



INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



**Ninety-Nine Debbie Harding:
First woman to pilot a hot air
balloon over the North Pole.**

Story on page 5

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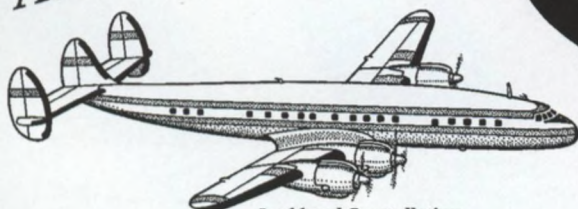
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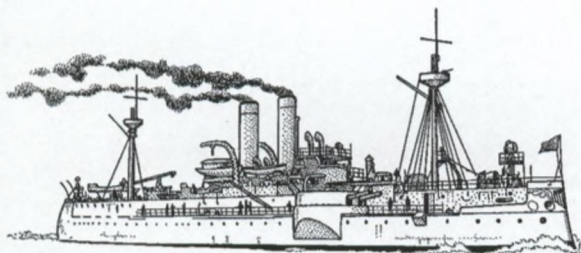
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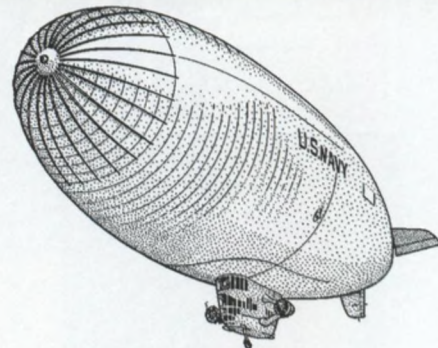
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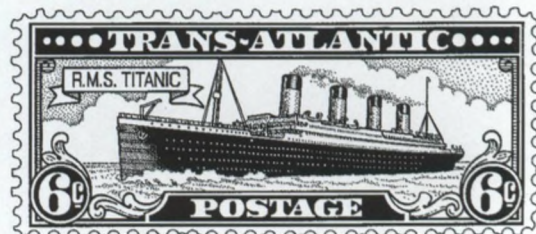
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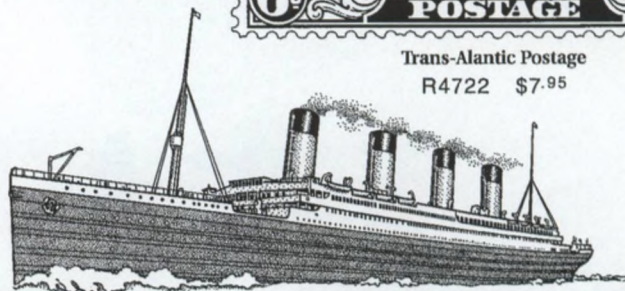
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INTERNATIONAL WOMEN PILOTS®

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November/December 1998

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A Dream is Coming True!

Dedication of The Ninety-Nines Museum of Women Pilots will be in July next year at International Headquarters in Oklahoma City.

STATEMENT OF EDITORIAL POLICY

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

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JANUARY

8-10 — **International Board Retreat**, Miami, Florida. Cecile Hatfield, 305-895-3330

29-30 — **South Central Section Mid-Winter Meeting**, Denver, Colorado. Bonita Ades, 303-795-6564

FEBRUARY

6 — **North Central Section Meeting**, Chicago, Illinois. Diane Cozzi, 630-495-6565

6 — **Southwest Section Winter Business Meeting**, Van Nuys, California. Diane Pirman, 805-937-9538

MARCH

4-7 — **International Board Meeting**, Oklahoma City, Oklahoma. Beverley Sharp, 703-620-3558

6-13 — **Caribbean Classic Air Race**, Florida through the Bahamas. Cheryl Finke, 727-581-3987

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

27 — **Northwest Section Board Meeting**, Seattle, Washington. Marilyn Moody, 360-678-6341

APRIL

7-10 — **National Congress on Aviation and Space Education**, Omni Rosen Hotel, Orlando, Florida.

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

15-18 — **South Central and North Central Joint Section Meeting**, Omaha, Nebraska. Bonita Ades, 303-795-6564 or Carol Sutton, 405-477-3678

16-17 — **West Canada Section Meeting**, Kelowna, British Columbia, Canada. June Mills, 250-497-5731

23-25 — **NY/NJ Section Meeting**, Fairfield, New Jersey. Jean Crommelin, 973-427-3848

23-25 — **Southeast Section Meeting**, Myrtle Beach, South Carolina. Cynthia Basamania, 704-568-6072

TBA — **New England Section Meeting**, Nashua, New Hampshire. Katharine Barr, 978-664-2636

MAY

1-2 — **Mid Atlantic Section Meeting**, Lynchburg, Virginia. Marie Batten, 540-586-8905

TBA — **Southwest Section Meeting**, San Jose, California. Santa Clara Chapter. Pat Lowers, 408-257-2294

TBA — **NIFA Nationals**, Salina, Kansas

JUNE

18-20 — **International Forest of Friendship**, Atchison, Kansas

22-25 — **Air Race Classic**, El Paso, Texas, to Willoughby, Ohio. Contact Pauline Glassen, 512-289-1101, fax 512-289-6034

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

25 thru Dec. 31 — **99s Exhibition**, The Finnish Aviation Museum, Helsinki, Finland. Finnish Section. Leila Jyanki, phone/fax +358-19-2411604 or e-mail leila.jylanki@sci.fi: or Anneli Kokkola, fax +358-9-3863295

SEPTEMBER

24-26 — **Southwest Section Meeting**, Big Bear Lake, California. Hosted by Orange County and Inland Empire Chapters. Beverley Allen, 949-583-1208

OCTOBER

30-31 — **NY/NJ Section Meeting**, Roukookoma, New York. Dorothy Campbell, 516-941-9392

2000

MAY

15-18 — **North Central Section Spring Meeting**, Sheraton Suites, Cuyahoga Falls, Ohio. Hosted by the Women With Wings Chapter. Co-chairmen are Mary Ann Abbot and 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

2001

JULY

17-22 — **The Ninety-Nines International Convention**, Calgary, Alberta, Canada.

ATTENTION:

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

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Our Mission

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



Our Dream Comes True

We will celebrate our 70th Anniversary at the annual International Convention July 21-25, 1999, in Oklahoma City. At that time, The Ninety-Nines Museum of Women Pilots will be dedicated. Mark your calendar now and plan to be with us for this momentous occasion.



The Oklahoma City skyline beckons 99s to a revitalized downtown as the site of the 1999 International Convention July 21-25.



Ninety-Nines balloonists share their experiences

DEBBIE HARDING

Mid-Atlantic Section

On April 20 this year, Debbie Harding, Mid-Atlantic Section, became the first woman to pilot a hot air balloon over the North Pole. Her crew consisted of a crew chief/systems specialists in charge of preparing the balloon to fly (special needs) and a communication specialist in charge of Internet communications, pictures and news releases.

One of the goals of the expedition was to share the event with grade schools and children of all ages through e-mail and photos delivered on the Internet.

The expedition was organized by an Austrian balloonist and the host was the Russian Para/Rescue Center and the Association of Space Explorers. All transportation while in Russia and at the ice camp was provided by this group with the cooperation of the Russian Air Force.

The challenges of ballooning over the North Pole were unique. They included the use of survival gear that made maneuvering difficult, and the diminution of depth perception from the lack of visual references such as trees and the lack of color clues, with the white cloudy sky and white icebergs.

The North Pole is known for the rapid

change of weather, from perfect calm to winds in excess of 100 mph. The team focused on preparing with proper equipment for the weather constraints. They had survival gear, such as suits and footwear good in minus 70-degree weather, flares to be kept in the balloon in case of losing visibility with the helicopters

needed to retrieve them from the Pole, ice shovels and cutting tools necessary to make temporary protection from the elements in the case of inability to be retrieved for a long period of time.

In addition to her goal of flying a balloon over seven continents, Debbie says, "I was and remain fascinated with the notion that there are still 'firsts' in 1998! I thought how great it would be to use the Internet to encourage children to seek out their own firsts. The world is such a great place to explore!" she added. "We got a lot of reinforcement from a dozen or so of our local school teachers who felt they could use our experience as a learning tool or platform to teach about this special geographic area—the people, the animals, past explorers, aviation and so much more." The team website received more than 1,000 hits in the first three days of the expedition.

The crew of Debbie Harding, Rick Schimpf and Joe Wolff left Moscow on April 15 and traveled to a military base an hour away. Then they flew five hours by



Debbie Harding: First woman to fly over the North Pole in a hot air balloon.

- A balloon became the first form of flight in June 1783 when the Montgolfier brothers of Annonay, France, found a new use for the paper they manufactured. Their paper and fabric "balloon" rose rapidly when it was held over an open fire. The first unmanned Montgolfier balloon carried a sheep, a duck and a rooster as its passengers.

- Soon after, a gas filled balloon, called a Charliere, took to the skies. Gas balloons are made of airtight material inflated with lighter-than-air gas—such as helium, hydrogen or ammonia.

- Balloons, also known as aerostats, were the forerunner of parachutes, and until the Wright Brothers' Kitty Hawk flight, balloons and airships were the only types of aircraft.

BALLOONS

- Hot air ballooning was revived in the 1960s with the development of synthetic fabrics such as nylon and Dacron and propane fuel systems.

- In the United States there are approximately 6,000 FAA-certified hot air balloons and 7,000 FAA-licensed lighter-than-air pilots to fly them.

- Most balloon envelopes range from 60,000 to 90,000 cubic feet in size and carry two to four passengers. The average balloon is about seven stories tall. They are designed in a variety of shapes.

- Hot air ballooning is a fair weather group activity usually performed just after sunrise or a few hours before sunset and lasting from one to three hours. The wind dictates the direction a balloon travels and steering can be done only by changing altitudes to find desirable wind directions. A crew of at least three to four is needed to help inflate, launch, chase and retrieve the balloon.

- The Balloon Federation of America, founded in 1961 for pilots of hot air and gas balloons, has about 4,500 members in the United States and other countries around the world. More information may be obtained by writing to them at P.O. Box 400, Indianola, Iowa 50125, calling 515-961-8809, or by fax at 515-961-3537.

cargo plane to their base town of Khatanga. The group at base camp was made up of a variety of support personnel and journalists from many countries. There was a French ski team and Malaysian, Portuguese, Russian and French skydivers. There were balloonists from America, Austria and Turkey. It was sort of like a miniature United Nations. They brought along a Russian and a Malaysian car to be parachuted onto the Pole.

All of their flights were in military cargo planes, which made for some interesting seating arrangements. Many times, they were forced to sit on luggage, produce and gear strapped to the floor. People were piled on top of one another and heat was usually optional, making wearing their survival gear necessary to stay warm.

When they arrived in the small fishing town in northern Siberia, they were told there was good weather on the pole and they could fly out that day to their North Pole base camp.

The flight to the base camp had some minor mechanical problems so they were forced to land on a small military base in the Arctic Circle—an island completely surrounded by ice. It was the coldest place on the whole trip. Temperatures hovered around 30 F below zero and there was a slight wind.

They walked in the frigid cold to a small village a mile away. After they were safely inside and warm, they were told they were not to go outside again because of the polar bears in the area.

They were given a ride back to the cargo plane for the last leg of their journey to the Pole. The Russian military pilots were very skilled in flying in less than ideal situations. They landed on the only runway on the North Pole, made up of sheer ice for 1,400 feet.

Upon landing, they set up their double-walled tents which were large enough to hold about 12 people. They were heated by kerosene and propane heaters, which kept the floor of the tent near freezing and the top of the tent about 80 F. "Unless we kept our water bottles inside our sleeping bags, they would freeze," Debbie said, "and if you stood up for very long, you'd get dizzy from the heat!"

They stayed there for three days waiting for just the right conditions to fly the balloon. There's not a lot to do on the North Pole besides eat and sleep. The bathrooms consisted of four walls of ice and a hole. Reading materials were not needed, although for the Pole, the weather was actually warm at some times, varying from minus 15 to minus 35. "We expected and were prepared for temperatures of minus 70 and lower."

Most everyone brought plenty of food along. Within minutes after placing blocks of ice cut from the ground into buckets sitting on heaters, there was plenty of water for everyone.

At the North Pole, there are 24 hours of sunshine. The Russians call it the "midnight sun." It doesn't take long to lose track of what day it is or if it is day or night. "Everyone ate and slept whenever they wanted to," Debbie said.

Finally, on April 20 GMT, the weather was right to fly and

they took their equipment onto the helicopters and flew to within a few kilometers of the North Pole where they inflated their balloon with pressurized air. They had never used pressurized air before but it was necessary for the burners to work correctly in the cold. They had taken long metal stakes to tie the balloon to in order to keep it in one place, otherwise Debbie might have had to inflate the balloon while running to keep up with it as the wind would push it downwind. But the stakes could not be driven into the hard ice. Luckily, the balloon was so big and heavy that

the 10-knot winds did not move it much; the crew also chose a spot where a pressure ridge acted as a barrier to the balloon basket, keeping it in place.

Then they were soon up over the beautiful North Pole. Debbie described it as "looking like a white moonscape with its pressure ridges, snow and leads or great breaks in the ice that looked like rivers as far as the eye could see. It was foggy and actually snowed at 1,000 feet agl.

While flying, the weather

changed three times from cloudy and ominous to sunny and glorious, making the ice turn into crystals reflecting the colors of the rainbow!"

Afterward, they boarded the helicopters and traveled back to the polar base camp where they rested for a few hours before boarding the plane for the ride back to their base camp and a rustic-at-best barracks-like hotel in the small fishing village of Khatanga. "Again, our luck prevailed," Debbie said, "and we were able to find the only shower with running hot water in the place!"

The next day, they took a short flight from a local schoolyard where no one had ever seen a hot air balloon before. "To me," Debbie said, "this sharing of the sport of ballooning is what makes me proud to be a part of it! Ballooning makes people smile!" She also flew that day a Channel One, Moscow news anchor woman who was delighted with this special opportunity. Debbie reports that the woman gave into her professional demeanor with childlike delight and fascination. "Ballooning brings out the little kid in everyone," Debbie said.

"While we had many minor problems, most were expected due to the language barrier and the cold temperatures. But with the help of our fellow balloonist and Russian friends, we were able to overcome many of the obstacles," Debbie explained.

Without the help of Lifetime Television for Women underwriting the majority of the expedition and Lep Profit International providing balloon transport and expediting them through customs (and several other smaller sponsors), Debbie says they would not have been able to do it. "This expedition brings me closer to my personal goal of flying in all seven continents," Debbie said. "It was a test run for Antarctica."

Debbie's record may go into the Guinness Book of World Records when the documentation is completed. Her company, AirVentures Balloon Rides, is located in Paoli, Pennsylvania.

You can see more about this adventure on the Internet at <http://www.air-ventures.com/northpole/expedition.html>



Loading the helicopter at polar base camp.

MARION LUNNEMANN

Central Virginia Chapter

Balloons allow me to see the world in a new and different way," says Marion Lunnemann. She fell in love with ballooning on her first ride in 1985 when she and her husband John were living in New York state. Within two years after they took that first balloon ride, both had some serious physical setbacks: John suffered a brain aneurysm and Marion was in a serious car accident.

Physical therapy helped both of them recover and in 1988 they took their second balloon ride. "I got so excited," Marion says,

"I wanted to be a balloon pilot. It took me a year, but I got my license. My theory is that you can accomplish anything you set your mind to even though it sometimes takes longer for some people."

Marion and

John now live in Lexington, Virginia. She calls herself the "Flying Grandmother."



Marion Lunnemann

Her balloon, *Pink Lady I*, has a giant "L" on it which stands for Lunnemann, Lady pilot, Luck and Loving her chase crew. In 1997 she had to purchase *Pink Lady II* which is pink with stripes of blue, green and raspberry.

"Trained crew members are an essential element," Marion says, "and are every bit as important as the one flying the balloon. The basket alone weighs 550 pounds and the nylon envelope of the 65-foot tall balloon weighs 210 pounds. I need the crew to help me lift the basket and to hold the envelope while the balloon is being inflated. Because we don't land in the same place as we launch, I also need the chase crew to pack up the balloon, return it to the launch site and help disassemble it. Our chase crew stays connected with us in the air by two-way radio."

The Lunnemans attend balloon rallies all over the country, but they also enjoy sharing the experience with those in their community by giving occasional passenger rides and by giving demonstrations to groups of all ages. "This year," she writes, "we set up the balloon for six schools, a youth camp, a youth correctional center and a nursing home."

In the last eight years, she has taken part in 27 balloon rallies from Gatineau,



Pink Lady II is pink with blue, green and raspberry stripes.

Canada, to Melbourne, Florida, and from Glenn Falls, New York, to Cape Girardeau, Missouri. Marion says she is retiring from ballooning after 11 wonderful years and her balloon is for sale. All 11 years have been as a private pilot. "I have 240 PIC hours in my own balloons," she says. "We will still enjoy watching the ballooning, just not have to do all the hard work."

DORIS LOCKNESS

Mt. Shasta Chapter

I fell in love with hot air ballooning when I was invited for a passenger ride. It was my first ride in an aerostat. The countryside is beautiful; the colors are fantastic; the little clouds above the envelope beckon to you as you float along riding the gentle breezes. As aeronauts say, "From the Earth ye rose, to the Earth ye have returned."

When we landed, the chase crew brought a small table to the field and we were served the traditional champagne, with cheese and fruit. Our balloon pilot also delivered the Balloonists Prayer, anointed us with champagne and declared us aeronauts. It was a very festive and memorable ceremony.

I decided at once to become an aeronaut and I signed up for lessons the very next week at a school in southern California. My first lesson was in a Barnes Balloon, and after a successful flight we landed. The wind had shifted, so we decided to move the balloon for a better lift-off position because of power lines—a

balloonist's big enemy. The instructor used the burner to lift the balloon about two feet off the ground. The other student and I pushed and pulled on the outside of the basket to move it. I was pulling on two toggles on one side of the basket when one of my feet slipped on a large clod of clay and went under the basket just as it settled to the ground—and I was off to the emergency hospital! I had three broken bones in my ankle and ended up with a cast from toes to knee for six weeks. I learned a lot about ground-handling the hard way.

But I was not deterred; I still wanted to

A BALLOON PRAYER

May the Wind welcome you
with softness

May the Sun bless you
with warm hands

May you fly so high and so well
That God joins you in laughter
And may He sit you gently
back again

Into the loving arms of
Mother Earth.

be an aeronaut. After we moved to northern California in 1981, I called Balloons of Woodland and signed up for the commercial package. A Commercial Lighter-Than-Air certificate entitles a pilot to instruct students in balloons as well as receive compensation for passenger rides. I did not mention my first lesson a year prior when I was run over by a hot air balloon. That was going to be my well-kept secret.

This time, my instruction was in a Raven S55 AN40220. After ground school and completing 20 balloon flights of approximately 30 hours, my solo flight, a flight to 5,000 feet and an FAA Flight Test, I received my Commercial LTA rating in 1983. You will always remember your solo flight in a hot air balloon. You really feel alone in the basket after lift-off, and you will never forget it.

Ballooning is for the adventurer, for one who likes challenges. It is not a sport for the timid.

Editor's note: Doris is a flying octogenarian and holds an arm load of ratings, including ATP.

PEGGY COOKSEY

Santa Paula Chapter

My first balloon ride cost me \$100; my second ride cost me \$10,000. That's because I knew by my second ride that someday I would own my own balloon. My "flying blood" came from my father who was an Air Force pilot for 20 years. His brother was an instructor pilot with whom I started fixed-wing lessons in the mid '70s. But that ended when I married and moved to Germany for 12 years.

While jogging in the early mornings in Germany, I sometimes spotted a balloon in the distance and I would jump in the car and try to catch up to it. But it was like chasing a rainbow. I never could quite catch up to it before it seemed to magically disappear.

In 1985, I answered a small ad in the classifieds of the local Air Force Base for hot air balloon rides. It turned out the rides were being given by an officer on the base where I worked who had brought his balloon over from the states with his household goods! My first ride took me across the border to Luxembourg. It was absolutely beautiful! I was so enthusiastic about it that the pilot, Terry Watson, suggested I get a license.

So, I started pilot lessons with him. For ground school training, I attended a fixed-wing class at another Air Force Base about 40 minutes away. When it came time for the written exam, they ordered an exam for the Lighter-than-Air certification. I passed that, then it was time to work on the flight exam.

Only 10 flying hours are needed for a private pilot Lighter-Than-Air certificate. Due to the high winds, fast weather and different German regulations, it wasn't until after 20 hours that I really started feeling comfortable.

Since there were no balloon flight examiners (for an FAA certification) in Europe, we called the Frankfurt International Airport and found an American flight examiner who checked out 747 airline pilots for the FAA. Although he had never been in a balloon, he ordered a book on how to do a test flight, and drove three hours to our rural area.

It was a beautiful morning, but foggy in the lower valleys, so we had to launch and land from a hilltop. We had a fast, high-wind landing which means that, after the balloon hits the ground, the basket tips over, then bounces and drags for quite a distance before the envelope finally deflates and the balloon comes to a complete stop. The passengers must be prepared to hold on! It was a real exciting day: the flight, the landing and passing the flight exam!

I flew with Terry all over Europe in different

events and competitions. An American balloon with an "N" number gave the events an "international" flair.

In 1986, Terry went back to the states and I started flying commercial balloons with Theo Schroeder and Hans Kordel. These two German engineers owned a wood-burning stove manufacturing business and started manufacturing balloons called "Fire Balloons," which are now found all over the world.

In 1988 I returned to the United States (alone) to live and crewed for the Disney Balloon team out of Tampa, Florida. They sent me on Mickey Mouse's 60th Birthday tour. We flew a balloon in the shape of Mickey's head in four southwestern states, ending in Los Angeles at Disneyland for Mickey's big birthday party.

When the balloon and crew went back to Florida, I stayed in Los Angeles visiting a girlfriend, Phyllis, who had lived in France at the time I was in Germany. Then I visited a cousin in Malibu, and got a job at Pepperdine University and met Roger Barker at a safety seminar. He was one of five pilots selected to represent the United States in the first balloon competition ever to be held in the Soviet Union.

I desperately wanted to go, but the pilots and crew had been selected months in advance and were ready to leave in a couple of weeks. However, I was fortunate to be with Roger at a balloon competition in Sacramento when one of the pilots going to the USSR came running up to Roger with the news that his crew (all from the same family) was suddenly not going to be able to go due to a death in the family.

I volunteered, even though it meant quitting my job at Pepperdine, but I didn't think twice about it. I also volunteered my girlfriend, Phyllis, in Los Angeles. She didn't have to quit her job, but she had never been around balloons before. At this late date, the pilot needed someone who was willing to help who already had a valid passport—which Phyllis did.

A few weeks later, we were meeting with the rest of the participants from around the world in Moscow. The actual competition was to take place in the Soviet country of Lithuania.

My experience in Russia is a whole 'nother story. Suffice it to say that I learned a lot about the Russian people and that I was probably the first female balloon pilot to fly in the Soviet Union.

When Phyllis and I returned to the states, we bought a balloon together at the 1989 Thunderbird Classics Balloon and Air Show in Phoenix, Arizona. Because of the black and



Krayola Balloon Adventures

multi-colored vertical gores, it reminded us of a box of crayons so we named it Krayola (now spelled Krayola).

Phyllis was never interested in becoming a pilot, but she loved the sport, travel and people associated with it. With Bill Aarras as pilot, she took Krayola to international balloon competitions in Japan, Italy and France, while I did all of the flying state-side. I got a job again in the same office at Pepperdine, so I did not go on any international adventures for awhile.

Instead, I got my commercial pilot rating and I met Travis whom I married in 1990. We met when I recruited him to crew for Phyllis and me at some of the Southern California balloon competitions. In 1991, we had a baby boy.

In 1992, I started working for a bio-pharmaceutical company in Thousand Oaks and by 1994, I was able to buy Krayola outright from Phyllis. My son, Brandon, is now 7 years old and an old hand at ballooning.

Most of my passengers came from being contracted out by another ride business. But I am trying to generate some of my own business by advertising and joining the local Chamber of Commerce. We call our business Krayola Hot Air Balloon Adventures and fly mostly out of Simi Valley on the weekends.

Pat Thomas of The 99s found me through the Chamber. I was flattered to be asked to attend the local Santa Paula Chapter meeting. The meeting was a lot of fun and very informative. I made some new friends and they all seemed really interested in this "other" form of flight.

I still have the "flying blood" in me that loves to be around airports and airplanes. And, who knows, maybe I'll apply for a fixed-wing scholarship someday!

DENISE ROSENBERGER

Florida Suncoast Chapter

For most people, ballooning is a fantasy—the chance to float above the ordinary, silently drifting along in the wind. The reality of inflating, flying, chasing and packing up is, of course, quite different. But ballooning is the dream of many and it persists.



Denise Rosenberger

There was never a neighborhood that we landed in or launched from where we weren't welcome. At times the sudden appearance of our fragile craft brought together neighbors who had never met. Once we even caused a neighborhood party to be planned.

I remember all the people—the children, young and old, who jumped in and on to pack up thousands of yards of fabric into a bag as big as your washing machine. I remember the naked man standing at his fifth floor apartment window drinking his coffee who drew his curtain shut. I remember a lady who was afraid of heights who flew with us until the sun set and we could fly no longer.

I remember the smell of hayfields and cow pastures as we flew over at tree top height. I remember airplanes and ultralights circling for a better look. I remember traffic stopped—their drivers honking and waving to us as they watched us slowly drift by.

I remember all the other balloonists, each one as colorful as the next. I remember trees, mountains, lakes, horses, alligators, dogs, deer and people only too glad to help us at the end of a flight they didn't get to make.

We felt like heros, people out of the

ordinary doing something out of the ordinary in a unique and ancient flying wonder. We were ambassadors—and I loved every moment of it. As a matter of fact, that was what I enjoyed most about ballooning—seeing different places and meeting new people.

My husband and I co-authored a limited edition book, *The Art of Hot Air Ballooning*, about our experiences and those of our friends. I learned to fly and received my Commercial Balloon with on-board heater rating so that my husband could use the balloon as a photographic platform for the reference photos he used for our book.

After our divorce, I decided to realize a life-long dream and become a fixed-wing pilot. It was tough, but I made it. I greatly miss ballooning and hope to fly them again soon.

Editor's note: Denise was one of this year's AE Scholarship winners who will use the award to get her Instrument Rating.

SHIRLEY WALLIS-BECKER

Sacramento Valley Chapter

When I was around 8 years old, some 60 years ago, I would lift my arms up on a windy day and dream of flying above the trees. Ballooning is somewhat like that. With the 12 million btu burner turned down to a quiet shushing sound, the balloon floats high above the trees like a bird gliding on air. Quiet contentment. A peaceful feeling of being one with God and enjoying his beautiful surroundings.

My balloon experience began when my late husband, John Wallis, and I went to Walla Walla, Washington, to visit some relatives. When we saw the balloon lying flat on the ground, we thought they were crazy. But when the balloon was inflated and gently rose in flight, we looked at each other and said, "We have to have one." That was in 1975.

We could not afford a balloon of our own immediately so we acted as ground crew for others for awhile in San Jose, California. On weekends, we would leave our home in Davis around 3 a.m. and drive to San Jose to help at the 6 a.m. launch.

In those days, ballooning was mostly a man's sport. Very few women in the U.S. had an FAA Lighter-Than-Air Free Balloon license. Ballooning was still in the developing stage and the old burners were noisy. Pilots wore face protection when

lighting the burners because of the backlash of flames which scorched many a beard.

John took lessons in exchange for our help in ground crewing and we purchased our first balloon and became Raven Balloon dealers. John taught me to fly so I could help with our new balloon ride business. Shortly after that, we opened an FAA Certified Commercial Balloon School. It was the third such school in California at that time.

We ballooned every weekend. Our ground crew consisted of about 20 college friends of our son, a student at the University of California at Davis.

In 1978, after 20 hours of instruction, a written test exam and an FAA checkride, I was also a qualified pilot. On my first solo flight, I applied a small amount of heat to the burner and felt like I was going straight to the moon and would never see Mother Earth again. But once I leveled off and regained my composure, I continued to fly the balloon until I could find a safe place to land. Upon landing and realizing that I had just completed my first solo flight, my mouth felt like it was stuffed with cotton. I will never forget that feeling as long as I live.

My longest flight was about two and a half hours. Balloon flights depend on both winds and ambient temperature. Slower wind and cooler temperature are ingredients for a great flight.



To get a commercial license, a pilot must fly to 5,000 feet AGL. When one or two people are standing in a small wicker basket 5,000 feet in the air, believe me, that is a long way up. The most enjoyable altitude is around 800 feet AGL, which is just high enough not to disturb the horses, but low enough to observe the fox and pheasants.

I flew once in Mexico as a guest of the Mexican Government who provided a ground crew composed of the Mexican

continued on page 10

SHIRLEY WALLIS-BECKER,
continued from page 9

Army. Because of some wild winds, our balloons did not land in the designated area but set down instead in a remote area with no food or sanitary conveniences. It took 11 hours for the crews to pick us up.

Besides that experience, I have been run over by my wicker basket when trying to help a student deflate the balloon. I was terrified in Albuquerque when flying

over some high tension lines while trying to change fuel tanks so we could land in another area. I was exuberant when participating in a Macy's Grand Opening with 20 other balloons.

In the 20 years of flight besides my regular time of flying, I have hundreds of hours in tethering, balloon chasing and lecturing. Once I was involved in making a Dutch commercial for a yogurt company from

Holland; and I worked on the television movie, "Seven Brides for Seven Brothers."

I have been an active member of the Sacramento Valley Chapter and served as Chairman of the Southwest Section Meeting in 1993.

Life has been exciting and the dreams fulfilled for a little 8-year-old girl who raised her arms and hoped the wind would lift her up so she could fly.

FULLERTON CHAPTER

BY KIM ERNST, JUNE LEACH,
KATHIE and CHRIS PREWITT

When the idea of a balloon ride for one of our fly-ins was mentioned, without hesitation, four of us jumped at the opportunity. Plans were immediately underway for the last weekend in May.

Questions came up: Who shall we call? Which balloon company to select? How long were the rides? Where to meet? What to wear? What would be expected of us at the balloon site? How high do they fly? And on and on.

To help answer these questions, one of our members had once met a gentleman by the name of Dr. Sandy Sandeen, who had been ballooning for many years. Luckily, he was available to speak at our Ninety-Nines chapter meeting in May, just prior to our flight.

Dr. Sandeen was a wealth of information. He not only spoke about his balloon adventures, answered our numerous questions, shared two videos on the safety of ballooning and what to expect, but he also recommended a balloon pilot, Buzzy Geist.

Buzzy had been flying for more than 20 years and owned his own balloon company, Attraction Balloons in Temecula, California. Temecula is a small, but growing community located between Riverside and San Diego counties, known for its many fruit orchards, grape vineyards, 15 wineries and ballooning.

Attraction Balloons offers a balloon ride by itself or a bed and breakfast package, which is highly recommended for its wonderful snacks and meals. In fact, when June and Kim met in Temecula on the Friday evening before the flight for the bed and breakfast package, Buzzy had wine, cheese, fruit and chocolate tasting awaiting them. What a treat!



June Leach, Kathie Prewitt, Chris Prewitt and Kim Ernst floating over Temecula, California.

Saturday finally arrived and there was nothing like waking up to a crispy, clear morning with the anticipation of heading up and away on our first balloon excursion. Our host had a wonderful breakfast snack ready for us when we awoke. It included fruit and pastries along with gourmet coffee and a power drink for an early morning energy boost. Kathie and Chris drove in to join the group that morning, just in time for driving to our launch site.

Once at the balloon launch site, there was a crew waiting for us. June and Kathie assisted the crew by holding the mouth of the balloon open, allowing the air to rush in, while Chris and Kim photographed the event.

Finally, off into the morning we ascended, taking in the spectacular view of the peaceful Temecula wine country. The only sounds on that glorious morning were the burners, birds and our whispering voices. We whispered for fear of breaking the peaceful morning silence. At one time, we were barely within reach of grabbing a grapefruit from an orchard before a light breeze brushed us away.

"Flying in a balloon is like floating on a slow moving river, without getting wet,"

Buzzy said. He was correct. For once up, the four of us didn't wish to come down. The ride was so smooth, one wouldn't have guessed we were off the ground.

After a while in the air, Buzzy asked if any of us would like to practice gliding and controlling the balloon. Kim took the controls. We practiced ascending and descending to where we were barely brushing the grass on a rolling hilltop and once we hit the ground with a thud and shot up again. What a learning experience on what too much hot air can do! That aside, many other balloons shared the peaceful morning view, as well.

Once on the ground, our "chef," alias balloon pilot, prepared a champagne brunch. The food was consumed in a peaceful surrounding while talking about our adventure. The brunch is recommended as well, for it was a relaxing conclusion to a fantastic trip.

One of Buzzy's requirements was to sign his logbook. We signed the book and promised to return soon with more friends. Nothing could compare to this relaxing, exhilarating launch on a crispy, clear morning over the wine country of Temecula.



Remembering Wiley Post

BY FAY GILLIS WELLS
Washington DC Chapter

(Condensed from an article in the August issue of *Oklahoma Aviator*.)

Sixty-five years ago when I was 24 years old, Wiley sent me a telegram which said:

"LIKE YOU TO ARRIVE NOVOSIBIRSK BY JULY FIRST TO ARRANGE TO GAS PLANE IN TWO HOURS WHILE I SLEEP, THEN FLY WITH ME TO Khabarovsk TO DIRECT SERVICE THERE (STOP) GET ME BEST MAPS NOVOSIBIRSK TO Khabarovsk (STOP) WILL PAY YOUR EXPENSES (STOP) WILEY POST."

I'm still trying to figure out why he sent it to me. After all, this was a vital link in his attempt to be the first person to fly solo around the world. We had met casually at various aviation events in America and I saw him when he and Harold Gatty landed in Moscow on their record-breaking flight around the world in 1931. Maybe it was because he was a parachute jumper and he thought I was a kindred soul because I was the first woman pilot member of the Caterpillar Club, having been thrown out of a disabled aircraft, and saved by my parachute in 1929.

Maybe he had heard about my being a member of 99s or about my lecturing and flying in Moscow. Maybe he knew I was still in Moscow and spoke passable Russian. If Wiley was willing to risk his record on my ability to do the job in Siberia, I dared not let him down so with the telegram in my hand, I floated on Cloud Nine down to confer with my friends at the Civil Aviation Administration.

The officials in Moscow seemed delighted to be a part of the flight and quickly arranged for the 55-gallon drums of gasoline to be shipped to Novosibirsk, had special charts drawn up and weather forecasts ready for me to give to Wiley when we met in Siberia.

Wiley suggested I should be in Novosibirsk by July 1, but just to be on the safe side, I took off on June 24 in a mail plane. I got in first and they piled the mail around me. I didn't mind. I was off on an exciting adventure on the other side of the Ural mountains.

Novosibirsk, as I expected, was strictly a no-frills town, plopped down close to nowhere, far from the Communist center in Moscow. The people were friendly, the cabbage soup and the blini with caviar most edible fare. The grass strip at the airport had to be scythed.

He apologized to me because the FAI had judged it would not be "legal" to have two pilots in a plane flying for a solo record. This meant I would be riding the rails back to Moscow. And he apologized a second time, explaining he had a contract with the *New York Times* to file an exclusive report to them at all stops en route. As time was short, he dictated his story to me with my promise to file his story *before* I wired the Associated Press. What was I to do? It was newspaper heresy but Wiley was out to set a round-the-world record for aviation history and I was just scooping myself on my own story. Wiley did take off in two hours and flew into history with a new record of seven days around the world. We didn't even get a picture.

My next and last meeting with Wiley was equally intriguing. I was in New York early in 1935 when Wiley called me and said he was coming east and would like to see me. Again, I was naturally flattered. I was in awe of this pilot and his ability to do such incredible things, of his vision of the future of aviation and his modesty. I never heard him boast about anything he had done and he just seemed like a normal fellow to me.

We had lunch at a nearby drugstore on Park Avenue where he told me of his plans to fly to Siberia, but this time via Alaska. He said he was going tiger hunting en route to Moscow. He didn't ask me and I didn't tell him I didn't even know how to hold a gun, let alone shoot one. He mentioned that his wife Mae would be going, too. I don't believe Mae was any Annie Oakley either. Wiley also wondered if I could get Soviet visas for us. No problem, I said. So Wiley returned to California to get the Lockheed Orion ready for the flight.

Meanwhile, Linton Wells, the Hearst correspondent I had known in Moscow, returned to New York. On impulse, we decided to elope on April 1, a three-way-day we couldn't forget: It was his birthday, our wedding day and April Fool's Day. But Lint insisted I had to keep my promise to Wiley. I was at an airshow, on my way to meet Wiley, when Lint telephone me. He had been hired by the *New York Herald Tribune* to cover the Italo-Ethiopian war from the



Fay Gillis and Wiley Post having lunch at a Park Avenue drugstore in 1935.

Abyssinian side. He wondered if I still should go with Wiley or join him on our honeymoon in Ethiopia.

The decision was simple. I knew Wiley could get anyone, even another non-shooter, to go with him. I made the call to Wiley and he was sweet and very understanding. I went to war with my husband. Will Rogers took my place on the flight. Mae flew with them as far as Seattle. Wiley and Will were killed near Barrow, Alaska, and the world lost two fabulous men whose incredible words and deeds are burned into America's history. And I'm still here—63 years later.

It's interesting to note that both Wiley and Amelia learned to fly in the '20s. Amelia in 1922 and Wiley in 1926. Both flew Lockheeds; both made and broke many long-distance records; and both died in the '30s—Wiley in Alaska in 1935 and Amelia in the South Pacific in 1937. Life does move in mysterious ways.



Charter Member Fay Gillis Wells earned her private license on October 5, 1929; No. 9497. She became the first woman pilot member of the Caterpillar Club on September 1, 1929. She was the first American woman to pilot a Soviet civil aircraft and the first foreigner to own a glider in the Soviet Union (1932-34).

Fay has been a free-lance correspondent, covering conflicts all over the globe, a buyer of strategic war materials in Portuguese West Africa, an interior designer, inventor and White House correspondent. She was one of three women correspondents chosen by the White House to accompany President Nixon on his trips to both China and the Soviet Union in 1972.



Women pilots helped win World War II

BY KAY GOTT CHAFFEY, Redwood Coast Flyers Chapter

Jacqueline Cochran was a famous pilot who believed that women pilots could help win World War II. She met with much resistance, but in 1942 she was invited to tea with Eleanor Roosevelt who had the ear of the president. FDR then persuaded General Hap Arnold to use the untapped corps of women pilots in America to assist in the war effort by relieving men for combat duties. I was one of those women.

In those days, I never dreamed the big boys would consent to letting women fly anything but the *little jobs*, and at first, the commanding officers at bases were reluctant to use us. But Miss Cochran had faith women could do the job, and we did.

My assignment was to move airplanes. I spent all of 1943 criss-crossing the United States, supplying new airplanes from factories, moving schools, and flying primary trainers (Stearman, Ryan and Fairchild), basic trainers and advanced trainers (North American AT-6 and UC78 and the twin engine "Bamboo Bomber").

As women proved successful, we were upgraded to all the sleek twin engine Beechcraft types used to train men as pilots, navigators and bombardiers.

After 1943, I attended instrument school in Dallas and graduated to the Douglas twin engine DC-3 (C-47) used by the airlines at that time. Some women actually had a choice: They could elect to fly bombers or they could try pursuit school (called pursuits then, now called fighters). The washout rate was more than 50 percent.

I had just completed and won a tough Instrument rating, so why would I fail fighters? I liked the idea of freedom of



Kay Gott Chaffey

"Though there were never more than 303 Women Airforce Service Pilots (WASPs) assigned to the Air Transport Command (ATC), they delivered 12,652 aircraft and by September 1944, were delivering three-fifths of all pursuit ships coming off the assembly lines. Certainly, theirs is a record of which they can be very proud."

—Quoted from address presented at The Ninety-Nines convention banquet in Baltimore, Maryland, on July 27, 1985, by Betty H. Gillies, WASP squadron commander at Newcastle Army Air Force Base, Wilmington.

the skies, being my own boss, and I really liked to fly the North American advanced trainer, AT6 Texan, in acrobatics.

So I was off to pursuit school in Palm Springs. My class consisted of five women and about 40 men. We all learned to fly the four main types of fighters made in the United States. Then I spent nine months flying them, delivering them to wherever they were needed in the states.

All this was done as a civilian on Civil Service pay. I think it was \$150 a month, less a barracks fee, U.S. War Bond deduction and food. Women pilots did not get veterans status until nearly 30 years after the war, and we got *no GI Bill*. But we had volunteered to serve our country, help win the war and make a difference, and that's what we did. I remember reading somewhere that women moved three-fifths of all pursuit ships during 1943-1944. Those were the years we served as civilians.

I felt I was one lucky girl to be stationed in Dallas close to a Mustang factory. I can claim to have flown all of the models of that beautiful airplane. Col. Chet Sluder, who commanded the P-51 Checkerboard Squadron in Italy, sent me a photo of his airplane because he found my name, Kay Gott, in its aircraft log. I had delivered it from the factory to the port of embarkation. I saw this airplane last year sitting in the Wright-Patterson Museum in Dayton, Ohio.

Women in Pursuit is the title of a documentary I wrote about the 134 women who performed the same job I did during WWII. Most of the 1,102 women pilots in WWII had different flying assignments and flew a great variety of missions. I always felt lucky I was never assigned to tow a target sleeve for men to practice shooting real ammunition at a moving target. It would be no fun to land with bullet holes in your airplane.

My job flying fighters was an unusual job for a woman to have, but the airplane does not care who is in command, man or woman. The skill of the pilot is what counted then—and still does. ✧

Remembering D-Day

I recently saw Steven Spielberg's film, "Saving Private Ryan," starring Tom Hanks in my hometown theater in Arcata, California. This movie covers seven days of World War II—from D-Day, June 6, 1944, when the allied forces crossed the English Channel and invaded the European continent on the beaches at Normandy to Tuesday, June 13.

I had previously seen "The Longest Day" which was about D-Day, so I was expecting to see a bloody movie. But I was not prepared for the intensity of my reactions and the flood of memories that came back, because you see, I lived through those times. I was 23 years old on D-Day and I still get shivers when I think back on it.

Following the movie, I decided to look in my pilot's logbook where I recorded ev-

ery precious minute of air time and see exactly what I was doing on June 6, 1944.

My job was to move airplanes, be they fighters or basic trainers. According to my logbook, I had just delivered a P-51 Mustang with a 1630 HP Packard-Merlin engine from the North American Aircraft factory at Hensley Field in Grand Prairie, Texas, to Kansas City: flight time 2 hours and 20 minutes. The NAA factory was just a few minutes by air from the Fifth Ferrying Base at Love Field in Dallas where I was assigned to the Air Transport Command, Ferrying Division.

According to my logbook, after delivering the Mustang, I next logged an hour in a Link trainer, which the Air Force today calls a simulator. Then I logged time in a basic trainer, a BT-13 Vultee Pratt & Whitney engine 450 HP for recheck and night flying from Love Field.

On June 10, I took a P-51C Mustang from the same factory to Kansas City, probably sent

there for modification. Then I delivered a P-51C model from the Texas aircraft factory to Long Beach, California. Possibly this Mustang C model was modified at the California plant. The next day I logged my first flight in the P-51D Mustang—my first with the sleek bubble canopy. I flew it to Newark, New Jersey, where the wings were stripped, sprayed with latex for prevention against salt water and stacked on a ship's deck. The fuselage was put in the ship's hold. After the ships were loaded, they joined a convoy that zig-zagged across the Atlantic to avoid German wolf pack submarines. In England, they were reassembled for action in the European theater of operations.

I got so engrossed in "Saving Private Ryan" that I actually shouted "Mustang!" in the theater as I recognized the aircraft.

—Kay Gott Chaffey

The Ninety-Nines Museum of Women Pilots

BY C.J. STRAWN

On my latest trip to 99s Headquarters in Oklahoma City, I was thrilled to see the cabinets that I designed and ordered last June have been completed. The oak bookshelves in the library are the same style as the other cabinets: lower shelves are enclosed to protect the light-sensitive books; the upper shelves have special glass to block the UV rays.

I'm now finishing details for the Wall of Wings which is divided into three sections. One section is for names of those organizations or individuals who have contributed \$500 or more. One section will display the names of The 99s founders. One will be for memorials.

My current dilemma is alphabetizing the names. The best I can do without driving myself crazy is to add the latecomers' names below the current list. It's never too late to get your name on the Wall of Wings. Names will be added up to the week before we open the Museum next July. Claire Walters is keeping a careful accounting of contributions made and will let you know how much you need to add to be on the wall.

The painting commemorating the terminus of the 1929 Women's Air Derby, Cleveland, Ohio, is nearly completed. The artist, Douglas Ettridge, will deliver it in January and we'll print a limited edition of lithographs to be sold at the convention. Mr. Ettridge will have an exhibition of other paintings and may be available for personal print signing. The original oil painting will be offered at a silent auction with the money going into the Museum fund.

We are in the arduous process of organizing the opening exhibition and trying to be representative of our history of women in aviation. The plan is to proceed through the decades starting with the tens and displaying memorabilia of fliers and events and spotlighting The 99s' history. Susan Theurkauf from the San Fernando Valley Chapter has agreed to co-organize the exhibit.

The International Convention promises to be the best ever, coordinating the museum opening with our 70th anniversary. There will be a Flying Fiesta with static displays of vintage aircraft of the 20s and 30s. All of this is being organized by the Museum Trustee Chairman, Anita Lewis, and the Covention Planner Joyce Wells. They will have tents with displays on the grounds of Will Rogers Airport. Everyone will be in period style flying costumes.

Our formal ribbon-cutting ceremony to kick off the opening should be a real bash with strolling musicians, an ascension of balloons and we're working on fly-bys. So keep the date in mind and be sure to be there for all the festivities July 21-25, 1999!

Claire Walters, the co-creator of the museum and official fund-raising chairman, tells me that seven Sections out of 19 have contributed money to the mu-

seum. Eighty chapters out of 192 have contributed; several chapters are close to the \$500 for the Wall of Wings. Two Sections so far have contributed the \$1,500 needed to have their Section names engraved on a cabinet.

This is a remarkable accomplishment The 99s have undertaken—and we're not done yet. Funds are still needed to complete the opening exhibits and will continue to be necessary for on-going maintenance.

We hope every Chapter, every Section and all present and past officers will be represented by contributions in some manner—because it is *your* museum.



This rough sketch of the logo for the new museum depicts the nose of 1929 Women's Air Derby winner Louise Thaden's Travel Air B-4000 with a Whirlwind J-B engine and a Hamilton standard propeller.

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

AEBM Report

BY MARILYN COPELAND
AEBM Chairman

Some very exciting new exhibits will be on display in the Amelia Earhart Birthplace Museum soon. Eleanor Friede, longtime member of the Greater New York Chapter, has gifted two original letters from Amelia. The first is a business letter written while AE worked for *Cosmopolitan Magazine*. The second was written in longhand with an ink pen. The letters came beautifully framed, each with an appropriate photo of Amelia. They

have been appraised and are currently being reframed with acid free mats and UV glass to protect them.

Elinor Kline, Florida Suncoast Chapter, recently delivered an antique credentialed bentwood rocker to the museum on her way to the American Bonanza Society Meeting. It is a beautiful addition to the museum bedroom.

The AEBM Trustees applied for the Nyle H. Miller Award from the Kansas Historical Society and received the *First Place Award for 1997* for restoration in Kansas. The museum received an honorable mention award in 1996. We should really be proud of what members of The 99s have done to receive such prestigious awards. The Miller award was presented at a luncheon in the Kansas Historical Museum in Topeka. Trustee Sondra Ridgeway accepted the award for the museum.

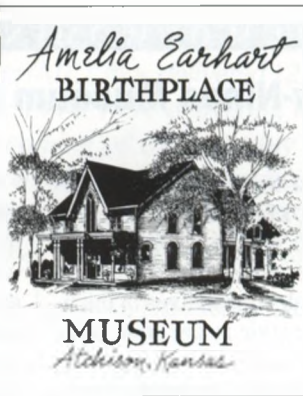
During the AE Festival last July, the AEBM hosted a book-signing party for the author Susan Butler from New York. *East to the Dawn* was written after 10 years of research on Amelia and her life. It is very good and copies are available from



Sondra Ridgeway, AEBM Trustee, was a busy cashier at the AEBM yard sale in September.



AEBM Trustees attending monthly meeting in AEBM activity room in October 1998. L to R: Marilyn Copeland, Dick Senecal, Catherine Kovar, Jim Taylor, Sondra Ridgeway, Carolyn Mohler (advisory), Lois Felgenbaum, Michele Stauffer.



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.

the museum bookstore.

The archivist has been working on the papers in the museum previous to the historian beginning work on the story for the kiosk and Internet. We have begun shopping for files and furnishings for the archives/office room.

A big fall project for the museum was a yard sale. Trustee Ladd Seaberg placed three green and white striped tents on the northwest lawn on September 19. Docents and trustees were generous in their contributions. This was a public relations and fund-raising project that yielded many new friends and more than \$500. Key workers included Sondra Ridgeway, Ree Greenwood, Lou Foudray and her daughter Jan, several docents and myself. ☀

1999 AE Calendars are available from AEBM gift shop for \$6 + \$2 S&H

Recent contributions to the museum:

Alabama Chapter
Houston Chapter
Los Angeles Chapter
in memory of Virginia Showers
Livermore Chapter
Michelle Helms
Leslie Highleyman
Edyth Maxim-Boner
Shirley Patterson
Tiana Pickle
Juanita Waddell
Zonta Club of Birmingham, Alabama
Thanks to everyone who contributed.

BRICK ORDER FORM

Please order \$50 bricks for sidewalks or \$100 bricks for front walks soon. Once the ground freezes, the bricks cannot be laid until spring. Send orders to Carolyn Mohler, Brick Chairman, PO Box 128, Atchison, KS 66002. Make checks payable to AEBM.

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

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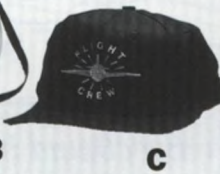
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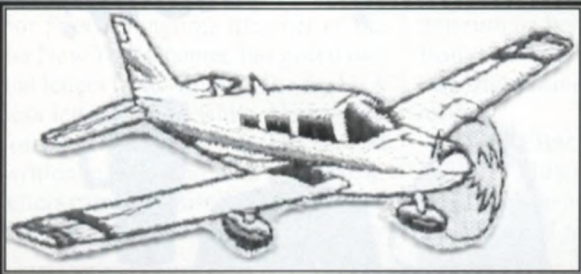
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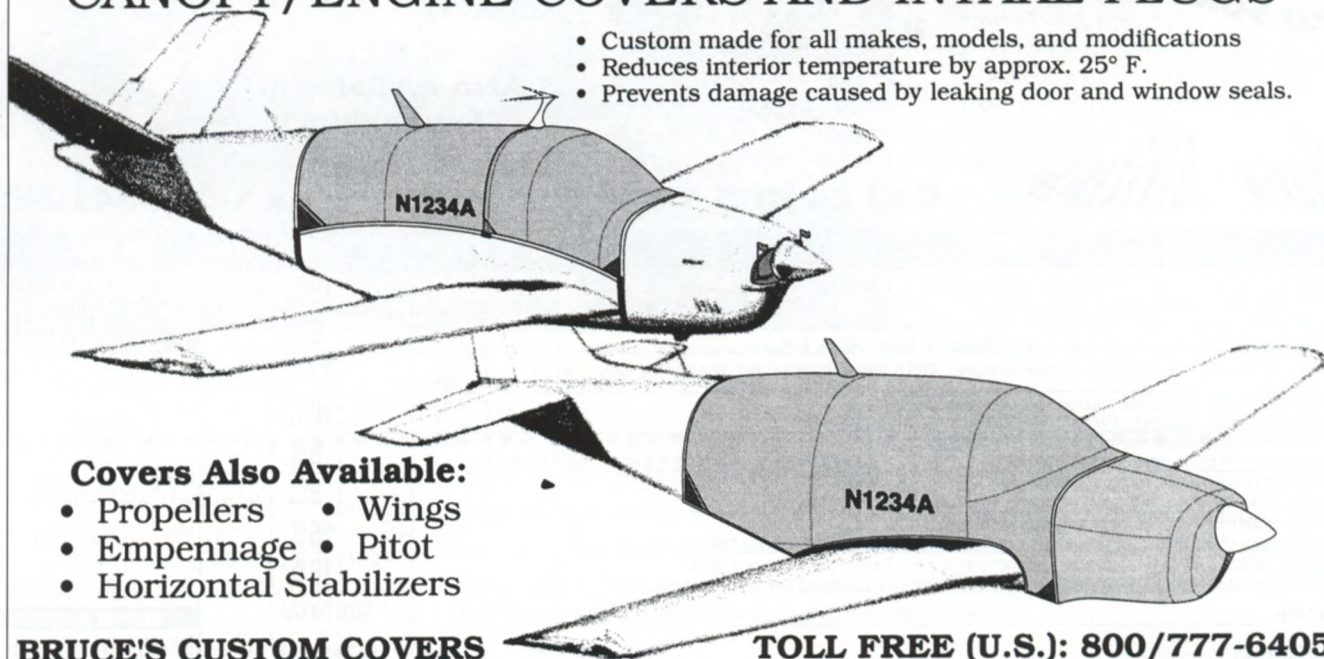
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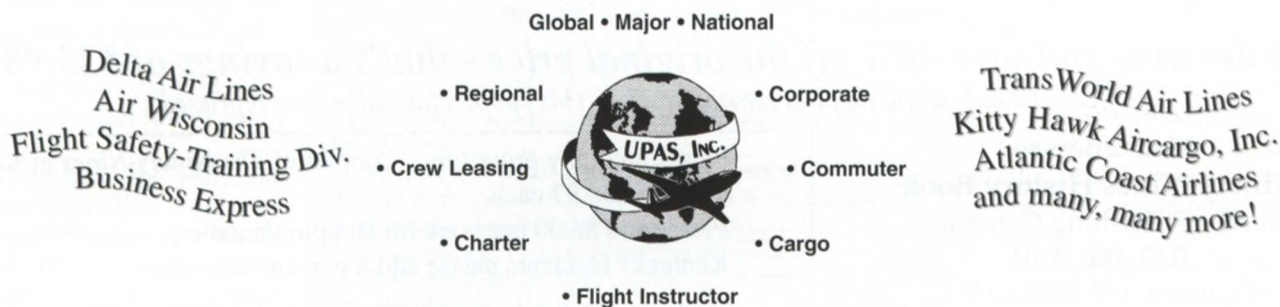
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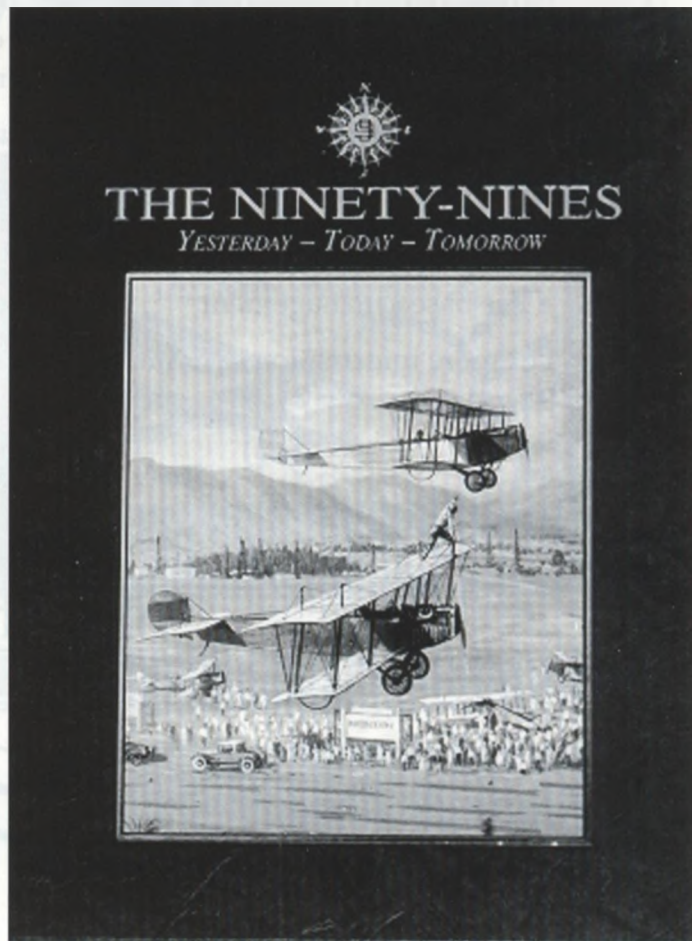
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Beverley Sharp

Let us focus on the *international* aspect of our organization. From inception, The Ninety-Nines has been a global group. Three of our charter members came from countries other than the good ole USA. Fay Gillis Wells remembers Lady Mary Heath, Jessie Keith-Mille, and Thea Rasch. Our 60th Year Anniversary

book contains brief biographies of each of these ladies:

"If Lady Heath were asked what in her opinion has been her greatest contribution to the science of aviation, probably she would say that the interest she has aroused in other women in this subject brings her the most pride. However, it must not be forgotten that the world still remembers the airplane trip of 11,000 miles which Lady Heath made from Cape Town to London...."

Jessie Maude Keith-Miller, Sydney, Australia, was among the 26 who attended the organizational meeting of The Ninety-Nines in Valley Stream, New York, November 2, 1929. Jessie flew an Avro Avian, "Red Rose" with William Lancaster from England to Australia. She flew a Kinner-powered Fleet in the '29 Women's Air Derby and a Fairchild KR-34 in the '29 National Air Tour. The following year, flying an Alexander Eaglerock Bullet, she set transcontinental records in both directions.

Thea Rasch learned to fly in 1924 (secretly, because her father disapproved of sports for girls). She went on to compete in aerobatics and participated in the 1929 National Air Race in the USA. She obtained a Sea-plane rating and Glider license. "The Flying Frauline" was the first woman to fly solo over the English Channel from Paris to London.

Throughout the years, the countries called home by Ninety-Nines have spanned the globe. I have been blessed by getting to know fascinating members from Australia, Canada, the Caribbean, Chile, England, Finland, France, Germany, India, Italy, Japan and Saudi Arabia.

This year, we chartered a new Section in Germany and held our first convention in Mexico. Efforts are underway

to establish two new sections in Latin America. The Finnish Section is actively involved in preparing an exhibit on The Ninety-Nines for the Finnish Aviation Museum near the Helsinki-Vantaa Airport. Convention in 2001 will be in Calgary, Ontario, Canada. The Israeli Section has submitted a proposal to stage a convention in Israel in the near future. The winner of the President's Award at Guadalajara was born in Tijuana, Mexico. (See her remarks below.)

In 1996, we were the host to 20 teams competing in the World Precision Flight Competition. (We were the first organization to be a repeat host.) As I write, I'm wearing a shirt promoting and supporting the "Crazy Canards" all-woman Canadian team who will vie in the upcoming 13th competition in New Zealand. Several of our members are planning to participate as judges under the tutelage of Juror Jody McCarrell, 99s Treasurer.

Several years ago, my Chapter, Washington, DC, selected Fiorenza deBernardi of Rome from the Members-at-Large list and asked her to join our Chapter. She agreed and has been an active member. She visits and participates when she can and at least one of our members has visited her. Soon thereafter, the Long Island Chapter recruited MAL Rikako Carpenter, who subsequently became the charter Governor of the Far East Section. These have proved to be rewarding relationships for all concerned.

Our current membership reflects approximately 7 percent non-US participation. Can we double this in a year? A couple of years ago, each North American Section "adopted" an overseas Section. Perhaps, each US and Canadian Chapter can establish specific overseas "pen pals."

E-mail makes such global communication easy and quite affordable. You can share your newsletter and find out what they are doing locally. Offer to help with recruitment efforts. (Note—the New Zealand Section won the 1998 Membership Contest.) Share hangar-flying tales, share your enthusiasms! Together, we can make it happen.

Remember, the first part of our mission is to "promote world fellowship through flight." What better vehicle do we have for pursuing this objective than our own membership? To paraphrase an old adage, "Fellowship begins at home."

—Blue Skies,
Bev

Ana Camberos Province

*Acceptance Speech: President's Award
Guadalajara Jal., Mexico. 99s International Convention
July 7-12, 1998*

Thank you, President Lois Erickson, Thank you, sister Ninety-Nines, for presenting me with the "President's Award. I humbly accept it.

My efforts on behalf of this organization are given without any thought of recognition in mind. I have done it and will continue to do it because I believe in this wonderful group called The 99s.

I strongly believe that by educating the public and reaching out to girls, that we will continue to grow and strengthen the 99s. This organization will be here long after all of us have gone to "pilot's heaven."

Our job, now, is to push the envelop, reach the public and youth of the world and share our wings with them. We need to actively cultivate more women pilots, and to vigorously recruit more 99s.

In conclusion, I want to say that I have been blessed, I have a loving mother, I have an encouraging and supporting husband, and I have you, my sister pilots!

I am proud to be a 99! Thank You!

NOTAM

Bylaws and/or Standing Rules proposed amendments to be presented at the 1999 International Convention in Oklahoma City should be sent to Joan Kerwin, Bylaws Chairman, 18454 Howard St., Wheaton, IL 60287. Deadline for submission is December 31, 1998.

Finishing up on LAHSO

BY ELIZABETH MATARESE
Potomac Chapter
FAA National Headquarters

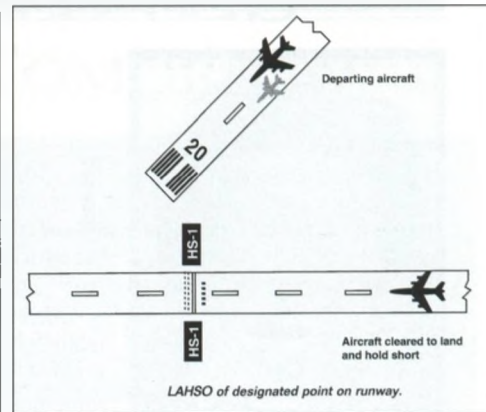
The final chapter on Land and Hold Short Operations (LAHSO) involves one more sign, as shown here. This sign was developed for the situation where an operation must be controlled at a designated point.

Pilots are already familiar with LAHSO in intersecting runways. Holding at a designated point could surprise some pilots, since it is a newly formalized operation and the sign was only recently approved.

Airports with runways whose protected areas are traversed by taxiways or whose

runways do not connect, but whose protected areas overlap, are candidates for these signs. Thus, these designated points may be on runways or taxiways. Like any other point at which pilots are required to hold, the signs will be co-located with hold line marking on the pavement. As can be seen in the diagram, the two runways depicted do not intersect, but the runway at the bottom of the diagram is located in a protected area of the runway from which an aircraft is departing.

To afford the maximum protection to the departing aircraft, the aircraft on the runway at the bottom of the diagram will be required to hold at the HS-1 sign and marking. At the present time, Washington Dulles International Airport has an



“HS-1” sign, and several other airports will have them soon. Heads up and stay ahead of the game!

Who protects your interests at your airport?

Have you ever wondered who writes about airports and airports business? Do you know the organizations that help promote airports and how to contact them? Virtually every pilot has heard of or belongs to AOPA. If you read the literature that AOPA prepares, you also know the great effort they put into protecting and promoting airports.

But as a pilot, you have a stake in the airport you use the most. A pilots group, an airport safety committee, or a community action group can be instrumental in ensuring the life of the airport. Time and time again, it is only when people hear that an airport is threatened that

they get involved—and then it is often too late!

There are many success stories about volunteer groups who have helped to make their airport the pride of the community, as well as an integral part of the community's economic life—and sometimes, even the center of some enjoyable times.

One such success is Aurora Municipal Airport, a general aviation airport near Chicago. An article about the success of Aurora appeared in the July 1998 issue of *Airport Business* magazine.

A closer look at Aurora and a list of the organizations that actively seek to protect your interests on your airport will be the subject of next month's Safety Corner.

GENERAL AVIATION NEWS

GA TEAM 2000 has changed its name to “Be-A-Pilot” to more closely reflect what the organization does. According to GAMA's Chairman Ed Stimpson, this was a logical step as the program enters its third year.

After its second year of aggressive advertising campaigning, the program reports the number of responses has increased by more than 50 percent from 1997. Stimpson attributes the increased success to the fact that there was actual aircraft footage included in the new series of TV commercials and that the ads were more directly targeted.

As of October, 30,000 individuals responded to the TV commercials, either at the website, www.beapilot.com, or by phone at 888-BE-A-PILOT. The commercials were aired during selected programming on several different channels, including Wingspan Air and Space Channel.

Some of the results of the program so far include an 8-percent in-

crease in student pilot starts in '98 over '96. A 36-percent increase in private pilot certificates issued to date. And half the number of individuals taking an introductory flight are signing up for training!

The “Stop Dreaming. Start Flying” tagline and familiar blue and white logo will remain in place.

THE WOMEN IN FLIGHT Conference celebrating women's contributions to aviation history and the aerospace industry is set for March 12-14 at the Pima Air & Space Museum in Tucson, Arizona. The conference is open to both men and women and provides an opportunity for those who attend to mix and mingle informally with many nationally renowned aviators.

A particular focus of the three-day event is to inform and excite youth about the aerospace opportunities that exist. As part of the conference, an essay contest has been launched in schools through-

out Arizona challenging young girls to answer questions such as “How Can Women Fly?” For info, call Elissa Lines, 520-574-0462.

CFIs NEEDED -The October issue of *Be A Pilot News* carries an article by Greg Brown, author of *The Savvy Flight Instructor*, on the current serious shortage of CFIs to teach the pilots for the new planes being manufactured by Cessna, Beech and Piper. “Wouldn't it be a shame,” he says, “if now that general aviation is back to positive rate-of-climb after 20 years of free-fall, we find ourselves unable to capitalize on it due to instructor shortage.”

Flight instructing makes a great part-time or freelance job. You can fly as much as you like and get paid for it. CFI benefits include not only additional flying, but also discounts on rental and pilot supplies, potential tax benefits and the opportunity to be a professional pilot without leaving town or quitting another job.

“To the average IFR Private pilot, becoming a CFI seems about as attainable as flying the space shuttle, yet most could be trained as CFIs in a matter of weeks,” Brown says.

At one time, a large portion of the pilots needed was provided by those leaving the Air Force. But the Air Force has cut down its pilot training. Now the airlines must locate more civilian pilots and that means instructors are needed to train student pilots.

This upward spiral provides a big boom for general aviation. In 1993, major airlines hired only 463 pilots. So far this year, according to Air Inc., an estimated 12,234 airline pilots have been hired.

It is not just coincidental that the decline in student starts dates to about the time Cessna ceased production of single engine piston aircraft and that the resurgence of new students coincides with the resumption of production of 172s, 182s and 206s.

Get ready for 1998-99 Membership Drive

BY ILSE E. HIPFEL, Membership Chairman

The International Board has approved another Membership Drive for the 1998-99 fiscal year. Your Section can receive \$500 by reaching the highest increase in membership during this drive. The reference points to begin tracking your membership numbers have been distributed to all Section Governors and your efforts are absolutely necessary to reach this goal.

During the 1997-98 fiscal year, the International Board awarded the New Zealand Section \$500 for the highest increase in membership. The Section that maintains its core membership and achieves the highest increase in membership will be awarded \$500.

If your Section/Chapter is in need of membership supplies such as membership applications, posters, brochures, orientation packages, business cards or 4 x 9 one-page informational card stock, contact me at 626-967-5882 or Sheila Drayster at 702-263-6798. Section membership chairmen can also provide you with any supplies.

If you provide a poster at every airport, I guarantee you will see results. We recommend a small Poster Distribution Committee be formed within your Chapter to personally distribute posters. This will give you the opportunity to talk with the airport operations staff and FBO proprietors.

For good results when placing your posters, determine where women pilots reside before, during and after a great airplane flight. The most obvious placement would be in the flight schools on the field. Do not limit yourself to the flight school FBOs. Consider the airport pilot lounges, inside the cafe, even inside the women's restroom. Place your posters at the local food market, the beauty shops and schools with aviation programs.

The future looks very bright for everything connected with aircraft this year. And that means there are going to be a whole lot of young women learning to fly who need the support of The 99s.

Copy this poster and place everywhere women pilots congregate.

Looking for friends to fly with?

Join The Ninety-Nines where you as a woman pilot can excel!



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Rhuetta Boushea, *Illiana Cardinals*
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Kristin Connolly Post, *Southeast Section*
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Auchorelle van Sprang-Verest,
Southeast Section
Sharon Annette Willard, *Sutter Buttes*
Leslie S. Wolfe-Edwards, *Sutter Buttes*

GRASS ROOTS



German Section

The woman pilots were invited to the 90th birthday party of the Frankfurter Verein für Luftfahrt (Frankfurt Flying Club) at Egelsbach Airfield. Governor Josefine and Secretary Andrea attended.

They gave us a forum to present ourselves, and our ideas and activities to the public. The event drew a large crowd and the press. We were especially keen to announce that we hold regular meetings for everyone interested in aviation and to let them know of some of our future goals, such as our promotion of training courses for women pilots; our support of the recognized project, Women and Technology; and the establishment of the Elly-Beinhorn Trophy as a yearly event.

—Andrea Moeller

North Central Section Fall meeting

The Scioto Valley Chapter hosted an exciting, fun-filled, interesting, educational meeting in Columbus, Ohio, on September 25-27. The 99s attending were kept busy with the business meeting, hospitality room visiting, sales room and attending the seminars.

Ruth Maestre spoke on "The Future of Air Traffic Control" and Loretta Shaw, Aerospace Engineer, gave a seminar on NASA. The highlight of the meeting was the awards banquet on Saturday night. Dr. Kathryn Sullivan, president and chief executive of COSI, a dynamic center of hands-on science learning, kept the audience spellbound with her fascinating talk. She is a commander in the U.S. Naval Reserve and was the

chief scientist of the National Oceanic and Atmospheric Administration before becoming an astronaut and is a veteran of three space shuttle missions. She was the first American woman to perform a space walk.

—Charlene Falkenberg

North Georgia Chapter

At our August meeting in the old decommissioned control tower at Peachtree Dekalb Airport, Kathy and Larry Lee, the 1997 winners of the "Around the World Air Race," spoke to us about their flying adventures. In preparation for the race, Kathy got her Private pilot license, a fact that certainly got our immediate attention. All the flying had previously been done by her husband and sons.

The Lees entered the air race sponsored by Georgia Tech, the "Yellow Jackets." Because Tech students were unable to finish an aircraft they had been building as part of an engineering course in time for the race, Lee's Malibu was painted bright yellow with black rings towards the tail. It is probably the only Malibu with a Yellow Jacket paint scheme in existence.

They flew to Europe using Lindbergh's and the commercial airliner's route—up the east coast and over Greenland—then raced over Iceland, England, Europe and the Middle East. The photo presentation (using digitized photos on Kathy's computer) was stunning. We were treated to photos of glaciers, fjords, ancient monuments, and photos of the other contestants (one of whom is a Eurodollar minter who gave Kathy a Eurodollar). Added to that were stories of race strategy and a tale



All-Ohio Chapter members met at the Ohio Air National Guard Base at Springfield. Majors Bruce Johnson (son of 99 Kay Johnson) and Ann-Maria Coghlin pose in front of Bruce's F-16.—Marge Hazlett

of how the president of Iceland almost got run over by the Malibu's wing.

All during the flight the Lees were sending and receiving e-mail from their own mission central at Georgia Tech. Every 15 minutes they were getting weather updates from the students. Kathy thinks being able to reroute for optimum weather (particularly one day when they flew down the Rhone Valley while everyone else flew down the west coast of France) was a key factor in their winning the race.

After Kathy spoke, we chatted, ate and watched the activity below us on the taxiways and runways. The sun had set and it was time to end a perfect evening.

—Jean Toxen

Orange County Chapter

In appreciation of their help at San Clemente High School with the NASA mobile aeronautic education lab held last spring, several

members of our chapter—Chairman Patty Murray, Vice Chair Colleen Handrahan, Lianne Oakes and Marie Hoefler—were treated to an incredible day in August. They got a VIP tour of the NASA-Dryden Flight Research Center at Edwards AFB. Celia Vanderpool directed the tour.

Along with sharing their aviation knowledge in the classroom setting, these 99s donated their flying expertise and their airplanes as they flew qualified students who were attending the NASA program.

The tour included boarding the 747 Shuttle-Carrier, seeing the M2-F1, SR-71B, ER-2S, X38, all their other planes and topped off with time in the F-16XL simulator. They met with Lee Duke, Dr. Marianne McCarthy and Michelle Davis of NASA-Dryden to discuss future educational programs and plans for 99s involvement. It was an overwhelming, wonderful experience for all!—Mary Van Velzer



North Dakota Chapter members traveled by land in this stretch limo from all points in North Dakota down to Spearfish, South Dakota, for their 99s meeting. Shown here with their chauffeur, Ray Herr, are Dianne Herr, Beth Lucy, Shirley Frost, Clara Yonker, Lorraine Boehler, Norma Kraemer and Audrey L. Baird.



Back Row: Anne English, Elayne Brower, Diane Kelly, LaRue Bell, Nita Schumacher, Linda Childers, Mary Cooke. Front: Susan Johnson, Vickie Gassoway and Marjy Leggett.

Mid Columbia Chapter

Attendance at our fly-in meeting for our Pendleton underground tour in June at Pendleton, Oregon, was one of the largest we've ever had. Many different airplanes were represented.

Mary and George Cooke flew from Kennewick in a C172. Marjy Leggett, Nita Schumacher, Diane Kelly and Elayne Brower flew from Richland in a Cherokee 180.

LaRue Bell flew with flight instructor Dick Piagrey in a C182. Anne English and her airplane partner Larry with a friend, Susan Johnson, flew from Sunnyside in a C182. Pat Moore and her friend, Sherry Talley, flew from Wenatche in a Tri-pacer. Vickie Gassoway drove from LaGrande and hostess Linda Childers was there to greet all and arrange for ground transportation.

—Vickie Gassoway



Angela Youngblood and Paula Flatley with Angela's Sundowner at Rostraver Airport

Greater Pittsburgh Chapter

Our members hosted the Wings Weekend at Rostraver Airport. We had a very good turnout, good weather and close to 100 pilots got their wings. Elaine Heston and Shirley Betchce worked hard for many months to organize the event—and Dottie Meeder, Susan Thomas, Helen Davison and I worked registration. There was a temporary tower brought in at

this usually non-towered airfield. It was very interesting to get used to the temporary Class D airspace. At the end of the weekend, there was an impromptu party at Shirley's hangar.

Other activities of our Chapter during this past year included hosting the spring Section meeting and painting two compass roses.

—Angela Youngblood

Tennessee Chapter

Members operated a booth at the Air Show at McGhee-Tyson Airport in Knoxville. Patty Wagstaff and Bob Hoover both visited the booth. The purpose of the booth was to sell items such as stationery and Mama Bird books to earn money toward the scholarship being set up in memory of Lady McReynolds and Loretta Gore.

Genie Rae O'Kelley and I attended the 14th annual Tennessee Airports Conference in Nashville.

The September meeting was held in Sandy Sower's hangar at Knoxville Downtown Island Airport. Georgianna McConnell of Nashville brought her scrapbook she made to depict the around-the-world flight by Vicki Mitchell and Rhonda Miles. They left Lebanon, Tennessee, in a Maule on July 4 to commemorate a nonstop flight made by three Russian women in 1938 which set a world record at that time.

The route followed by Vicki and Rhonda was not intended to be non stop. They flew to Newfoundland, Greenland, Iceland, Finland, and then on to Russia. There they were met by two Russian women pilots who were to be a part of this commemoration.

Vicki flew with one of the Russian women in an AN2, while Rhonda was accompanied by the other Russian woman pilot. At stops along the way from Moscow to the Siberian Coast, they were entertained and welcomed by many Russian people. Vicki and Rhonda returned by way of Alaska, arriving back to Lebanon on August 22 where they were welcomed by an all-day celebration at the airport.

—Evelyn B. Johnson

Eastern Idaho Chapter

Our Chapter sponsored our 14th Annual Mountain Flying Clinic at the Flying B Resort Ranch on the Middle Fork of the Salmon River in central Idaho. Fourteen 99s and friends flew in to take advantage of the opportunity to learn from our mountain flying instructor, Bob Jones—and we fished in the river, hiked and thoroughly enjoyed ourselves.

The first weekend in October, in keeping with our "adopt a runway" project, we took the fence down at Henry's Lake so the wild

game and snowmobilers can have access to the grass in the lower areas during the winter.

If other 99s or women pilots would like to contact us or receive information about our aviation activities, our e-mail address is billsipc@poky.srv.net or chm@srv.net.

Pikes Peak Chapter

Chapter members served lunch at a recent safety meeting which raised \$100 to be added to other Chapter money for a contribution to the AE Scholarship Fund. New members who had joined during the year were recognized at a picnic in Phyllis Wells' backyard near Meadowlake Airport. Several potential members and students attended and enjoyed hangar flying with some of our longtime members. Phyllis Wells—with Pat Valdata, Mid-Atlantic Section, as pilot—participated in the Women's Soaring Seminar held at Midlothian, Texas, and set a new record for "Multi-place Feminine Altitude in a Glider for the State of Texas."—Onita Winfrey

Illiana Cardinals Chapter

Joyce Sluzewski and I presented an Airbear to 57 second graders in LaPorte, Indiana, in October.—Charlene Falkenberg

Alabama Chapter

Members met at the Anniston, Alabama, FBO for a special program commemorating Charter Member Ruth Elder (1904-1977). A plaque in Ruth's honor was presented to the Anniston Airport which she dedicated in 1927. Ruth held the record for flight over water at that time.—Linda Carroll

Central New York Chapter

Our special activity in the past two months was a booth at the Syracuse, New York, Air Show. The theme of the show was Women in Aviation and Patty Wagstaff was our featured performer. Our new member, Linn Avery, with Aleta Johnson, Marilyn Kamp, Nancy Morgan, Faith Seidenberg and I staffed the booth for two days.

—Mardi Drebing

News reporters may fax or e-mail to Betty Rowley at 316-263-7350 or patrowley@aol.com.



Women With Wings members Pat Stark, Heidi Dietz and Gaye Wohlin at the 2nd Annual Awards Luncheon

Women With Wings Chapter

Our Chapter members have been very busy. Twenty-two 99s and half a dozen 66s attended our 2nd Annual Awards Luncheon held on the grounds of Akron Municipal Airport. Awards were given for "Most Exciting Flight," "Longest Flight," and various other awards for new ratings and participation in Angel Flights for critically ill children.

The Cleveland (Ohio) Air Show was attended by many of our members, along with their spouses and children. The

Thunderbirds performed as well as an aerobatic competition. Some of us got together to fly ultralights at Yoder Field near Akron. We sponsored a safety seminar at Stark County, Ohio. Speakers focused on operations at uncontrolled and controlled airports.

Six WWWs airmarked a local airport in Wadsworth, Ohio. And 10 of our Chapter attended the North Central Fall Section meeting in Columbus. Three members flew to the Women's International Aviation Conference in Oshkosh, Wisconsin.

—Chris Gurnick

AIRMARKING



Painting numbers on runway at Downey, Idaho, are Joy McDonald, assisted by a local pilot and Sandy Templeton, Sandi Bills and Dorothy Galloway.

Eastern Idaho Chapter

The Chapter planned to paint the numbers on the runway at Downey, Idaho, a year ago, but couldn't get weather and people together until July 31. Four of us and some local pilots met at Downey with paint rollers and an adventurous attitude and painted numbers that

can be seen from half way across the valley! The manager of the airport, Don Jensen, told us, "Keeping these little airports is getting harder and harder" We were glad we were able to help and it reminded us of some of the reasons we are 99s.

—Sandi Bills



Compass Rose at Chandler Downtown Airport.

Fresno Chapter

In April, several members of the Fresno Chapter painted the name and elevation at the Reedley Airport. Then in July we painted a compass rose at Chandler Downtown Airport. Both Amelia Earhart and Charles Lindbergh came to

Fresno through this airport. The Chandler terminal building is being nominated for the National Register of Historic places. A small campground and restaurant are available for those who want to fly in.

—Shirley Boling



Greater Seattle members Sylvia Baird, Shauna Clements and Marion Hartley, assisted by Washington Pilots Association members Al Banholzer and Roger Baird, airmarked the Ranger Creek state-operated landing site near Mt. Rainier, Washington.

RACES & RALLIES

Okie Derby

To promote the Annual Okie Derby, the Oklahoma Chapter presented a skit (which was given previously at the spring South Central Section Meeting) to the August meeting of the Oklahoma Pilots Association. Among those participating in the skit were Gladys McCaslin as Wiley Posterior and Lu Hollander as Amelia BareHeart.

Forty planes entered the Okie Derby and 37 flew. Larry Clymer with copilot Richard Shaver won. Highest placing 99 was Marge Richison with 99s Sherry LeMasters as her copilot.—Carol Sokatch



Gladys McCaslin as Wiley Posterior in skit given to Oklahoma Pilots Association to promote the Okie Derby.

German Section

The first flying event organized by the new German Section was the Elly-Beinhorn Trophy rally in Damme in August. It was named after Germany's renowned pioneer pilot, Elly-Beinhorn. Originally, there were 18 teams enrolled, but due to the not-so-favorable weather, only 12 were at the start line.

The task was to find the destination which was unknown to all the participants. The clues were provided in an envelope handed out to each team 15 minutes prior to take-off. Prominent buildings and sites had to be identified and from there on the new courses found.

Aviation questions had to be answered and points could be gained by giving the correct answer. A red emergency envelope on board every plane was to be opened in case of loss of orien-

tation which gave exact instructions, but would result in a substantial loss of points.

All teams arrived at the destination, the Isle of Borkum. Getting back from the isle to the mainland and Damme was another 110 miles, bringing the total of the rally to 260 miles.

After all were safely on the ground, more points could be added by a fun competition like riding the bull and milking the cow. You can imagine the laughter and fun as a great crowd of spectators watched the brave women pilots fall to the bull!

Suspense rose as the rally management went behind closed doors to sum up all the points, then announced the winner was charter member Dr. Angelika Machinek together with her copilot Swaantje Geyer, a new member. They scored the highest points and won the first Elly-Beinhorn Trophy



Copilot Swaantje Geyer and pilot Dr. Angelika Machinek receive first Elly-Beinhorn Trophy from Felix Beinhorn-Kluge.

which was presented by her grandson, Felix.

Afterwards, there was a celebration with wine and dancing and a beautiful slide show of Amelia Earhart's commemorative flight to Burry Port conducted by Angelika Machinek and Marion Hof in 1991.

The event was such a success that we are determined to estab-

lish it so it will be recognized as a traditional 99s aviation event. If you wish to be posted on details or wish to contribute in any way, contact the Section Governor, Josefine Schuhmann, Lessingstr. 21, D-65779 Kelkheim, Germany. Tel/fax 06195-63534 or e-mail josefine@gmx.net

—Marion Hof



Palms to Pines Air Race second place winners were San Fernando Chapter member Susan Theurkauf and Sue Ballew from Orange County Chapter.—Mary Van Velzer

Palms to Pines

Orange County members won big-time at the Palms to Pines Race. Second Place Trophy went to Sue Ballew and San Fernando Chapter member Susan Theurkauf in a Cessna 172. Third Place was won by O.C. Chapter member Bev

Allen and Borrego Springs member June McCormack in June's 172. And 9th place was won by O.C. Marie Hoefer and her daughter Teri Hoefer in Marie's Cessna 172. This was Marie's fourth time to race in Palms to Pines and her first time to finish in the Top Ten.

Maple Leaf Chapter

On August 25 we held our annual Poker Run fundraiser. Participating Southwestern Ontario airports were Brantford, Centralia, Chatham, London, Sarnia and St.

Thomas, the busy terminus. The weather cooperated and we had a successful day with lots of fun, thanks to our many loyal, generous sponsors and supporters. We couldn't accomplish our ambitious

objectives without them. We sold about 430 hands with 28 airplanes participating. There were 90 guests/poker players at the terminus and we grossed \$1,400!

We were greatly aided in our fundraising and public awareness of the event by a full page feature article in the August 16 edition of the *London Free Press*.

We sponsor a local scholarship for the top female graduating student pilot as well as the AE Scholarships, and various museums and programmes, such as the Canadian Award in Aviation, the National Aviation Museum Women's Exhibit and Hamilton's Warbird Heritage Museum. —Pat Crocker

BC Coast Annual Poker Run

Pilots and passengers from nine different airports participated in the BC Coast Chapter's 19th annual Poker Run in September. Perfect weather helped in the sale of 559 poker hands! The winning hand went to Robert Decker, a pilot from Mill Bay, B.C. who won airfare for two to LAX courtesy of Canada 3000 Airlines.

Other prizes included weekend retreats to lodges, flights in aerobatic aircraft, T-shirts and caps. We raised almost \$2,000, making it the most profitable event to date, thanks to the hard work of all the

99s and 66s who manned the tables at the airports, to Libby Weiss, Peggy Gordon and Clare Brooks-Higgins for the use of their aircraft and to Wendy Boyes, Denise Kitson and Raeleen Ranger for their organization of the event. —Colette Morin

Sutter Buttes Poker Run

An aerial poker run covering a route of 157 miles took 17 planes to four airports where pilots picked up a card, then flew to Sutter County for their final card. The event was open to the public.

The hands were scored to determine the top three winners of cash prizes. Six members from Mt. Shasta 99s came from Redding to participate. A barbecue lunch was served.

Sutter Buttes is a newly chartered chapter of The 99s with 15 members. —Carol Andrews

CORRECTION

In the last issue, we reported that Sophia Payton was a two-time winner of the Air Race Classic, when, in fact, she is a three-time winner. Sophia, a member of the Florida Suncoast Chapter, won the Classic in 1978, 1997 and 1998.

LETTERS

IT MUST HAVE HELPED THAT YOU THOUGHT OF US and wished us luck because our Elly Beinhorn Trophy Fly-in to Damme, Germany, was a real success! Although the weather was poor and a few planes didn't dare fly up north, we did and with us 12 planes. The rallye was planned by the flying club in Damme and it was simply done excellently. We were flying in rainshowers, clouds and sun up to the islands. Four planes landed on the wrong island, including me, but finally we all met at the right one and had lunch.

Even very experienced pilots thought it was quite a challenge, but it was also flyable by "baby pilots"—not for the first places, of course. We were very happy that Dr. Angelika Machinek, a 99, won the Trophy sponsored by Isolde. Angelika also won the German championship in the glider competition two months ago. Isolde, by the way, has signed up two more girls.

We will meet four times a year. In-between those times, we will organize some little activities like visiting the Tower in Frankfurt. In 1999 there will be another Elly Beinhorn Rallye. After that, it will be an every-other-year traditional event of the German 99s. In the years in-between, there will be a weekend fly-in to different parts in Germany or Europe, just for coming together and for the flight there. We might join a program Girls and Technic if we find a forum there for us.

We hope to see you at the Convention next year at Headquarters.

—Josephine Schuhmann, German Section

I AM PLEASED TO ANNOUNCE THAT I HAVE received my Multiengine Instructor rating. This rating was my goal when I applied for the 1998 Amelia Earhart Memorial Scholarship. It is because of my winning the scholarship that I was able to obtain my Multiengine rating which was the precursor to my most recent Instructor rating obtained September 15. I already have three multiengine students scheduled, and I look forward to building my multiengine time.

I am truly grateful for the opportunity to be one of the AE Career Scholarship winners. It is through organizations such as ours that women are able to make their dreams come true. I look forward to many years with The Ninety-Nines, and many years of flying together. I will keep in touch as I move on and realize many of my goals.

—Amy Brown, Orange County Chapter

SCHOLARSHIP

Bonnie and Archie Gann

The 4th annual Bonnie and Archie Gann Memorial Scholarship awards were presented to two winners at the Southeast Section Spring meeting held in New Bern, North Carolina. Cynthia Aulbach-Smith, a member of the Carolinas Chapter, has her instrument rating, is working on her commercial and expects to use her scholarship to help her become a flight instructor and check pilot for the Civil Air Patrol.



Cynthia Aulbach-Smith

Dane Karns, Jr. was the other winner. Besides his ASEL and AMEL, he has a commercial/instrument rating. His goal is to become a flight instructor and designated examiner.

Attn: Chapter Scholarship Chairs

Please send information on your 1999 Scholarships to Headquarters for inclusion in a listing of all scholarships available through The 99s organization next year. Include amount, closing date and how to contact for more info.

RATINGS AND WINGS

RATINGS

Vicky Anderson	Orange County	Instrument
Sue Ballew	Orange County	Instrument
Sarah Barber	All-Ohio	Instrument
Wendy Boyes	British Columbia Coast	Instrument
Amy Brown	Orange County	MEI
Liz Campbell	Pikes Peak	Seaplane
Jenna Cohrs	Alabama	Multiengine
Laurie Crosson	Orange County	CFI
Marita Dragten	Pikes Peak	Instrument
Sonya Dugan	Reno	Instrument
Elizabeth Anne France	North Central Section	MEI
Vickie Gassoway	Mid-Columbia	CFI
Peggy Jacobs	Alabama	Instrument
Kathy Senko	Greater Pittsburgh	Commercial
Chris Stulik	Orange County	Commercial
Julie Trischler	Greater Pittsburgh	Instrument
NicholeVander Ley	Greater Seattle	Commercial
NicholeVander Ley	Greater Seattle	Multiengine

WINGS: THE SIGN OF A SAFE PILOT.

Chris Goff	Women With Wings	Phase I
Ellen Wells	All-Ohio	Phase I
Heidi Dietz	Women With Wings	Phase II
Paula Flatley	Greater Pittsburgh	Phase II
Francis Frederick	Women With Wings	Phase II
Dottie Meeder	Greater Pittsburgh	Phase III
Angela Youngblood	Greater Pittsburgh	Phase III
Linda Carroll	Alabama	Phase IV
Mardi Drebing	Central New York	Phase IV
Julie Trischler	Greater Pittsburgh	Phase IV
Shirley Betchce	Greater Pittsburgh	Phase V
Bonnie McClintock	Women With Wings	Phase VII
Donna Moore	Women With Wings	Phase VII
Susan Thomas	Greater Pittsburgh	Phase VII
Helen Davidson	Greater Pittsburgh	Phase IX
Carolgene Dierolf	Monterey Bay	Phase XI

TOUCH & GO'S

- **Sue Ballew**, Orange County Chapter, received Pilot of the Year Award at the Chapter's annual POY banquet.
- **Vi Blowers** and **Brown Dillard**, All-Ohio Chapter, won the Bronze Antique/Classic Lindbergh Trophy for their restored 1930 Fairchild KR21 at EAA Oshkosh.
- **Kelly Jones**, Greater Pittsburgh Chapter, got a job with TWA Express.
- **Ana Camberos Province**, Southwest Section, will appear in an upcoming episode of "Pensacola: Wings of Gold," the popular TV series starring James Brolin. It was shot on location in San Diego where Ana produces her own show, "Women With Wings."
- **Janice Welsh**, Illiana Cardinals Chapter, (former AE Scholarship winner), a new flight instructor, has had her first two students pass their flight check ride and become private pilots.

TO OBTAIN AN APPLICATION for the AE Memorial Scholarship, contact International Headquarters.

DEADLINES

December 31, 1998

Your Chapter Chairman must sign the application form by this date.

January 10, 1999

Postmark date for the application materials to be sent to Section AE Chair.

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

DEBRA ANN THOMPSON PUDWILL, Greater Seattle Chapter, died May 15 after a long battle with ovarian cancer. She was 44. She had a degree in aeronautics and participated in NIFA activities. In 1977, she joined the Ranier Chapter and was a very active member. She was an extremely capable pilot, with more

than 5,000 hours when she died. Her ratings included single engine land and sea, multi-engine land, commercial and instrument. It was fun to fly with her, and we always learned something as well. In 1989 she married a commercial fisherman and moved to Cordova, Alaska, but continued to winter in Seattle.

—Elizabeth Lundin Jogtich
Greater Seattle Chapter

F. LOIS KENNARD, Indiana Chapter, died August 6 after a brief illness. She joined The 99s in 1967, served as Chapter Chairman

('69-'71) and North Central Governor ('76-'78). She was an accomplished actress and model. She and her 49 1/2 Dick will be remembered from their flying days as the couple who always had their dog, Kelley, with them.

—Lois Hawley, Indiana Chapter

MAY PIZZOLATO, Columbia Gorge Chapter, took her last flight on August 11 after a courageous battle with cancer. Her first flights as a teenager in tail-draggers gave her an enthusiasm for flying that never wavered, and she flew with us just a few months ago follow-

ing a Chapter meeting. Her abiding interest in children shone in her tarmac indoctrination of Young Eagle participants. She kept our Chapter scrapbook filled with photos and articles about our members.

—Jeanne Hillis
Columbia Gorge Chapter

Francis Blake, 49 1/2 of K. Jean Blake, Gavilan Chapter, passed away in April. He was a pilot in Burma during the war, a flight instructor at his own flight school in the '40s and an avid radio operator.

—Willy Gardner
Gavilan Chapter

Charter Member Betty Huyler Gillies

January 1, 1908 - October 14, 1998

Her lifetime accomplishments certainly out-sized diminutive Betty Huyler Gillies; a 1958 newspaper article described her as a 5-foot-1-inch, 100-pound dynamo who served as chairman of the All Woman Transcontinental Air Race (AWTAR) from 1953-1961.

That chairmanship, according to Betty, was one of her most important achievements because it promoted the average woman in aviation. Requiring detailed organization and attention, under her supervision the race grew from 49 aircraft (90 pilots) in 1953 to 101 aircraft and 201 pilots in the 1961 race.

But AWTAR was only one of the "feathers" in Betty's cap; she began flying in 1928 when she was a student nurse at Presbyterian Hospital in New York City and obtained license #6525 May 6, 1929, after a total of 23 hours of flying time, including instruction. She immediately began building time toward a commercial license and joined The 99s when it was formed in November of that year.

She served as president from 1939-41 and was flying for Grumman Aircraft Engineering Corp. when the United States entered World War II. Having logged approximately 1,400 hours by September 1942, she became one of the original 25 Womens Auxiliary Ferrying Squadron (WAFS) members. By December of that year, she was named commander of the WAFS stationed at New Castle Army Air Base in Delaware. In 1943 the name was changed to Womens Airforce Service Pilots (WASP). "Just as well I was in on the ground floor...I was too short for WASP entry requirements," she would later say.

Betty was part of an aviation family. Her husband "Bud" was a naval aviator and vice president of Grumman Aircraft. They had three children: A son and one daughter became commercial pilots. Another daughter, Barbara, died at the age of 4 of leukemia. Four grandchildren are pilots. One, Glen, is a member of the Palomar Chapter.

In 1964, Betty was appointed by President Johnson to the first FAA Women's Advisory Committee. She received a Paul Tissandier Diploma from the Federation Aeronautique Internationale in 1977 and the National Aeronautic Associa-



Betty Gillies with Moth airplane in early 30s at the Aviation Country Club, Long Island, New York.

tion Elder Statesman of Aviation Award in 1982, to name a few of her honors.

During her term as president of The 99s, the Amelia Earhart Memorial Scholarship Fund was established. Betty also worked with Charter Member Fay Gillis Wells on the AE Commemorative Stamp and the 99s flyaway of first-day covers.

After garnering more than 50 years in the air, Betty stopped flying in 1986 due to vision problems. In later years, she continued to attend the annual Forest of Friendship celebrations in Atchison, Kansas, and became known for meeting friends on Saturday afternoon at the local drugstore for chocolate sundaes.

Betty's life is celebrated by each of us every time we become airborne—or enjoy a chocolate sundae at a small town drugstore on a Saturday afternoon in June.

Memorials may be directed to the Barbara Gillies Memorial Research Fund, Sloan-Kettering Institute for Cancer Research, 1274 York Ave., New York, NY 10021.

—Lu Hollander

THE AIR TRAFFIC CONTROL Association has a new video featuring four pioneer civilian women ATCs who joined the CAA during World War II. They were among the first women controllers in the history of aviation. This video contains insights into conditions that prevailed in the early years of the ATC profession and chronicles how women were integrated into an all-male workforce. To obtain this 25-minute VHS video, contact ATCA at 703-522-5717. Cost: \$12.

MEG GODLEWSKI, public programs manager at the Museum of Flight in Seattle, needs about 5,000 expired Seattle Sectional charts for a museum program that teaches school children about control tower operations. Send to Meg Godlewski, Museum of Flight, 9404 E. Marginal Way W., Seattle, WA 98108

IF YOU MISSED SEEING the program, "Mercury 13: Secret Astronauts," in the "In Search of History" Series on The History Channel in October, a tape is available by calling 800-423-1212. (Approx. \$20.)

The National Organization for Women (NOW) is collecting signatures on a petition to persuade NASA to permit Jerrie Cobb to take part in the same type of space-and-aging studies as John Glenn. "After all, said NOW President Patricia Ireland, "Women are the majority of the elderly."

You can also write a letter of support to Daniel Golden, Administrator, NASA, Washington, DC 20546; fax 202-358-2810 or to Mrs. Hillary Clinton, The White House, Washington, DC 20500.

- The cover story in the January/February issue of 99 NEWS will be about the Mercury 13 pilots.

- The March/April issue will contain the 1999 Convention registration information and bios on our candidates for election. It will also feature aviation schools and CFIs. Articles are welcome.

- The May/June issue will celebrate the 70th Anniversary and the dedication of The 99s Museum of Women Pilots. If you wish to place a congratulatory ad in our grand opening special issue, contact Headquarters at 1-800-994-1929.

Articles for 99 NEWS should be sent to Betty Rowley, Editor, 99 NEWS, 807 N. Waco, Suite 22, Wichita, KS 67203. Please do not send a photo that must be returned.

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