. The event was held at the Porter County Airport, Valparaiso, Indiana. Donna Stevens, chairman of the seminar, let us use her DonnAir Aviation hangar.

Don Hales of the FAA gave his usual top quality presentation. He also brought a guest speaker, aviation attorney Don Schlyer. Don is a friend of the Chapter and his talk was most enlightening.

Jan Topp and Sandy Smythe served on the committee with many members donating refreshments.—*Christine Murdock*



Peggy Doyle teaches a delighted Girl Scout on the simulator.

Old Dominion Chapter

On Saturday, April 4, the National Air & Space Museum hosted its annual Girl Scout Day. Five women pilots offered their time and talents demonstrating the art of flying simulators and providing young people with an insight into the world of aviation. Chapter member Morgen Reeb, flight officer with American Airlines, coordinated our participation in the event. Connie Tobias, US Air captain, and members Peggy Doyle, Jan Thompson and RJ McGlasson joined Morgen in providing hands-on experience to more than 650 Girl Scouts plus siblings. This was the third

year our Chapter was involved.

The museum opened promptly at 10 a.m. and we were the star attraction. By the time 3 o'clock rolled around, we could barely speak above a whisper. We all had our share of barrel rolls, steep turns, unusual attitudes and turns around a point—not to mention the occasional stalls.

The experience was both enjoyable and educational for the pilots and potential pilots. A special thanks to Don Robb of AvEd Flight School, Inc. and Tel Aero Flying Club of Leesburg, Virginia, for the use of the simulators.

—*RJ McGlasson*

Tucson Chapter

The pilots showed! The system worked! Our customers only had to stand in line for 20 or 30 minutes, instead of three or four hours as in previous years. The absence of a huge line snaking around the ramp certainly felt good to all of us. It was the annual Nickel-A-Pound on April 4, with Tucson 99s and other pilot volunteers giving rides to the public for the bargain price of five cents a pound.

Fuel was provided by Tucson Airport Authority, since our rides are the big drawing event at the airport's annual Aviation Day. The airport also gave each pilot an Aviation Day shirt and a tasty lunch.

A total of 20 pilots flew from 8 a.m. to 1:30 p.m. The sightseeing route took us in a big rectangle over the city. Along the way, we passed over Davis-Monthan AFB, with its "bone yard," a huge col-

lection of retired aircraft stored in the desert for preservation.

Our new number board system, with numbers corresponding to those on passenger tickets, worked well to keep the line short. Ground crew included CAP cadets, 99s and other volunteers. It was a great team effort. We flew 208 people, weighing in at 25,299 pounds, and added about \$1,000 to our scholarship fund, thanks in large part to Gloria Tornbom, who chaired the event. She handled a very difficult job extremely well.—*Kaye Craig*

North Jersey Chapter

Each spring we in New Jersey foolishly expect perfect flying conditions for our Annual Poker Run. But fickle winds and cumulonimbus have scattered capriciously over the five-airport course and kept pilots on the ground for the second consecutive



Passing out certificates at the end of the Pinch Hitter. Student Lisa Tamm, Instructor Wendy Paver, Student Dianne Hamilton and Pinch Hitter Chairman Jennifer Aiken.

Greater Detroit Area

The weekend of May 16-17 was the 21st Annual Pinch Hitter for the Chapter. Twenty students made up a class with one extra returning for two hours of flight to make up from last year. We had 11 instructors, four new ones and two returning for their thirteenth year.

The weather was beautiful on Saturday. Some tried to take to the skies, but with no horizon, teaching wasn't possible in the morning, then it got windy. Some trainers and students braved the winds, but most spent the afternoon "hangar flying." The weather on Sunday was excellent though, so all of the students were able

to make up for lost time.

Jennifer Aiken was chairperson for the event, with many other 99s pitching in to get all the work done. Nancy Lammers was responsible for gathering food and keeping the tables full, and Sue Siporin's 49 1/2. Sandy was responsible for fixing lunch both days—and he doesn't settle for anything less than gourmet fare. Dee Ann Schiappacasse rounded up all the speakers. Sue Siporin and Bonnie Davis taught the ground school sessions, just to name a few of the people involved in making the program a great success.

—Rosemary Sieracki

year. Although the Poker Run is our Chapter's major annual fundraiser, we did manage to have fun and prizes on May 3, if not loggable hours, for those who attended the festivities.

All summer, some of our faithful members hang out at Linda Scully's flight school (Lincoln Park Aviation) at Lincoln Park Airport, and meet for dinner on Thursdays at The Ready Room. We're content to hangar fly while the sun sets over the mountain on the other side of the runway. Fly in and join us. —Lesley G. Miller

Tennessee Chapter

In May I spoke to 200 members of the Arnold Engineering Women's Club about my flying adventures over the past 54 years. Adele McDonald flew me to

Tullahoma for this event in her Cessna 310. A week later, she and I, along with Nancy Daugherty and Loretta Gore, met in Tullahoma with some members of the Alabama Chapter to see the Smithsonian Traveling Display on women in aviation.

—Evelyn Bryan Johnson

Blue Ridge Chapter

In May, Chapter members were guests of Carol Mucci, ATC training specialists at the Greenville-Spartanburg Airport. She gave the group a complete tour of the radar facilities and the tower.

The Chapter voted to provide an \$800 scholarship to one young person interested in attending Space Camp.—Madelyn Smith

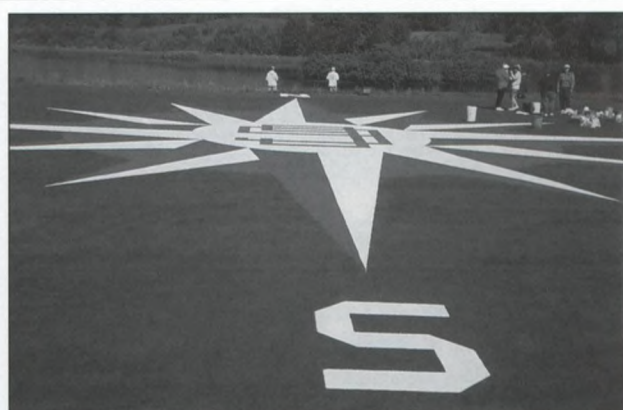


Eastern New England Chapter member Billie Downing was presented the New England Section Award of Merit for her contributions to aviation at the Fall Section Meeting. The photo shows Martha Dunbar, outgoing New England Governor, Billie Downing and Ann Wood Kelly, a well-known veteran pilot who ferried planes for the British ATA prior to America's entry into WWII. —Katharine Barr, N.E. Section Governor

AIRMARKING

Canadian Rockies Chapter

Chapter members Roberta Baker, June Mills and Jeannine Sprague, along with 66s Kristina Evanchu and Sandra Wark and members of the Penticton Flying Club, painted a large Compass Rose on the Penticton airstrip.—June Mills



Houston Chapter painted a Compass Rose in bright red and white at David Wayne Hooks Airport. Airmarking Chairman Joy Bowden, assisted by Andrea Chay, headed up this project.

—Sue Frantz

Fiesta pilots wanted for nationals

Excitement is building in Champaign County, Illinois, in preparation for the U.S. National Hot Air Balloon Championships. "Fire on the Prairie" is scheduled for August 7-15, 1998, at the Rantoul National Aviation Center.

Executive Director Janet Floyd says the event is eager to attract Fiesta pilots. To receive a registration kit, please contact the Championship Office at 217-351-4133, ext. 34 or e-mail to director@balloonchamps.com.

RACES & RALLIES

Barnstormin' Oklahoma

The Oklahoma Chapter was asked by Aerospace America (one of the 10 top annual airshows in the United States) to devise an aviation event to promote the 1998 Aerospace America Airshow.

Their theme for 1998 was Legends of the Air, emphasizing Wiley Post, whose 100th birthday is this year. Our answer was a Barnstormin' Oklahoma event, chaired by Jan Perry, with Phyl Howard, Gladys McCaslin, Lu Hollander and Ann Leininger doing the major planning. The goal was to have 100 airplanes take off from Wiley Post Airport in Oklahoma City on May 30.

Four different flight routes were available: north to Enid and Ponca City; east to Cushing and Okmulgee, west to Elk City and Altus and south to Ada and Lawton.

To the delight of the Oklahoma Chapter, of the 115 planes registered, 89 planes departed within a two-hour time span. (Fifteen planes from the Tulsa area canceled due to a 400-foot ceiling.) Cities were selected for an overflight between the takeoff point and the first landing airport and again between that midcourse airport and the final destination. At the intermediate landing and the final stop, colored ping-pong balls were dropped to be retrieved for free tickets for Aerospace America.

Pilots and passengers in each airplane received an Aerospace America '98 T-shirt and complimentary tickets for Aerospace America. At each landing airport, the airport management and town citizens gave the participants a royal welcome. Lunch was served at the final destination. Already, this event is being referred to as "The First Annual Barnstormin' Oklahoma."—Carol Sokatch, Oklahoma Chapter



Wiley Post's nephew Russ with Barnstormin' Chair Jan Perry.



(Front) Phyl Howard, Blue Flight Team leader, with registration crew Carol Sokatch, Leda Hedglon, Helen Holbird and Rita Eaves.

Coyote Country Poker Run

The 8th annual Cross-country Caper & Poker Run sponsored by the Coyote Country Chapter will be held on Saturday, October 10, from 10:30 a.m. to 2:30 p.m. Proceeds will benefit the Kay Brick Memorial Scholarship. For more information, contact Barbara Brotherton, 760-723-8682.



Marion Jayne and Shreveport 300 Air Races.

The Shreveport Chapter helped with the Marion Jayne Air Race and the Shreveport 300 Air Race. We served as timers, handicappers, check pilots and manned the hospitality room.

Harlan Hain and copilot Charlie Daubs took the first place trophy for the Shreveport 300. Forty-one planes took off at one minute intervals at 8:00 a.m. June 8 from the Shreveport Downtown Airport on a 1,254-mile course that ended in Frederick, Maryland, with four intermediate stops. The photo shows members of the Shreveport Chapter and local EAA members who helped with the Marion Jayne Air Race.

—Rebecca T. Netherton, Shreveport Chapter

Garden State 300

Central Jersey Regional Airport was host to the 26th Annual Garden State 300 sponsored by the Garden State Chapter. This is the only air race of its kind in the Northeast open to both women and men. The race attracted 21 race teams.

Ninety-Nines contestants included Barbara Para, Karen Hopson and Judy Johnson of Garden State Chapter; Kimberly Harper of Mid-Atlantic Section; Mary Wunder and Barbara Strachen of Eastern Pennsylvania Chapter; and Jackie Siegel, Debbie Haines, Deborah Demcak, Bonnie Oquendo, Jean Flakker and Lorraine Jordan.

Cash prizes, trophies and plaques were given to the top scoring teams. The Alice Hammond Award, sponsored by the Garden State 99s, was presented to the highest scoring 99 pilot, Karen Hopson.

Rhonda Goodwin and Diana Dade co-chaired the race. Committee members included Rachel McNeil, Debbie Haines, Deborah Demcak, Bonnie Oquendo, Jean Flakker and Lorraine Jordan.

The Alice Hammond Scholarship is presented to an outstanding New Jersey woman pilot in recognition of her earnest desire to further her aviation achievements. This year's recipient was Jennifer Kuti.

—Rhonda Goodwin

Pilots Poker Flight

Florida Goldcoast Chapter had a successful Pilots Poker Flight May 30. We had 15 planes fly in to Orlando Executive Airport. There were about 50 to 60 participants. Money raised from the sale of about 200 hands will be used for furthering aviation education.—Tamra Sheffman

RATINGS AND WINGS

RATINGS

Sylvia Hess	Keystone	Multiengine and Multiengine Instructor
Nancy McCurry	Keystone	Glider
Kim McPherson	BC Coast	Commercial
Roselyn Quibbemann	Minnesota	Instrument
Lisa Reece	Katahdin Wings	Commercial
Marina Saettone	Bay Cities	Helicopter
Phyllis Sproul	Western Washington	Seaplane
Jennifer Sulley	BC Coast	Multiengine
Mary Tait	Katahdin Wings	CFI, CFII
Marci Thomas	Virginia	Multiengine

WINGS: THE SIGN OF A SAFE PILOT.

Jenny Jorgensen	Katahdin Wings	Phase I
La Jean Firminhac	Minnesota	Phase III
Cyd Sellers	All-Ohio	Phase VI
Marci Thomas	Virginia	Phase X
Lou Anne Gibson	Dallas	Phase XI
Wally Funk	Dallas	Phase XVI

The 99s extend their prayers and thoughts to the families of the following 99s and 49 1/2s.



Virginia Showers

VIRGINIA SHOWERS. Los Angeles Chapter, passed away on May 4. She began flying in 1957, earning her SEL and Commercial ratings, as well as ASMEL, SES, Instrument and Basic Ground School Instructor. She flew many types of aircraft but thought Bonanzas were "a blast." She has served in many officer positions, and chaired almost every committee from A.E. Scholarship to Nominating.

In 1977, she was named Los Angeles Chapter Pilot of the Year. She was an avid racer, participating in many Powder Puff Derbys, Air Race Classics, Pacific Air Races and the Palms to Pines, al-

most always placing in the top 10. She flew medical supplies to Mexico and gave Penny-A-Pound rides in the Education through Aviation program. She attended every Section meeting and convention and many other fly-ins. Virginia was also very active in the Forest of Friendship.

In spite of recent health problems that plagued her, she attended The 99s convention in Portland, Maine, and the AE 100th Birthday party in Atchison, Kansas, and said she had a "rip-roaring" time.

—Patricia Olson
Los Angeles Chapter

ELIZABETH A. COLLINS, Garden State Chapter, died at home in Mount Laurel, New Jersey, in May. She was 80 and had enjoyed piloting single engine planes for more than 40 years. Elizabeth was active in the New Jersey Flying Farmers, serving as queen in 1978 and president in 1987, and belonged to Zonta International.

RUTH Y. GAY, Long Beach Chapter, passed away June 6 in San Diego, California, at the age of 82. Ruth was a life member, and held an Instructor rating with more than 1,000 hours flying time.

EDNA HOOK, Dallas Chapter, died March 24 in Dallas, Texas, at the age of 81. She became a li-

censed pilot in 1959 and became a life member of The 99s. She was a caring, thoughtful person who devoted her life to the service of others.

—Ann Koenig
Dallas Chapter

LOU ROLLEN, Mt. Diablo Chapter, passed away in her sleep on March 30 in Victoria, Texas. She was Chapter Chairman in 1977-78. Both she and her husband were very active and devoted many years of service to The 99s.

—Betty Dunn
Mt. Diablo Chapter

YVONNE SHULMAN, Katahdin Wings Chapter, died January 3 at her home in New Smyrna Beach, Florida after a long illness. Yvonne received her license in 1979, and held Private, Single-Engine Land and Sea ratings. An accomplished pilot, she flew in many aircraft, including a J3 Cub, Citabria, Super Decathlon, Pitts S2B and Stearman PT 17. She and her husband, Harvey, were very proud of the Stearman they had restored to its original glory. Yvonne's love of flying and her willingness and enthusiasm to introduce others to the experience was well-known.

—Debbie Welsh
Katahdin Wings Chapter

Charles "Chuck" Mann, 49 1/2 of Fern Mann, Memphis Chapter, died of kidney failure on April 20 in McKenzie, Tennessee. He was a WWII combat pilot, retired from the National Guard in 1966; a longtime member of the Memphis Soaring Society; and a member of an aerial demonstration team that flew Mustangs at air shows around the country. He was an avid supporter of our Chapter.

—Carolyn Ingram
Memphis Chapter

Neal Sutherland, 49 1/2 of Gini Sutherland, Greater Detroit Area Chapter, died suddenly on May 10. Neal was always supportive of GDAC and all The 99s, often offering his place of business as a meeting site and for other 99s activities. For many years, Neal and Gini helped as pylon timers for the Michigan SMALL Race. Neal was a ready source of information for parts, techniques and other questions regarding our airplanes. He will be missed tremendously.

—Nancy Hecksel
Greater Detroit Area Chapter

Bernard "Bernie" Waters, Greater St. Louis Chapter, 49 1/2 of Vivian Waters. Bernie crossed to New Horizons suddenly March 26. He was an active hot air balloonist, along with Vivian, and a frequent participant in 99s events.

TOUCH & GO'S

• **Dorothy "Dottie" Anderson, Kathryn Gasker, Marjorie Gorman, Jeanette Jenkins and Joan Mace,** all of the All-Ohio Chapter, have been 99s for 50 years.

• **Vi Blowers and Brown Dillard,** All-Ohio Chapter, finished rebuilding a 1930 KR21 airplane.

• All-Ohio Chapter members **Gayle Gorman Freeman and Kathleen Sheeks** were honored on the EAA "10 for 97" honor roll for flying at least 10 Young Eagles in 1997.

• **Lois Gronau-Fietz and Betsy Frost,** Houston Chapter, served as judges at the National NIFA/SAFCON meeting in Salina, Kansas.

• **Jeanne Hillis,** Columbia Gorge Chapter, is chairman of the airport commission for The Dalles Municipal Airport. She flew more than 10 Young Eagles to be included in the EAA Young Eagle Flight Leader list for 1997. Jeanne was also the flight coordinator for the Young Eagles Rally Day at The Dalles Municipal Airport.

• **Denise Kitson,** British Columbia Coast Chapter, has a new job with Island Valley Airways, Langley, British Columbia, Canada, flying the Twin Otter.

• **Caro Maitland,** Houston Chapter, who presently operates MVP Aero Academy at Weiser Airpark has added another school operating at Montgomery County.

• **Virginia Rabung,** a member of The 99s since 1953 and current member of the Aux Plaines Chapter, was inducted into the Illinois Aviation Hall of Fame on April 30 in Urbana, Illinois.

• **Marleen Rudolph,** British Columbia Coast Chapter, is 1st officer, A320, Canada 3000.

• **Sue Siporin,** Greater Detroit Area Chapter, was recognized by Michigan Governor John Engler for her work done with Mercy Med Flights.

• **Ava Sumpter,** Houston Chapter, has been awarded the 1998 Maintenance Technician of the Year award from Aircraft Technical Publishers.

• **Dawn Wells,** British Columbia Coast Chapter, has a new job with Anderson Air Ltd., Vancouver, British Columbia, Canada, flying the Conquest II and C-441.

Can You Identify These Women?

These photos were taken by photographer John Drennan, an aviation buff, who photographed pilots around Mitchell Field on Long Island, New York. They are owned by Nassau County Museum, which cannot identify the people in them, but would like to.

They know the picture with the two women was taken in the early '40s, and if you take a close look at the woman with the man standing on the steps, you can see she's holding a helmet, a metal ring, and what could be a parachute.

John Drennan's 57-year photojournalism career ended in 1986 when he died. He left these pictures behind with no captions.

If you have any clues as to who these people are please contact: M. Bozena Syska at 43 Pine Blvd., Patchogue, NY 11772, 516-475-2746, Fax 516-289-9098 or e-mail: mbsyska@aol.com.



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"Little Momma's" last flight

Virginia Funk, mother of Wally Funk, Dallas Chapter, joined the angels on a flight to heaven on January 13. She was in good health in her own Hemet, California, home after a joyous Christmas and holidays. She was sharp and loved dressing up and going out on the town at 95 years young. Her first flight was in Olney, Illinois, in 1919, in a Fokker, and she loved it.

"Little Momma," as she was affectionately called, was Wally's No. 1 supporter and also a great supporter of the air races Wally was involved with, as well as The 99s, WIA, NIFA, WPFC, Forest of Friendship, Oshkosh, FAA and NTSB. Little Momma didn't miss a turn when it came to applauding everyone's goals and achievements. She loved to listen as the girls told their stories and loved to watch them fly.



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

Katharine Hepburn



Lucille Stone: Circa 1930's

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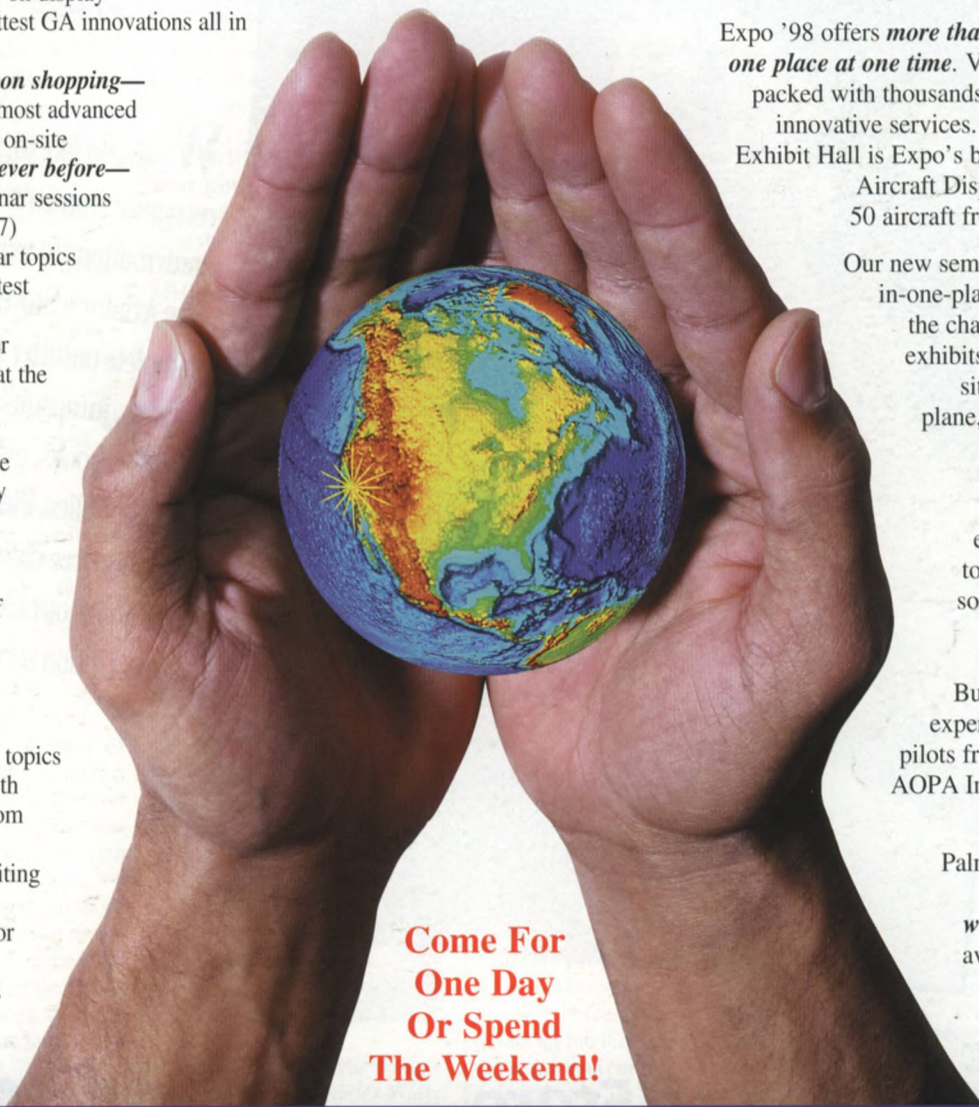
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