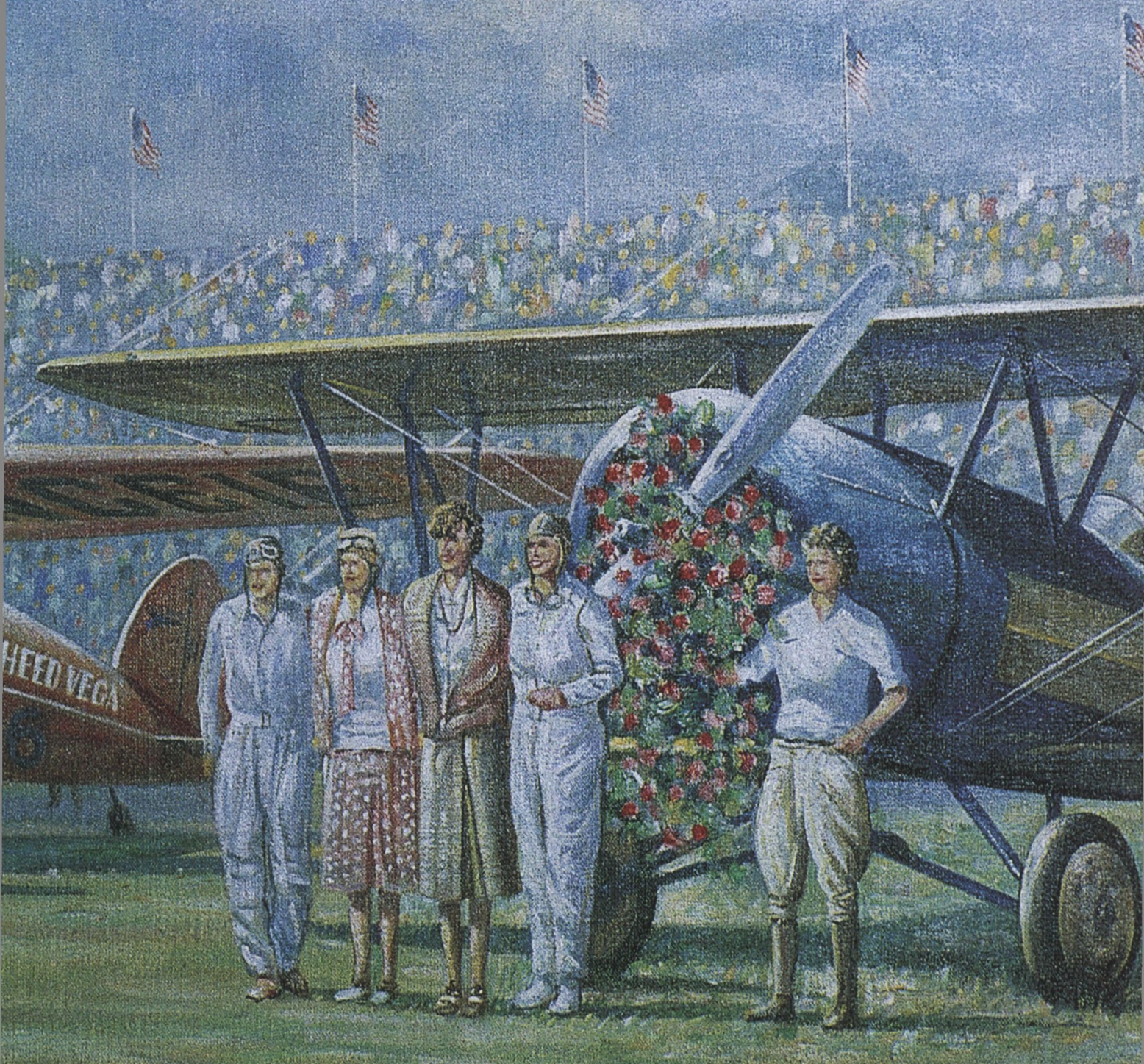




INTERNATIONAL WOMEN PILOTS

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



S P E C I A L I S S U E



For 70 years, you have defied gravity and a lot of other old notions.

At the Cessna Aircraft Company, we salute the tremendous accomplishments made by The Ninety-Nines over the past 70 years.

It wasn't that long ago that the phrase "The sky's the limit" was all too true for many women in our industry. Thanks to The Ninety-Nines and other fair-minded groups, companies, and individuals, women today are taking advantage of extraordinary opportunities. As instructors in our Cessna Pilot Centers. As executives, helping to guide our company. As pilots of Citation business jets, designers of our future products, and more.

Due in great part to your efforts, the sky is clearly no longer the limit. In fact, for aspiring women aviators throughout the world, it is just the beginning.



Published by
THE NINETY-NINES® INC.
International Organization of Women Pilots
A Delaware Nonprofit Corporation
Organized November 2, 1929

INTERNATIONAL HEADQUARTERS
Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159-0965, USA
405-685-7969 or 800-994-1929
Fax: 405-685-7985
e-mail: 99s@ninety-nines.org
Website: <http://www.ninety-nines.org>
Street Address: 4300 Amelia Earhart Drive
Oklahoma City, OK 73159-1140

Lu Hollander, Executive Director
Cindy Rusher, Administrative Assistant
Classified Advertising Sales

PUBLICATION COMMITTEE
Carolyn Carpp, Lois Erickson,
and Lu Hollander

Betty Rowley, Editor
Tom Hutchinson, Assistant Editor
Jim Simpson, Art Director
PATRIC ROWLEY PUBLISHING
807 N. Waco, Suite 22, Wichita, KS 67203
Fax: 316-263-7350
E-mail: patrowley@aol.com

DISPLAY ADVERTISING SALES
John Shoemaker, Village Press
PO Box 968, Traverse City, MI 49685-9969
1-800-773-7798, Ext. 3317

BOARD OF DIRECTORS

President
Beverly Sharp

Vice President
Carolyn Carpp

Treasurer
Jody McCarrell

Secretary
Elaine Morrow

DIRECTORS: Mardell Haskins, Elizabeth
Gotlich, Vicki Lynn Sherman, Mary Wunder
Past President: Lois Erickson

COUNCIL OF GOVERNORS

Arabian: Verna B. Allen
Australian: Cathy Salvair
British: Aileen Egan
Canada:

East Canada: Anna Pangrazzi
West Canada: June Mills

Caribbean: Francesca Davis
Far East: Rikako Sugiura Carpenter

Finnish: Leila Maria Jylanki

German: Josefina Schuhmann

India: Chanda Sawant Budhabhatti

Israeli: Alona Knaan

New Zealand: Ena Catherine Monk
United States:

Mid-Atlantic: Marilyn Alderman

New England: Katharine Barr

New York/New Jersey: Mae Smith

North Central: Nelda Lee

Northwest: Marilyn Moody

South Central: Bonita Ades

Southeast: Judy Hall

Southwest: Diane Pirman



INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

Special Issue

Volume 25, No. 3

CONTENTS

The cover is a portion of a painting by the well-known British artist, Douglas Ettridge, of the terminus of the 1929 Women's Air Derby from Santa Monica, California, to Cleveland, Ohio. Louise Thaden won the race in her Travel Air and its propeller was adorned with a horseshoe wreath of red roses—the inspiration for the logo designed for the museum.

SERVING TOGETHER

Introduction by 99s President and International Board of Directors 4

SERVING THE AVIATION COMMUNITY WORLDWIDE

A collection of photos showing some of the many things 99s do. 5

WHY I AM A 99

By Evelyn Kropp 13

THE 1929 AIR RACE

By Gene Nora Jessen 15

FROM JENNYS TO JETS TO SPACE

By Gene Nora Jessen 25

PRESERVING OUR LEGACY

The Amelia Earhart Birthplace Museum 40

New 99s Museum of Women Pilots 42

PROVIDING FOR THE FUTURE. 46

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.

International Women Pilots/99 News is published bimonthly by The Ninety-Nines, Inc., the International Organization of Women Pilots, at 4300 Amelia Earhart Rd, Oklahoma City, OK 73159. The price of a yearly subscription of \$9 is included in the annual dues of The Ninety-Nines' members. Nonprofit second class postage permit at Oklahoma City, OK, and additional mailing offices.

Neither The Ninety-Nines® Inc., nor the Editor nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein or for any opinions expressed. Opinions of the Editor or contributors do not necessarily represent the position of The Ninety-Nines, Inc.

Publisher reserves the right to reject any material submitted for publication. Copy submitted for publication shall become the property of The Ninety-Nines and shall not be returned. Articles submitted with accompanying pictures will receive publication preference. Pictures will be returned to Ninety-Nines Headquarters in Oklahoma City for its Archives.

Annual Dues:

U.S. - \$55 Canada - \$47

Overseas -\$44 (U.S. dollars)

One-time initiation fee: \$10

Non-member subscription rates: U.S.: \$20

Canada and other countries: \$30 (U.S. dollars)

POSTMASTER: Send address changes to:

International Women Pilots

The Ninety-Nines® Inc.,

Box 965, 7100 Terminal Drive

Oklahoma City, OK 73159 USA

Copyright 1999

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

SERVING TOGETHER

The lady racers who gathered beneath the grandstand in Cleveland and conceived the idea of forming a group “for mutual support” never envisioned that 70 years later the organization would still exist with the same purpose.

As charter member Fay Gillis Wells recalls, “The idea was just to help each other out. We women weren’t taken seriously. Sometimes it was even difficult for the racers to get fuel. So if one of the gals needed spark plugs and another one had connections with Champion, why we’d put the two of them together. It was as simple as that.”

It took extraordinary courage for these early pioneers to challenge the air. Gossamer wings indeed. Their craft were made of sticks and wire and cloth. They flew without distractions from new-fangled contraptions like brakes, ailerons, radios or charts. Their motors were about the size of the ones we use to mow the lawn and a lot less reliable; forced landings were commonplace.

Their courage and comradeship are our legacy. Had they not banded together, the history of aviation—our history—would have been quite different.



*This Special Issue
offers just a taste
of our rich history,
replete with the
exploits of many
remarkable women.*



1998-2000 Board of Directors, The 99s, Inc.: Mary Wunder, director; Jody McCarrell, treasurer; Elaine Morrow, secretary; Mardell Haskins, director; Carolyn Carpp, vice president; Vicki Lynn Sherman, director; Beverley Sharp, president; Lois Erickson, past president. Not pictured: Elizabeth Jogtich, director

Since our founding in 1929, we have set aside the end of each decade to celebrate the continued service of our beloved organization to women pilots all over the world.

Our seventh decade is cast in a very significant historical perspective. Marking the end of a thousand years of human history and signaling the beginning of a new millennium, it offers a unique opportunity to reflect on the great contributions of The 99s in this century to the advancement of aviation as well as the part we played in creating a better fuller understanding of the true potential of women in our society. And it should inspire each of us to imagine the world awaiting 99s of the future.

Having our 70th birthday at the close of the millennium makes it truly *our* year. Even the last two digits reflect our name. With special events to celebrate, it will be a memorable year for us. The first, of course, is the dedication of the handsome new museum at our headquarters in Oklahoma City—a living museum that will serve as a permanent archive for the papers and other exhibit materials that explain and preserve our history and contributions of women to aviation. The museum will serve as a complement to our spiritual center—Amelia Earhart’s Birthplace Museum in Atchison, Kansas—also owned and operated by The 99s.

This Special Issue offers just a taste of our rich history, replete with the exploits of remarkable women. On the cusp of the 21st century, however, we still have not achieved gender parity in aviation. So, with camaraderie and courage, we 99s continue to help each other and serve the aviation community worldwide.

Blue Skies
—Bev Sharp



Mentoring

Rachel and Sara Rimmerman, Kansas City, Missouri, flank Charter Member Fay Gillis Wells. Sara is the author of the first book ever written about Wells, *Hidden Heroine*—a paperback for young people. Younger sister Rachel wrote a poem to introduce the book. In June 1999, the trio autographed copies for eager buyers at Forest of Friendship ceremonies in Atchison, Kansas.

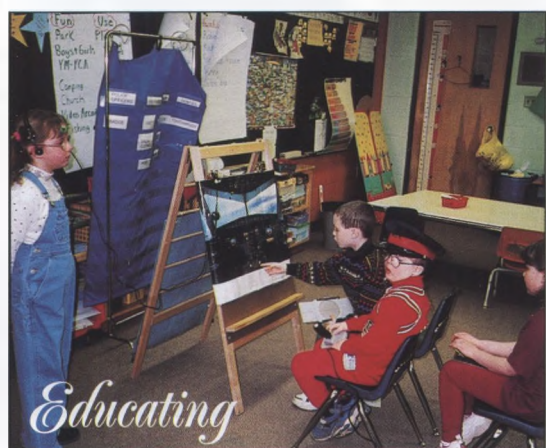
SERVING THE AVIATION COMMUNITY WORLDWIDE

Today's 99s chart new paths while continuing to expand many of the projects and programs established by its daring Charter Members.



Sharing

Pamela O'Brien and Charter Member Achsa Donnels visit with the attendees at a book signing hosted by the Monterey Bay 99s.



Educating

A number of chapters, including Canada's Maple Leaf Chapter, participate in teaching "Air Bear" programs to pre-school and elementary students. The procedures for flying in an airplane are explained to the children who are seated in rows simulating the interior of an aircraft.



Expanding

New German Section Charter Members: Renate Schmidt, Dr. Angelika Machinek, Josefine Schuhmann, Andrea Moller and Marion Hof



Members of the All-Ohio Chapter touring the Ohio Air National Guard Base.



Oklahoma Chapter 99 Carol Sokatch and American Airlines First Officer Louanne Gibson show off the results of their recent volunteer efforts at International Headquarters—a completed mailing to recruit new members.



Colorado Chapter 99, Jessica McMillan teaching for a aerospace merit badge with a group of Boulder Girl Scout cadets. They took a field trip to United Airlines Training Center and met Emnily Warner the first American woman airline pilot.



Members of 99 Celia Vanderpool's high school aviation science and meteorology class explore science in a new way at the airport.



99s Shreveport Chapter member, Rene Sharp McGee, a retired Royale Airlines pilot, takes a first grade class on a visit to a downtown airport where they got an upclose look at a private aircraft.



More than 300 Ninety-Nines and many other visitors enjoyed this hospitality center during Florida's EAA Sun 'n Fun week. With nearly 700,000 attendees, Sun 'n Fun is the second largest fly-in in the U.S. The 99s have used this temporary building on the grounds of Lakeland Airport since 1992. Ninety-Nines Barbara Sierchio and Nancy Wright are leading an effort to raise funds to build a permanent facility to be completed prior to the year 2000 event.



Challenging

In 1997, 99 Linda Finch completed Amelia Earhart's around-the-world flight in a restored Lockheed Vega, challenging students via the internet globally to follow her efforts.



Supporting

Korean Second Lt. Kyung O. Kim came to the U.S. to go to college and became a 99 in 1959. The only woman pilot in Korea at the time, she desired to introduce Korean women to aviation. Ninety-Nines in the New York-New Jersey Section began a drive to collect Green Stamps for the purchase of a Piper Colt aircraft for Kim to take back to Korea. They succeeded and she established a flight school for women.



Painting

Sutter Buttes 99s airmark a compass rose. L to R: Elaine Chase, Sharon Willard, Marcell Bink, Willa Young, Carol Andrews, Leslie Wolfe-Edwards.



Creating

Janet Patton, now flying for American Airlines, visited Headquarters to receive the charter for the Ambassador Chapter from Executive Director Lu Hollander. The chapter is the first chapter in the 99s organization to operate primarily via e-mail.



Honoring

Unable to attend Forest of Friendship induction ceremonies, Kyung O. Kim (center) of the Far East Section recognized Captain Angela Masson and Dr. Chiaki Mukai at a luncheon. Masson was the first woman to land a commercial airliner in the Far East, and Mukai is a Japanese astronaut who has made two trips to space.



Charter 99 Bobbi Trout receives a videotape copy of her 30-minute TV show, "Bobbi Trout: World Class Pilot," from 99 Ana Camberos Province. Trout is the only surviving participant in the '29 Women's Air Race.



Funding

Just as the name indicates, these 99s are planning for the organization's financial future. Trustees of the 21st Century Endowment Fund include Lee Kensett, Chanute, Kansas; Hilda Ray, Jasper, Alabama; Beverly Fogel, Vancouver, Washington; Judith Bolkema-Tokar, Daytona Beach, Florida; and Sue Erhlander, St. George, Ontario. Established in the late '80s, the fund has continued to grow toward its initial goal of \$1 million.

FLYNANCING



IMPROVED CASH FLOW.

Improve your cash flow with an aircraft loan from Green Tree. Low down payments, extended terms, and competitive rates result in the *lowest* monthly payments.

...That's improved cash flow.

Call Green Tree today for aircraft financing that improves your cash flow tomorrow.

1-800-851-1367



*One of the nation's leading aircraft lenders
A Conseco Company*

www.flynancing.com

MEMBER

National Aircraft Finance
Association
Knowledge, Experience, Expertise

Officially approved by





Doris Lockness, Mount Shasta Chapter, is congratulated by David Hinson, administrator of FAA when she received the National Aeronautic Association Elder Statesman Award in 1995.



President Joyce Wells (right) presents 1996 President's Awards to longtime 99s Claire Walters and Gene Nora Jessen. Walters, founder of Palms to Pines Air Race, spearheaded fundraising for the new 99s Museum of Women Pilots, and Jessen, a past president, has been the moving force behind the acquisition and display of memorabilia collected by The 99s.



Canadian Ninety-Nines were inducted into Canada's Aviation Hall of Fame in 1995. They received the Belt of Orion Award for Excellence honoring their outstanding contributions to the advancement of aviation in Canada.

RECOGNITION



1996 recipient of the Katherine B. Wright Award is Ginny Schweizer, here with National Aeronautic Association (NAA) President/CEO James Cole. Presented jointly by The 99s and NAA, the trophy recognizes the contributions of a woman who has advanced the art, sport and science of aviation and space flight over an extended period of time. Schweizer became the first American woman to both soar cross country and earn the FAI "Silver C" award. She and husband Paul founded the National Soaring Museum in Elmira, N.Y. and wrote the definitive history of soaring.

Trophies, plaques, certificates: there are many ways to honor achievement. For the organization, 1984 brought the National Aviation Hall of Fame Spirit of Flight Award. Later, the National Congress of Aerospace Education would present a Crown Circle Award for the organization's ongoing efforts in aviation education.

Jointly with the National Aeronautic Association, The 99s annually present the Katherine B. Wright Trophy, honoring the sister of Wilbur and Orville Wright.

To recognize significant contributions of non-members or others to aviation, aviation education, science or history, or to The Ninety-Nines, Inc., the Award of Merit was established in 1990. The Award of Achievement provides the same recognition to members, sections or chapters of The 99s.

The 99s Award of Inspiration is a special recognition from the Board of Directors and a President's Award is presented at the discretion of the current president of The 99s.

SCHOLARSHIPS

Each year, The 99s award Amelia Earhart Memorial Scholarships to qualified members for advanced flight training or course work in specialized branches of aviation. From a single scholarship awarded in 1941, the program has grown steadily and in 1998 awarded 15 scholarships totaling nearly \$49,000 to deserving 99s.

An Amelia Earhart Research Scholar Grant is awarded periodically for a specialized scholar to work in her field of expertise to expand her knowledge about women in aviation/aerospace.

Funding sources for these scholarships include member contributions and substantial support from United Parcel Service and United Airlines.

United Parcel Service currently employs 105 women pilots. Twenty-nine are captains, and many are members of The 99s. They participate in the UPS program to actively recruit females from colleges and universities with aviation programs to serve as co-ops and interns.

Of the 9600 pilots em-

ployed by United Airlines, 618 are women and 150 of those are captains.

United Airlines annually supplies two Type Ratings valued at between \$10,000-\$25,000 each. They support

several educational and mentoring programs to recruit new pilots, including a woman-to-woman program providing young women a view of how things really are in the airline field.



S.E. Section Vice Gov. Eileen Malon and Gov. Judy Hall with Shirley and Bob Gann, at the presentation of the Bonnie & Archie Gann Scholarship Awards.



AE Memorial Scholarship Board of Trustees: (Front) B.J. Shermerhorn, Charlene Falkenberg, Peggy Doyle. (Back) Jacque Boyd, Genie Rae O'Kelly, Madeleine Monaco, Jean Pearson.



Jenny Beatty, Kelly Hamilton and Jane Patton received Type Rating Award from United Airlines, completing training at the UA Flight Center in Denver, Colorado.



Sara Davis, was awarded the Ben McCaslin Memorial Scholarship in 1998 by the Oklahoma Chapter. Sara used it to complete her private pilot's license and will attend the Air Force Academy.



United Parcel Service DC-8 Captain Patrice Clarke Washington is the first black to earn her captain's rank for a major airline.



Indiana Dunes Chapter Chair Julie Feakes greets Racer #41 Pauline Glasson at the Elkhart, Ind., stop of the 1997 Air Race Classic. With them is a future 99, awarded by the more than 40,000 hours of flying time Glasson has accumulated during her aviation career.



COMPETING



In 1996, Canadian 99s fielded the first all-woman team to participate in the World Precision Flying Competition held in Fort Worth, Texas, and hosted by The 99s. Members of that group include standing) Dee Brasseur, Susan Begg, Sue Kime, Shelley Breedon, Dorothy Berthelet, (seated) Heather Burkholder and Kathy Fox.

Connie Fricker, (left) of the British Section 99s, began flying in 1968. She competed in 25 international rallies, in Malta, Channel Isles, Isle of Man, Ireland and Europe.



At the 1999 National Intercollegiate Flying Association SAFECON, judges from The 99s evaluate precision landings being performed by collegiate flying teams. As early as 1911, schools were competing with each other in precision flying activities. Today, member schools perform precision landings and complex navigation exercises. Ground events include aircraft identification and pre-flight inspections, flight computer tests and a simulated comprehensive aircraft navigation exam.

Member Arlene Davis originally championed the concept of intercollegiate flying competitions and may have been responsible for involving the 99s organization in the precursor of the National Intercollegiate Flying Association.

Since 1948, members have worked with NIFA's student flying competitions as judges, runners and teachers, as well as providing substantial funding assistance.

Expertise gained from working with the NIFA organization led to sponsoring the US and Canadian Precision Flight Teams and subsequently to member participation at the international level as judges for the World Precision Flying Competition.

In 1985 and again in 1996, The 99s hosted the WPFC event, the first organization to be so approved by the international governing body, Federation Aeronautique International.

Members also participate in a number of competitive cross-country air races and proficiency air rallies, honing their flying skills and having fun at the same time.

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

Katharine Hepburn



Lucille Stone: Circa 1930's

We would like to recognize women's contributions to aviation. The Aviator's Store is a complete outfitter for jackets, jumpsuits, jewelry, books, gifts and pilot supplies. Please call for your free catalog, and ask about our chart subscription service.

The Aviator's Store INC.

800-635-2007

7201 Perimeter Rd. S., Boeing Field, Seattle, WA. 98108 (206) 763-0666, FAX (206) 763-3428

There are many reasons why I have been a member of The Ninety-Nines for 31 years. I am proud to belong to an organization that represents "History in Aviation," and I am part of this.

The Ninety-Nines are my best friends. I can depend on them being there when I need them. They are women who are dynamic, courageous, adventurous, intelligent, knowledgeable in many fields, interesting and inspirational.

Every time I attend a Chapter or Section meeting or the International Convention, I come back inspired and ready to go again. Why? Maybe I felt I was "home" with my family, returned from a family reunion that gave me new strength and inspiration.

I have learned so much being involved in all kinds of committees and holding offices. I have had a lot of fun working with others on projects, sometimes creating lifelong friendships.

Flying many air races, I found so much camaraderie, doing so many crazy things together that most other women just don't do. Being weathered in together, flying in marginal conditions and feeling accomplished after conquering it, we felt like sisters more than competitors. We were all in the same boat. This again created lifelong friendships.

The friendship of The Ninety-Nines means a lot to me—knowing there is someone wherever I go who would welcome me. I feel free to attend any Chapter or Section meeting wherever I am, and feel welcomed as one of them, not as a stranger.

In 1991, I became a Life Member because I wanted to make sure I would always be a member in case I could not pay the dues because of finances or illness. I could not bear the thought of not belonging to the Ninety-Nines. I would feel lost without my "family."



WHY I AM A NINETY-NINE

BY EVELYN KROPP, Connecticut Chapter

THE APPLICATION FORM BELOW IS AVAILABLE HERE, TO PHOTOCOPY, FOR YOUR USE.

The Ninety-Nines, Inc.

International Organization of Women Pilots

The Ninety-Nines, Inc. → Box 985, 7100 Terminal Dr. → Oklahoma City, OK 73159 USA
405-685-7969 fax 405-685-7985 e-mail: 102126.135@compuserve.com



NEW MEMBER APPLICATION

PERSONAL INFORMATION:

Name _____
First Middle Last
Address _____
City _____
State/Province _____ ZIP/Postal Code _____
E-mail Address _____
Residence Phone () _____
Business Phone () _____
Fax Phone () _____
Husband's Name _____
Birth Date _____ Application Date _____

IF YOU HAVE PREVIOUSLY BEEN A MEMBER, UNDER WHAT NAME?

Aviation Related Vocations _____
Vocation _____
Advanced Degrees _____

CERTIFICATE INFORMATION:

Type of Certificate
☐ Private ☐ Recreational ☐ Commercial ☐ ATP
☐ Military

Ratings and Limitations
☐ ASEL ☐ ASES ☐ AMEL ☐ AMES
☐ Instrument ☐ Glider ☐ Balloon ☐ Helicopter
☐ A & P

Flight Instructor
☐ Airplane ☐ Instrument ☐ Rotor ☐ Glider
☐ MEL

Ground Instructor
☐ Basic ☐ Advanced ☐ Instrument

FAA Flight Examiner
☐ Private ☐ Commercial ☐ Helicopter ☐ Glider
☐ ASEL ☐ ASES ☐ AMEL ☐ AMES
☐ Instrument ☐ Written

Airman Certificate Number _____
Issue Date _____ Total Hours _____
Biennial Flight Review Date _____
Newest Rating _____ Date _____
Last Flight Physical Date _____ Class of Physical _____

COPY OF AIRMAN CERTIFICATE MUST BE ATTACHED TO THIS APPLICATION

DUES PAYMENT

A check for \$65 US funds (US funds only by International Money Order, credit card or check drawn on US banks) is enclosed for the year 19____ only. To join under Academic Member category, certification of "full-time academic student" status must be provided by educational institution and attached to this application. Academic \$30 - Canada \$57 - Overseas \$54. To further support women in aviation, I hereby enclose \$ _____ as a contribution.

You may now use your credit card: ☐ Visa ☐ MasterCard ☐ Am. Express Exp. Date _____ Account # _____

Use above credit card for automatic yearly renewal? ☐ Yes ☐ No Signature for credit card _____

Dues include Membership Directory, Membership Pin, subscription to The 99 NEWS magazine, and Section dues.

I hereby apply for membership in The Ninety-Nines, Inc., and I agree to abide by the bylaws of the organization.

Signature of applicant _____ Signature of sponsoring member _____

Is new member joining a Chapter? ☐ Yes ☐ No If yes, name of Chapter/ Section _____

Signature and Title of Chapter Officer if joining a Chapter _____

Any woman shall be eligible for membership in the Corporation if she is of good character, is approved by the Board of Directors, and can show satisfactory evidence that she meets the following qualifications: (1) Holds a pilot certificate of recreational or higher grade, or an equivalent certificate issued by the appropriate government authority entitling her to fly either heavier or lighter-than-air aircraft; (2) Is recommended by a member; (3) Agrees to abide by the Bylaws, Standing Rules and Policies of the Corporation, with no recourse against the Corporation, officers or members thereof; (4) Pays initiation fees, annual dues and Section dues where applicable.

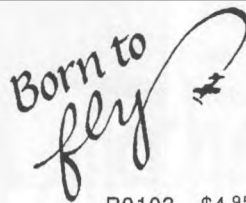
Approval of the membership application entitles the applicant to become a Section Member or Member-at-Large. Chapter membership requires Chapter approval. Annual Membership Renewal is subject to all of the above considerations.

ImaginAir Designs

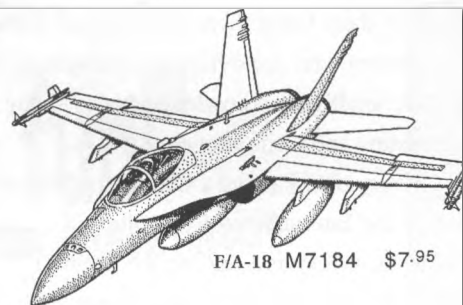
Enjoy Using Superb Rubber Stamps



R4515 \$8.95



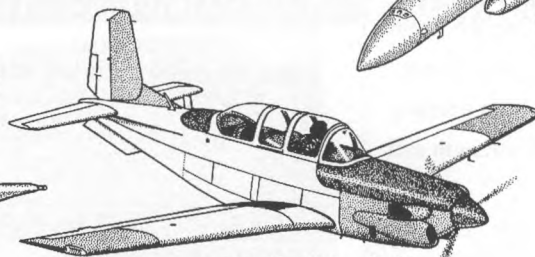
R9103 \$4.95



F/A-18 M7184 \$7.95



PA-18 Super Cub
G3919 \$7.95



T-34C M5034 \$7.95



Spirit of St. Louis
G2271 \$7.95



Soaring 2 Slicer
F7054 \$6.95

99's Anniversary Special *Free Catalogue 9.9*

Featuring over 475 Fine Stamps:
general aviation, military aircraft,
historic aircraft, hot air balloons,
and much more.

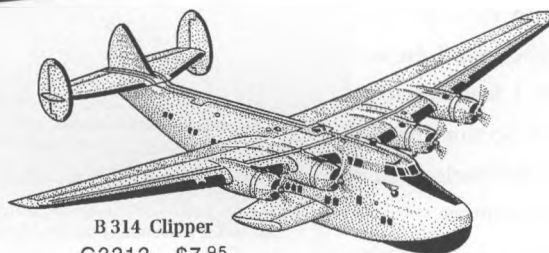
*Request Your
Catalogue Today*



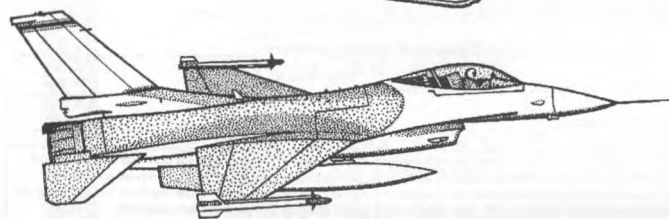
U.S. Army Air Corp.
U.S.A.F. Pilot Wing
R1240 \$6.95



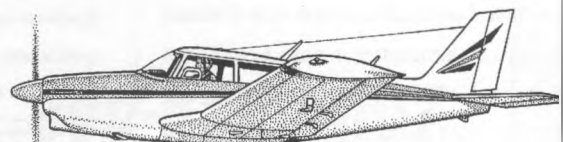
MD 500
G7350 \$7.95



B 314 Clipper
G3313 \$7.95



F-16C M7160 \$7.95



PA-24 Comanche G6025 \$6.95

Please include \$3.50 for S & H with your order from this ad

ImaginAir Designs World's Finest Aviation Rubber Stamps



1007 Woodland NW #99 Albuquerque New Mexico 87107
Phone/FAX (505) 345-2308 Visit our website www.ImaginAirDesigns.com



Good luck!" Walter Beech said, as he saluted Louise Thaden. "Do you feel all right?" he asked. "Sure, swell." Seven of Walter Beech's popular Beech Travel Airs were en route to Santa Monica, California, to compete in the Women's Air Derby to Cleveland, Ohio. The transcontinental air race was open to women for the first time, and the Travel Air was the airplane of choice. Walter Beech had decided to follow Louise as far as Fort Worth, Texas, to make sure everything was okay.

"Sure, swell," was a lie. Louise actually felt dizzy and nauseous. She thought it must be from the heat and the excitement of the race.

Louise flew with her head down below the rim of the open cockpit, pulling up periodically to check her position against her road map, dead-reckoning it was called—kind of an unfortunate term. Good judgment was slipping away just like used-up fuel, unretrievable.

The terrain and the map didn't jibe, and Louise concentrated on matching the roads and towns she saw to the piece of paper clutched in her left hand. Miraculously, the suffering pilot soon spotted the Fort Worth airport and headed straight for it with no thought of complying with traffic. She simply aimed

THE 1929 AIR RACE

BY GENE NORA JESSEN

the nose down, and when a safe height above the ground, pulled the power and bounced it on. Not pretty, but both she and the airplane were through flying. Immediately climbing out of the cockpit, a curtain of darkness closed in as the Travel Air's lower wing broke her fall to the ground. Walter Beech and others made a dash for the blue Travel Air and were relieved when Louise came around. "I don't feel very well," Louise said.

"I shouldn't have let you leave Tulsa," Walter Beech berated himself. "I thought you didn't look good." The mechanics discovered that, despite being in an open cockpit airplane, Louise had been

continued on page 17



Pilots and their ground crews preparing for the start of the 1929 Women's Air Derby—Santa Monica to Cleveland.

**Proud to be in the cockpit?
Let everyone know!**



A



B



C

**For the newly
arrived aviator...**



H



E



F



G

**Also available in
"Future Pilot"**

Cruise Altitude

Call 24 HRS 1-800-282-8115

Fax 1-888-341-8897

ITEM	SIZE	COLOR	QTY	PRICE	TOTAL	OR MAIL TO:
A ADULT T-SHIRT - 100% SOFT, PRE-SHRUNK COTTON. FULL CUT. BLACK LOGO. SIZES SM, MD, LG, XL AVAILABLE COLORS - WHITE, GOLD, TEAL, WATERMELON, SLATE BLUE.				18 ⁰⁰ ea.		CRUISE ALTITUDE PMB 225 G 20-04 UTOPIA PKWY WHITESTONE, NY 11357
B TRAVEL ALARM - COMPACT. SELF COVER FLIPS BACK TO ACT AS STAND. PRESS TOP FOR 4 MINUTE SNOOZE AND BACKLIGHT. EASY TO SET FRONT BUTTONS.				19 ⁰⁰ ea.		
C CAP - 100% BRUSHED COTTON. ADJUSTABLE FABRIC STRAP W/BRASS-LOOK BUCKLE. CAMEL SUEDE BILL W/NAVY, BURGUNDY OR BLACK. GOLD EMBROIDERED LOGO ON CAP.				18 ⁰⁰ ea.		
D MUG (NOT SHOWN) - DURABLE, INSULATED, GLOSSY BLACK FINISH. GOLD LOGO. SIP-THROUGH LID INCLUDED. PERFECT FOR AUTO BEVERAGE WELLS!		BLACK ONLY		7 ⁵⁰ ea.		
E BABY BIB - 100% COTTON TERRY. ONE SIZE FITS ALL. WHITE BIB WITH BLUE, PINK OR WHITE TRIM.				8 ⁰⁰ ea.		METHOD OF PAYMENT <input type="checkbox"/> ENCLOSED (CHECK or M.O.) <input type="checkbox"/> PLEASE CHARGE <input type="checkbox"/> VISA <input type="checkbox"/> MasterCard
F TODDLER T-SHIRT - 100% SOFT COTTON. SIZES: 2, 4, 5/6. AVAILABLE COLORS: WHITE, MELLOW YELLOW, PINK, BLUE.				9 ⁰⁰ ea.		
G BABY ROMPER - 100% COTTON. 3-SNAP CROTCH. BLACK LOGO ONLY. SIZES: 12 MONTHS, 18 MONTHS. AVAILABLE COLORS: WHITE, PINK, BLUE.				15 ⁰⁰ ea.		
H FLEECE BABY ROMPER - 50% COTTON/50% POLYESTER. FULL CUT 7 SNAP CLOSURE, REINFORCED SEAMS, RIBBED CUFFS & LEGS. SIZES: 18 OR 24 MTHS. "FUTURE PILOT" LOGO ON RED OR ROYAL, "FUTURE CREW" ON RED OR NAVY.				17 ⁰⁰ ea.		
NAME _____	ONLY IF DELIVERED IN → NEW YORK 8 1/4%		SUBTOTAL			CARD NUMBER _____
ADDRESS _____			SALES TAX			EXPIRATION DATE _____
CITY, STATE, ZIP _____			SHIPPING & HANDLING			AUTHORIZED SIGNATURE _____
DAYTIME PHONE (____) _____			TOTAL			SHIPPING & HANDLING Up to \$50 \$3.75

SHIP TO

*1929 AIR RACE, continued from page 15*

inhaling exhaust fumes from the engine, sitting down low behind the Wright J5 engine.

Beech's solution was to run a four-inch pipe back from the leading edge of the cowl into the cockpit for a source of fresh air. Louise flew the rest of the trip to California, and the entire race, with her face up close to that source of life-sustaining air.

Women had flown airplanes early on, also balloons, parachuted, test flew, repaired and flew stunts in Hollywood, and were not spared the ultimate price for their daring. They flew in air circuses, set altitude and speed records, wing-walked and barnstormed. But they didn't race airplanes. Only men raced airplanes.

The spectacular Cleveland Air Races were the ultimate challenge, including transcontinental races, closed course racing, sensational stunts, and all the newest airplanes.

Air race officials finally succumbed in 1929 and established the first all womens transcontinental Air Derby from Santa Monica to Cleveland. Each pilot was required to hold 100 logged pilot hours (largely ignored) and enter an aircraft with horsepower "appropriate" for a woman. Though Opal Kunz owned and flew her own 300 HP Travel Air, it was disallowed since it was deemed "too fast for a woman to fly." With \$25,000 in prize money at stake, she found a lesser horsepower aircraft to race.

Twenty women showed up at the starting line. Louise Thaden was not the only competitor who experienced difficulty. A male pilot who flew with Amelia Earhart was killed en route home. Mary Haizlip's airplane had been damaged and she frantically searched out a replacement, starting a day late. She told no one that her replacement aircraft had only two-hours' fuel

capacity, and she came into most of the stops dry. Phoebe Omlie actually put her airplane in a field near the Santa Monica airport and was hauled off to jail by the sheriff who thought she must be a dope smuggler.

Jim and Clema Granger's operation at Clover Field was a madhouse. The National Exchange Club race sponsor, even on August 17, the day before the race start, was changing the route. Will Rogers, who was there with his sidekick, Wiley Post, allowed as how, "It was too bad Mexico City couldn't raise \$50 or it, too, could have seen our women fliers." The women staged a late-night protest over a stop they deemed too dangerous, and a compromise was reached in the wee hours of the morning.

The morning of the 18th found the women polishing their airplanes and pacing nervously. A tall and shy young local pilot by the name of Howard Hughes smiled at the excitement and wished the women well. They lined up in two competitive categories, depending upon horsepower.

Will Rogers noted that their female genes compelled each racer to take one last glance at her compact, along with a dab of powder on her nose and succinctly announced, "It looks like a powder puff derby to me!"

The first leg was purposely left short, to give the press, public and Hollywood types the morning to gaze and interview. Husbands, mechanics and others milled around, double-checking, polishing and generally increasing the level of nervousness of the pilots.

A crowd was drawn to Pancho Barnes attired in flying jodhpurs and a sporty beret, and smoking her standard black cigar. Rumor had her married to a clergyman, but her zesty vocabulary surely belied any close connection to the church. In fact, Pancho was indeed a pastor's wife, but in a fit of boredom with that stifling life, had



Vera Dawn Walker during the 1929 Women's Air Derby.

1929**First Women's Air Derby, Santa Monica, California-Cleveland, Ohio**

Meeting to form 99s organization, Valley Stream, Long Island

First coast-to-coast passenger service

U. S. Stock Market crashes

1930

99s Convention - Cleveland

Amy Johnson Mollison flies solo from Britain to Australia.

Elinor Smith Sullivan receives Best Woman Aviator of the Year

Mid-Atlantic Section Chartered

Southeast Section Chartered

South Central Section Chartered

Southwest Section Chartered

1931

Amelia Earhart, president

99s Convention - Cleveland

Anne Morrow Lindbergh, husband Charles fly to the Orient via Alaska

North Central Section Chartered

1932

Ruth Nichols, president

99s Convention - Cleveland

Amelia Earhart crosses Atlantic Ocean solo



Mary Haislip wins world speed record for women

Bay Cities Chapter Chartered

Los Angeles Chapter Chartered



HISTORY

1933

Margaret Perry Cooper Manser, president

99s Convention – Santa Monica

Washington Chapter Chartered

All-Ohio Chapter Chartered

1934

99s Convention – Cleveland

Laura Ingalls wins Harmon Trophy, first woman to fly solo to Central and South America

Ruth Nichols flies as airline pilot

Frances Marsalis and Nichols set world refueling endurance record

Wiley Post completes solo world flight, aided by 99s Charter Member Fay Gillis on Russian leg

New York-New Jersey Section Chartered

Deep South Chapter Chartered

Chicago Area Chapter Chartered

Michigan Chapter Chartered

1935

Mabel Britton, president

99s Convention – Cleveland

Doris Langher starts United Airlines simulator training program

Helen Richey flies airline passengers and freight

sailed as an able-bodied seaman running guns, and had jumped ship in Mexico gathering up her life-long nickname, Pancho. Pancho's colorful language had terrific shock value, but her flying skills couldn't be denied.

At 2 p.m., at the sound of the radio-relayed pistol shot, the flag dropped and 19 airplanes headed out full speed for San Bernardino (Mary Haizlip left the next day). Walter Beech's Travel Air was the airplane of choice with seven in the race. Two racers were flying enclosed cockpit jobs, Amelia Earhart in a Lockheed Vega with a Wright J5 engine and Edith Foltz in an Eaglerock with a Kinner. Amelia flew in a dress and Edith in her famous Foltzup outfit, which converted from jodhpurs to a skirt.

There were just a few mild shakedown problems on the first leg. Amelia had a stuck starter and had to turn back for a quick repair. Mary von Mach got squeezed by a couple of racers and landed for a little breathing room. Then immediately took off again.

In San Bernardino, huge crowds gathered at the field blocked off for the racers. The spectators drove their cars right onto the field. Onlookers marveled at the good job the racers did getting landed, rolled out and off the landing area for the airplane immediately behind.

By the time Opal Kunz landed, with Amelia right behind her, the visibility was terrible due to all the

dust stirred up. Opal pancaked, damaging her landing gear, and Amelia ran out of runway, but the crowds parted giving her room to stop. Opal's airplane was easily repaired, and the racers settled in for what evolved into their regular arrival pattern: airplane care, nightly banquet, entertainment and a short ration of sleep.

Race Day two was from San Bernardino to Phoenix with a stop in Yuma. "This is the first real test of the women's ability to fly," said pretty Ruth Elder, who tried to fly the Atlantic, fell into the ocean and later into the movies. The public was spellbound by her daring adventures. Her adventure the morning of August 18 involved emptying her fuel tank of oil with which the mechanics had mistakenly "fuelled" her Swallow instead of gas. But that was just the start of the day's problems.

Claire Fahy put her Travel Air down at Calexico out of the race with broken flying wires. She believed acid had eaten through them, confirming an earlier warning of sabotage. Mary Haizlip, who had started a day late, got lost and landed across the border in Mexicali, not the only racer to take a little Mexican tour.

Amelia Earhart nosed over while landing at Yuma and the racers politely waited in the heat for delivery of a new prop, ensuring they would suffer the brunt of the afternoon desert heat. Pancho got lost and wandered into Mexico, Ruth Elder lost her map over the side. She landed to locate her position, waving off an unfriendly bull. Thea Rasche was downed with an engine failure and found her damaged airplane's fuel lines full of contaminants. Emergency landings were expected and the women were pretty good shade-tree mechanics. They fixed their airplanes and moved on.

Bobbi Trout's problem was a little more serious. Her fuel ran dry just short of Yuma, forcing her to be put down in a plowed field against the furrows. Though within sight of Yuma, she landed in another country, cartwheeling her Golden Eagle, doing serious damage. Some repairs were done on the spot, then helpful Mexicans moved the airplane to the

continued on page 2



Eight of the 1929 National Women's Air Derby contestants with "ground escorts" at San Bernardino, the first stop in the historic air race. Front row: Vera Dawn Walker, Louise Thaden, Jessie Maude Keith-Miller, Ruth Elder, Edith Foltz. Back row: Thea Rasche, Margaret Perry, Neva Paris.

Paradise For All Seasons!

Offering unspoiled
mountain acreage to
"STIR YOUR HEART!"

Bordering National Forest
Near Pagosa Springs,
Colorado

*Experience what
could be yours!*



*Congratulations
99s!*

For details call:

Carol Harper

Mountain Property Consultant

141 14th St. • P.O. Box 3310

Pagosa Springs, CO 81147

Office: (970) 264-6062

Fax: (970) 264-7007

Home (970) 264-4457



LAND PROPERTIES INC.

Finally a Chronograph for a Lady!



MOVADO.
The Museum.Watch.
S W I S S

Suggested Retail as shown: \$475.00
Your Price: \$349.25

All Stainless Steel
Retail: \$450.00
Your Price: \$325.00

Swiss
Manufactured Chronograph

Solid Stainless Steel
Unidirectional Bezel
Sapphire Crystal
3 Timing Subdials
Luminous Hands
Date Display
Safety Clasp
Screw-Down Crown
Water Resistant 330 ft.

CALL NOW!
800-200-0070

Morton Suggestion Co.
PO Box 76
Mt Prospect, IL 60056

Brought to you by ESQ-Esquire™
part of the Movado Group. Available
as shown in two tone stainless steel,
or in stainless steel.

Call for the full line of Movado,™ ESQ,™
Coach,™ Concord,™ Seiko™ & Pulsar™
Watches.

1929 AIR RACE, continued from page 18

Yuma Airport where it was basically rebuilt. Bobbi resumed racing three days later.

By dark, 16 race planes had landed in Phoenix. All the missing airplanes were accounted for, except Marvel Crosson.

Marvel and her brother Joe had fallen to airplane addiction as kids. They bought a \$150 wrecked Curtiss seaplane, put wheels on it with junkyard parts, installed an old OX-5 engine and then actually flew the beast. They barnstormed together, then sought their fortune in Alaska, where they became prominent members of the pioneer aviation community.

Marvel was an experienced pilot and had flown the entire course prior to the race, yet her Travel Air was found demolished in the mesquite jungle in the Gila River Valley. Her body had been thrown from the airplane. Apparently, she had suffered from the same carbon monoxide which had almost downed Louise Thaden en route to the start of the race.

There were hysterical calls to stop the race because "these women have proven conclusively that they cannot fly." The women gathered themselves together and decided that the best tribute to Marvel would be to go on. So they did.

Race Day 4: Douglas, Columbus, El Paso to Mid-

land. Early morning found Pancho painting "MEXICO OR BUST" on her Travel Air. Pancho was not the only racer to stray across the fence; Blanche Noyes also put down in Mexico to find out where she was, then when no one spoke English, she knew. She had been a pilot for six weeks. A sand storm stopped the racers at El Paso.

Race Day 5 was an all-Texas day from El Paso to Pecos, Midland, Abilene and Fort Worth. Blanche Noyes detected an in-flight fire in her luggage, landing in desert mesquite to rip out the burning wooden flooring with her bare hands, and extinguish the fire with desert sand. She damaged her landing gear taking off from the desert, then had it welded hoping to make it to Wichita, Kansas, for a new undercarriage.

The citizens of Pecos were so excited about the women racers landing in their town that they drove onto the landing strip for a close-up look. When the pilots raised the nose with those big old engines to make a landing, visibility out the front was blocked. Pancho Barnes flared to land at Pecos not realizing that a car had encroached on the landing strip. Pancho hit the car and totaled her airplane. Though she was not injured, she was out of the race.



A group of 1929 air racers pose at Parks Airport on the East St. Louis stop. L to R: Mary Von Mack, Jessie Maude Miller, Gladys O'Donnell, Thea Rasche, Phoebe Omlie, Louise Thaden, Amelia Earhart, Blanche Noyes, Ruth Elder and Vera Dawn Walker.



HISTORY

1936

99s Convention – Los Angeles

Louise Thaden wins Bendix Trophy

1937

Daisy Kirkpatrick, president

99s Convention – Los Angeles

Amelia Earhart disappears on round-the-world flight

Nebraska Chapter Chartered

1938

99s Convention – Los Angeles

Jet engine developed

1939

Betty Gillies, president

99s Convention – Los Angeles

99s begin Amelia Earhart Memorial Scholarship Fund

Indiana Chapter Chartered

1940

99s Convention – Denver

Pat Gladney receives first AEMSF Scholarship

Carolinas Chapter Chartered

Florida Goldcoast Chapter Chartered

Tennessee Chapter Chartered

Greater Kansas City Chapter Chartered

Iowa Chapter Chartered

Western Washington Chapter Chartered

1941

Jacqueline Cochran, president

99s Convention – Albuquerque, New Mexico

Pearl Harbor bombed by Japanese

New England Section Chartered

Eastern Pennsylvania Chapter Chartered

Greater St Louis Chapter Chartered

Colorado Chapter Chartered

Oklahoma Chapter Chartered

1942

Nancy Love organizes Women's Auxiliary Ferry Service (WAFS)

Jacqueline Cochran leads the Women's Airforce Service Pilots (WASP)



HISTORY

1943

Ethel Sheehy, president

1944

99s Convention – New York

1945

Jeanette Sovereign, president

V-E Day, V-J Day

Western New York Chapter Chartered

Central Illinois Chapter Chartered

1946

99s Convention – Cleveland

Tulsa Chapter Chartered

San Diego Chapter Chartered

1947

Belle Hetzel, president

99s Convention – Evergreen, Colo.

Powder Puff Derby begins 30-year history

Sound barrier broken

Bakersfield Chapter Chartered

Sacramento Valley Chapter Chartered

1948

Blanche Noyes, president

99s Convention - Kansas City

1949

99s Convention – New York

Minnesota Chapter Chartered

Coachella Valley Chapter Chartered

Phoenix Chapter Chartered

1950

Kay Menges Brick, president

99s Convention – Bracketville, Texas

East Canada Section Chartered

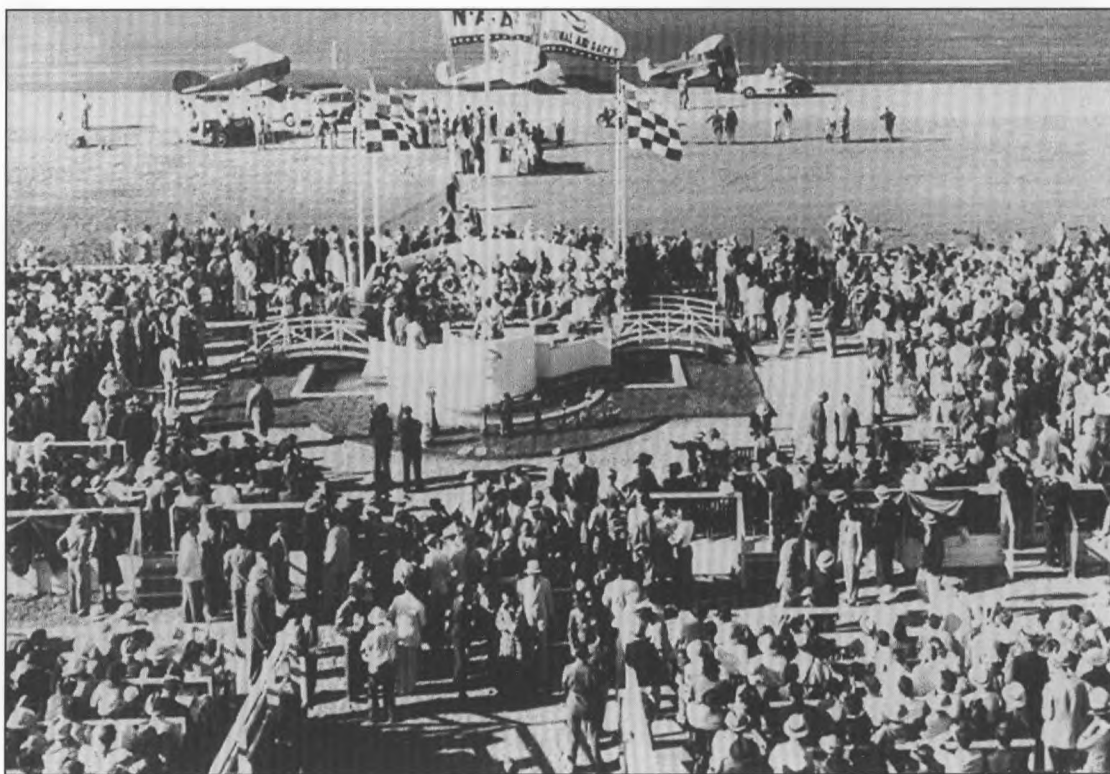
First Canadian Chapter Chartered

Utah Chapter Chartered

1951

Alice Hammond, president

99s Convention – Mackinac Island, Michigan



A large crowd was on hand in Cleveland to witness the finish of the first Women's Air Derby.

Margaret Perry felt ill throughout the race. She stopped at Abilene, Texas, where she was hospitalized with typhoid fever and was out of the race. Fearful of possible recurring carbon monoxide problems, Travel Air mechanics arrived to modify all the Travel Airs. The pilots' sleep deprivation compounded, but they pressed on. They departed Texas, moving into different terrain. They could fly at lower altitudes, and the section lines straightened themselves out into neat square patterns. Crossing the Red River introduced the red earth of Oklahoma, lower visibility and forest fires to their east. Mary Haizlip was forced down twice by a dirty oil line. Vera Dawn Walker made a precautionary landing in her Curtiss Robin to cool an overheating engine.

In Wichita, home of the Travel Air and the aircraft of choice for a third of the racers, 10,000 spectators awaited them.

Each racer was assigned a mechanic and the aircraft was hangared for maintenance, repair and security. After tending to their trusty steeds, the women changed into their wrinkled dress-up frocks and participated in the parties and festivities which they con-

sidered an important public relations duty. The sun had done its work on the pilots flying in the open cockpits. They appeared with their farmer-foreheads, owl-eye look along with sun-tanned V-necks showing in their scoop-necked dresses where they dutifully visited with the friendly crowds, signed autographs and responded to the press.

Neva Paris was quoted calling flying "the sport of the gods." Actually, the womens' looks and clothes gained more inches in print than their airplanes and standings. But Mary Haizlip got in one technical quote: "I allowed five degrees coming over, and I smacked the field right on the nose."

The East St. Louis stop at Parks College on the Illinois side of the Mississippi River was almost impossible to see through the murk. The racers followed the Missouri River most of the way, crossed it twice, then kept it in sight on their right wing until it led them into East St. Louis.

Once found, getting their airplanes on the postage-stamp-sized field was a challenge. Blanche Noyes and Neva Paris both suffered landing gear damage after intentionally ground-looping to avoid running off the end of the field. Thea Rasche was



contending with dirt in the gas. Bobbi Trout, catching up to the main body of racers, welded a loose exhaust pipe before moving on. These were all typical malfunctions and normal field repair—and all were repaired in time for the Sunday morning takeoff.

Fog on Sunday morning gave the racers a little breather, especially needed by Louise Thaden whose oil had accidentally been drained. There were three cross-country races to Cleveland underway: the women from Santa Monica, plus two mens' races from Portland, Oregon, and Miami Beach, Florida. The Graf Zeppelin was also speeding towards Cleveland during its round-the-world flight, causing almost every airplane and balloon in Southern California to be booked to view the behemoth as it crossed the coastline.

Despite flying a completely rebuilt airplane, Bobbi Trout continued to have mechanical problems, dead-ticking into a small field and dinging an aileron when she ran out of room. She made the repair with a tin-can patch and went on.

The ninth and last day of the race was only from Columbus to Cleveland and everyone hung on for just one more leg to the finish. Ruth Nichols was one of the most experienced pilots in the race, holding transport license No. 2. Quietly flying the entire race well, without fanfare or drama, Ruth had some maintenance done on her Rearwin and made an early test flight. The new concrete runway at Columbus was still un-

der construction, and the first portion was closed. A large steam roller was working at the edge of the runway, just about where the usable portion began. Ruth seemed to drift a little as she came to the usable part. She hit the steam roller and somersaulted, coming to rest upside down on the soft dirt. Miraculously, she was not hurt, but her third-place standing dissolved.

Cleveland was only 120 miles and 44 minutes away for Louise Thaden. Each of the pilots flew the last leg with singular concentration. Louise arrived over the finish line first. Blanche Noyes and Gladys O'Donnell were right behind her.

The frenzied crowd swarmed Louise's blue and gold Travel Air as throngs of reporters and photographers engulfed the airplane. A horseshoe of flowers was placed around Louise's neck and then the airplane's propeller. Phoebe Omlie took first place in the lighter aircraft category. Louise dedicated her trophy to Marvel Crosson.



Louise Thaden being congratulated for her first place finish in the 1929 Women's Air Derby, Santa Monica to Cleveland.

In 1929, a Boeing mail transport plane flew a transcontinental refueling endurance flight to test the feasibility of shuttle airplane service between the Atlantic and the Pacific.

Sixty-two years later, another shuttle airplane was flown by female astronaut pilot Eileen Collins, a test of the feasibility of shuttle airplane service into outer space around the planet Earth. She carried Louise Thaden's cloth flying helmet, autographed by the other racers, into space. Eileen later carried Bobbi Trout's pilot certificate signed by Orville Wright to the Russian space station Mir.

1951 continued

Kansas Chapter Chartered

San Joaquin Valley Chapter Chartered

Tucson Chapter Chartered

1952

99s Convention – Boston

Nancy Harkness Love, first woman to fly for U.S. Air Force

San Fernando Valley Chapter Chartered

1953

Geraldine Mickelsen, president

99s Convention – San Diego

Jacqueline Cochran becomes the first woman to break the sound barrier

Northwest Section Chartered

Long Beach Chapter Chartered

1954

99s Convention – Asheville, North Carolina

Alabama Chapter Chartered

Alaska Chapter Chartered

Idaho Chapter Chartered

Montana Chapter Chartered

Santa Clara Valley Chapter Chartered

1955

Edna Gardner Whyte, president

99s Convention – Springfield, Massachusetts

Whirly Girls, women helicopter pilots association, founded

Albuquerque Chapter Chartered

Intermountain Chapter Chartered

1956

99s Convention – Harbor Springs, Michigan

Eastern Idaho Chapter Chartered

Las Vegas Chapter Chartered

1957

Broneta Davis Evans, president

99s Convention – McAllen, Texas

Sputnik, first artificial satellite, launched in space

Be outrageous and outspoken!

Northwest's Best, Ltd. 598 Mason Way Medford, Oregon 97501

From rivets to rockets!

Once held to bucking rivets and ferrying new aircraft, women are now piloting the space shuttle and flying for our country's military. The image on the nose says it all. Get used to it guys, we're here to stay!

"Memphis Hunk" printed in color on a white 100% cotton t-shirt or ash sweatshirt. — Available in sizes M, L, XL.



T-Shirts
\$19 EA.

Sweatshirts
\$29 EA.



Outrageous!

This t-shirt is for the woman who truly wishes to never be called "old lady." To fulfill that wish, these fun and fanciful, bold and brassy shirts say it all for the woman of the '90's!

"Outrageous" printed in black, wine, and grey on a white 100% cotton t-shirt or ash sweatshirt.

— Available in sizes M, L, XL.

Shipping & Handling per shirt: Continental U.S. - \$3; Canada - \$4 ; International - See Below

NAME: _____
ADDRESS: _____
CITY, ST, ZIP: _____
DAYTIME PHONE: (____) _____

We'll gladly ship gift items for you. Just add \$2 per item, and we'll box your selection, gift wrap, include a hand written message, and ship to the address you specify. The invoice with the prices will be mailed to you. Include gift addresses on a separate piece of paper.

☐ VISA ☐ MASTERCARD
CARD# _____ EXP DATE: _____
SIGNATURE: _____

Description	Size	Qty	Item Price	Total
Outrageous t-shirt			\$19.00	
Outrageous sweatshirt			\$29.00	
"Memphis Hunk" t-shirt			\$19.00	
"Memphis Hunk" sweatshirt			\$29.00	
Subtotal				
Shipping/Handling				
TOTAL				

Call 9am to 9pm 1-800-692-3781 or FAX 24-HRS 1-800-692-3782

Northwest's Best, Ltd. 598 Mason Way Medford, OR 97501

www.nwbest.com

SHIPPING INFORMATION

Orders are shipped via UPS Ground Service unless otherwise requested. Priority Overnight, Standard Overnight, 2-day Air Service, 3-day Ground Service, and Ground Tracking are also available upon request. For shipments to Alaska, Hawaii, or for international shipping information, please contact our Customer Service Center at 1-800-692-3781 for details.

Twenty women pilots wasted no time joining in the fun the men were already having. The Cleveland Air Race committee of 1929 opened a transcontinental air race for women, and women pilots immediately firewalled their throttles to Santa Monica for the greatest adventures of their lives.

The competition and camaraderie renewed their resolve to work together for jobs in aviation. The women gathered in Cleveland to form an association, and invited all the licensed women in the United States to charter the club, setting a deadline for membership.

The group was international from the start. Colorful Australian *Jessie Keith Miller*, *Thea Rasche*, Germany's only woman pilot, and Ireland's *Lady Mary Heath* were all Charter Members.

Silly and cutesy names were considered and discarded. The aviators decided to call themselves by the number of original members. Until delayed mail came in, they were the Eighty-Six Club. When

FROM JENNY'S TO JETS TO SPACE

BY GENE NORA JESSEN

*An overview of the many contributions
by women pilots to the history of aviation.*



Pilots who gathered at Curtiss Field, Valley Stream, New York, November 2, 1929, for the first meeting of The Ninety-Nines include (back row) Neva Paris, Mary C. Alexander, Betty Huyler, Opal Logan Kunz, Jean Davis Hoyt, Mrs. Keith Miller, Amelia Earhart, Marjorie May Lesser, Sylvia Nelson, Dorothea Leh, Margaret O'Mara, Margery Brown, Mary Goodrich, Irene Chassey, Keet Matthews, E. Ruth Webb, Fay Gillis, (front row) Viola Gentry, Mrs. Theodore Kenyon, Wilma L. Walsh, Frances Harrell and Meta Rothholz.



HISTORY

1957 continued

Dallas Chapter Chartered

El Paso Chapter Chartered

Fort Worth Chapter Chartered

San Antonio Chapter Chartered

the dust settled, the international women pilots became The Ninety-Nines.

Their first act was to open the membership to additional women as they became licensed, and *Manila Tally* became the one-hundredth Ninety-Nine.

The 99s were immediately impacted by the always-present burden of pioneer aviators—fragile

and unstable aircraft, unreliable engines and inexperienced pilots. Every pilot had comrades taken in fatal accidents. Neva Paris had been instrumental in forming the group and was preparing an election of officers when the Grim Reaper intervened.

Louise Thaden, who held multiple flying records and had just won the 1929 Air Derby, willingly took over the administrative chores on an informal basis. She was, in fact, the first president of The 99s, but never officially so. Louise deferred to Amelia Earhart when elections were finally held in 1931. The 99s benefited from the reflected glory of their famous president and have continued to reflect her fame even into modern times.

The organization's first formal meeting was in a hangar at Curtiss Airport, Valley Stream, New York—if you can call tea served from a toolbox wagon “formal.” That date, November 2, 1929, was considered the founding date of The 99s. The *New York Times* duly noted this upstart group and sniffed,

The Quality Goes In Before The Tag Goes On

At Aircraft Specialties Services

Aircraft Specialties Services is the industry leader for reconditioning and remachining key components of piston aircraft engines. **Camshaft, Crankshafts, Counterweights, Connecting Rods...** any steel parts can be reconditioned saving you time and money. Plus ask about our new certified digital crankshaft balancing process. At Aircraft Specialties Services the quality really does go in before the tag goes on. We also handle a broad line of new aircraft parts and hard to find used parts, so give us a call today!

CALL: 1-800-826-9252

AIR SUPPORT INTERNATIONAL, Inc.
We're Air Support International, Inc.'s Oldest Distributor

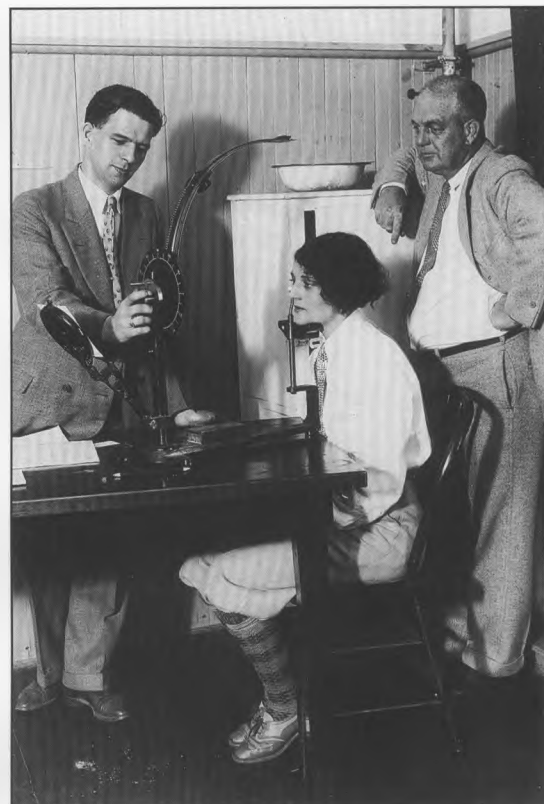
Millennium
Cylinders

AIRCRAFT SPECIALTIES SERVICES

2860 N. Sheridan Road, Tulsa, OK 74115
www.aircraft-specialties.com

FAA Certified
Repair Station No.
DD2R764K

Ask About Our NEW Certified Digital Crankshaft Balancing Process!



In 1927 Ruth Elder, who hoped to become the first woman to fly the Atlantic, has her eyes examined as part of her flight physical. Administering the exam are D. C. Debeau and Major Luther H. Kice.



"The women have organized. Why, we don't know." We know. It was jobs. Jobs flying airplanes.

The late 1920s were aviation's adolescence—a time to prove oneself and shout to the world, "Here I am!" Air races, endurance flights, altitude and speed records were the challenges. Engine failures and off-airport landings were expected.

Aviators were colorful and adored and *Ruth Elder* was a hero. Five months after Lindbergh's epic flight, she and George Haldeman took off for Paris in a Stinson monoplane named "The American Girl." Encountering storms over the Atlantic, they flew for 28 hours and made it to within 360 miles of the Azores when an oil leak forced them to land in the water.

The pair was rescued by a Dutch tanker and a tumultuous welcome awaited them in Paris and then back home. The beautiful aviatrix went on to a successful Hollywood acting career.

A German woman, 99 *Hanna Reitsch*, is recognized even today as the world's first and foremost female test pilot. The tiny 88-pound dynamo started out in gliders but conquered everything she touched. She was the first woman to fly jet planes, rocket planes and helicopters, the first pilot to fly a glider over the Alps, and the only woman to fly a robot V-1, commonly known as a buzz bomb, modified for pilot control. During WWII, Hanna tested all types of military planes for the Luftwaffe.

Other international 99s have gained world-wide fame. *Nancy Bird Walton* barnstormed Australia, then operated a charter and aerial ambulance service in Queensland. *Lady Marie Casey* contributed through the years to Australian aviation.

Nancy Ellis Leebold built time and experience ferrying war surplus aircraft across Australia after WWII. Then she made a 12,000-mile flight from Britain to Australia in a single-engine Miles Messenger. The 145 HP aircraft had only one four-chan-

nel, short-range VHF transceiver, so the flight was accomplished by dead reckoning with a war surplus magnetic compass. Nancy's forte was aeronautical engineering, and she worked for Rolls Royce.

Brazil produced *Ada Rogato*, who in 1951 flew her 90 HP Cessna 25,000 miles solo across the Andes, to Alaska and across Canada and the United States.

The dean of South America's flyers, *Anesia Pinheiro Machado*, also made a grand tour in 1951. On a goodwill flight from New York to Rio de Janeiro, she visited Mexico and all of Central and South America. The much-honored pilot had learned to fly in 1922 in a French Caudron C-3 with a rotary engine burning castor oil. The aircraft had no brakes, idle cutoff or ailerons.

Britain produced daring and colorful women pi-lots in the early years. Their "Amelia" was *Amy Johnson Mollison*, who flew solo from Britain to Australia in 1930 in an open cockpit biplane, taking 19 days for the task. The 11,000-mile flight can't even be imagined today—no radios, pumping gasoline from one tank to another with 40 strokes



Amy Johnson Mollison flew solo from Britain to Australia in 1930 in an open cockpit biplane, an 11,000-mile flight.



Socialite Ruth Nichols flew everything including dirigibles, gliders, autogiros, seaplanes, amphibians and four-engine aircraft. She, along with two partners, founded a series of flying clubs across the U.S. called Aviation Country Clubs.

1958

99s Convention – Montgomery, Alabama

San Gabriel Valley Chapter Chartered

1959

Eugenia Heise, president

99s Convention – Spokane, Washington

Australian Section Chartered

Houston Chapter Chartered

1960

99s Convention – Wilmington, Delaware

Shreveport Chapter Chartered

Santa Barbara Chapter Chartered

1961

Louise Smith, president

99s Convention – San Diego

Yuri Gagarin visits space, Alan Shepherd flies sub-orbital mission



Jerrie Cobb, first woman to complete Mercury astronaut physiological testing

Mississippi Chapter Chartered

El Cajon Valley Chapter Chartered

1962

99s Convention – Princeton, New Jersey

John Glenn visits space

Jacqueline Cochran sets 30 speed records in Jetstar

Eastern New England Chapter Chartered

Northern New England Chapter Chartered



HISTORY

1962 continued

Greater New York Chapter Chartered

Memphis Chapter Chartered

Cape Girardeau Area Chapter Chartered

Orange County Chapter Chartered

1963

Ruth Deerman, president

99s Convention – Oklahoma City

Valentina Tereskova visits space

Maryland Chapter Chartered

Arkansas Chapter Chartered

Fresno Chapter Chartered

1964

99s Convention – Cincinnati, Ohio



Jerrie Mock, first woman to fly solo around the world

Joan Merriam Smith, second woman to fly solo around the world

Top of Texas Chapter Chartered

British Section Chartered

Connecticut Chapter Chartered

Reno Area Chapter Chartered

1965

Alice Roberts, president

99s Convention – Chattanooga, Tennessee

Garden State Chapter Chartered

Long Island Chapter Chartered

Central Pennsylvania Chapter Chartered

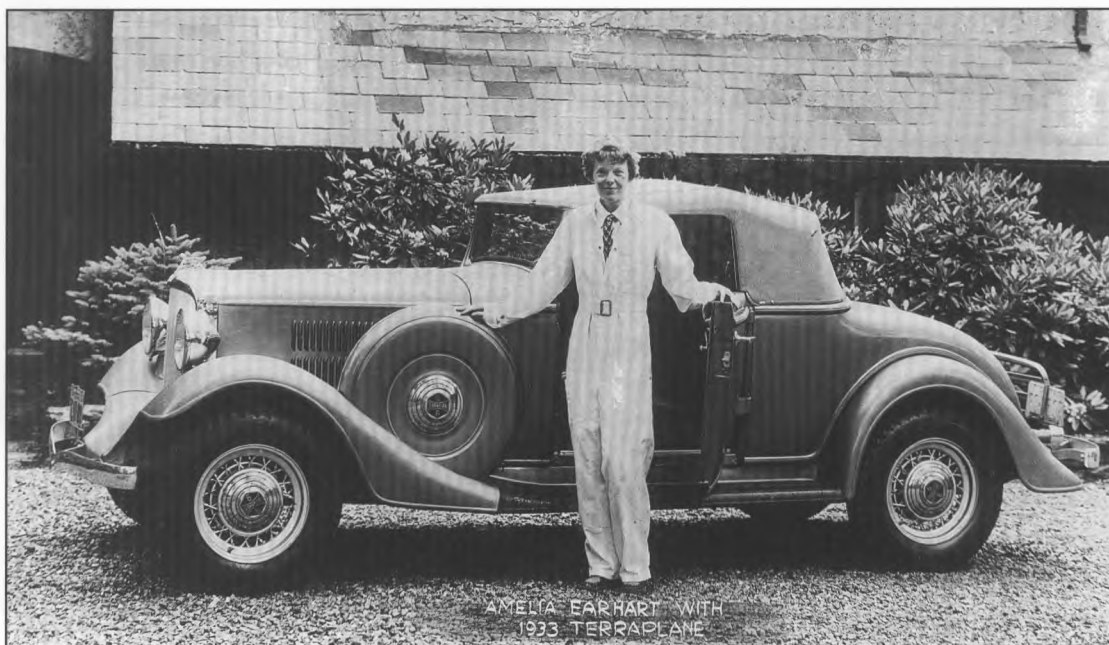
Florida Spaceport Chapter Chartered

Florida Suncoast Chapter Chartered

Columbia Cascade Chapter Chartered

Wyoming Chapter Chartered

Monterey Bay Chapter Chartered



Amelia Earhart with a 1933 Terraplane. This previously unpublished photo came to the museum as a part of the Hazel Jones collection.

every hour, a forced landing in the desert short of Baghdad, tropical weather, sunburn and sleep deprivation.

Years later, in both time and aircraft reliability, in 1966 *Sheila Scott* became Britain's first pilot to fly around the world solo, doing so in a Piper Comanche 260.

Sheila had been preceded by a colorful Irish lass, *Lady Mary Heath*, who had soloed her Avro Avian on the Cape Town to London route, a treacherous flight in 1928. Later she flew 70,000 miles with KLM as second pilot in Fokker tri-motors.

When it came to permitting carrying passengers, the English Air Ministry was skeptical about entrusting lives to a woman. Finally, a committee studied the question of physical tests for women pilots, and Lady Heath accomplished the breakthrough.

American socialite *Ruth Nichols* became an aviation addict flying dirigibles, gliders, autogyros, seaplanes, amphibians and four-engine aircraft. She held three different world records at one time and an early transport license.

Along with two partners, Ruth organized flying clubs across the country called Aviation Country Clubs. Later, as war appeared inevitable, Ruth became convinced that airplanes could play a promi-

nent role as air ambulances. Ruth founded Relief Wings, whose purpose was a humanitarian air service in case of either civilian disasters or war.

Inspired by Lindbergh's Atlantic crossing, Amelia Earhart, along with many other bold pilots, rose to the challenge of long-distance flights. Amelia was a natural leader and generous in her position of role model for young women. She lived at Purdue University with the college girls for a year as their mentor. She accomplished enough even before her final flight to justify a prominent place in the history books but she wanted to fly around the world. In fact, the task she selected was so daunting that it was to be another 27 years after Amelia's disappearance before an around-the-world flight was accomplished by Jerrie Mock, solo, in a single engine airplane.

Phoebe Omlie got into aviation as a parachute jumper with flying circuses in 1921. Phoebe obtained the first (female) transport license, No. 199, and also earned an aircraft and engine license. At the outbreak of WWII, the Tennessee Bureau of Aeronautics trained a select group of women as flight instructors, replacing the men gone to war. Phoebe ran the program.

Bobbi Trout, a Californian, was another racer



1966

99s Convention - Seattle



Sheila Scott, first Englishwoman to fly solo around the world

Kentucky Bluegrass Chapter Chartered

South Louisiana Chapter Chartered

Willamette Valley Chapter Chartered

Palomar Chapter Chartered

and charter 99. After learning to fly in 1928, Bobbi got a job demonstrating the Golden Eagle Monoplane, then made the first solo endurance flight for women, and a later flight going to 122 hours until the engine gave up. Bobbi tells of the refueling ship dumping fuel on her head, and of dropping reusable cans overboard in tiny parachutes which became entangled in the tail. Bobbi always had an inventive bent. During WWII, realizing that thousands of dollars worth of rivets were being discarded, she formed the Aero Reclaiming Company, aiding the war effort.

The Californians gravitated to Jim and Clema Granger's flight school in Santa Monica where Hoot Gibson, Wallace Beery and Ruth Elder learned to fly. Charter member Pancho Barnes was involved with the movies, too, flying in early aviation pictures.

Pancho could only be called a character; a staunch supporter of a person's individual rights and freedoms, generous to a fault, certainly an activist.

She established a working guest ranch, the Happy Bottom Riding Club, near Edwards Air Force Base with a landing strip, accommodations and stables. Sadly, Pancho's later years were spent doing battle with the Air Force, leading her to study law to better defend her maze of legal entanglements.

Melba Gorby Beard was in the thick of the California activities, having learned to fly in a wooden international biplane with a 90 HP OX5 engine, just in time to be a charter 99. After achieving her transport license, Melba started instructing though she was not yet licensed to drive a car. Her husband's wedding gift to Melba was a Bird biplane. For the next 50 years, Melba did all the mechanical work herself on that original Bird, plus six that followed.

Another colorful Californian, Fay Gillis Wells, flew her training plane to destruction, but she and her instructor parachuted to safety. This event gave Fay membership into the exclusive Caterpillar Club whose

continued on page 31

icaooooaiey! Felicitations! Glückwunsche
Felicitacoes! Gratulationerna! Gefeliciteer
Auguri! - oe a! Pohvala! Eestitka! Luvbala
Hamingjuoskir! Gratulacjje! Felicitacoes!
Glückwunsche! Felicitacoes! Gefeliciteer
- oe Auguri! Gelukwensing! Gratulacjje!
Gratulationerna! Pohvala! Eestitka! Augur

Congratulations!

70 Years
Women In Aviation!

& ASSOCIATES, INC.
Survty

A Promotional Products Company
For Over 10 Years!

5340 NW Platte Road, Kansas City, MO 64150
816-746-8333 816-746-6603 fax

Buy or Rent

the World's...	4-6 MAN	9-13 MAN
• smallest package	4" x 12" x 14"	5" x 12" x 14"
• lightest weight	12 lbs.	18 lbs.
• least expensive	\$1095	\$1425

NEW!! FAA TSO Approved Life Rafts

Emergency Liferaft

Call Survival Products,
the manufacturer, for
customer/distributor/
service information.

TSO'd &
Non-TSO'd



SURVIVAL

PRODUCTS INC.

Phone: (954) 966-7329 FAX: (954) 966-3584
5614 SW 25 St., Hollywood, FL 33023
Website: www.survivalproductsinc.com
E-mail: sales@survivalproductsinc.com

POWERTOW

PLANE MOVER



Gas or Battery Powered

.....
New clutch/brake offers infinite control in tight places... forward-neutral-reverse.

Model 35EZ Gas or Electric \$629.00

Model 40 EZ Gas only \$679.00

SATISFACTION GUARANTEED
Over 20 years of service.

NORTHWEST
MANUFACTURING, INC.

1-800-635-5565

FAX: 208-263-3633
www.powertow.com

900 AIRPORT WAY • SANDPOINT • IDAHO 83864

Eliminating PILOT ERROR!

The Final Step in Flight Training.



Cover photograph provided by the Airline Pilot of the Year Society.
A guide to airborne physiological risks for every aviator from weekend flyers to airline transport pilots.

Nina Anderson

the author of "The 100 Essential Pilots"

\$7.95 + \$3.00 s/h

A Must-have book for Every Pilot!

Lots of training doesn't keep us from making errors. Our lifestyles, eating habits, exposure to toxins, stress, sleep patterns, and the airborne environment itself can affect our brain. A woman ATP discovered reasons for errors and offers simple solutions.

The final step in flight training.

- ▶ Avoid performance deterioration from:
- ▶ Dehydration
- ▶ Jet Lag
- ▶ Ions
- ▶ Electromagnetic Fields
- ▶ Brain neurotransmitter malfunction
- ▶ Stimulants
- ▶ Chemicals
- ▶ Diet

Also available for passengers who want to know more:

(888) 217-7233 toll free

The Backseat Flyer



A humorous perspective on what's really going on in the cockpit, with detailed tips on passenger survival in the often unorthodox of 10,000 feet.
Illustrated by Richard Wolf

\$9.95 + \$3 s/h

Precise Flight Serves Aviation

With

- ◆ SpeedBrakes
- ◆ Standby Vacuum Systems
- ◆ Pulselites®

NELSON OXYGEN EQUIPMENT

Precise Flight Inc. supplies aircraft oxygen equipment for general aviation. Our in-line oxygen flow meters and OXYPACK portable systems have been recently written up by the aviation press as the best value of all portable oxygen systems. We also have an excellent reputation for customer service. Contact us for our free 35 page catalog or visit our web site for instant information.

Precise Flight Inc.

63120 Powell Butte Rd., Bend, OR 97701

800-547-2558 • Fax: 541-388-1105

Web: <http://www.preciseflight.com>

Congratulations 99's

from

Joan at

Southwest Cruise & Travel

Call us for all your travel needs at

800-658-9338

Watch for news on our

"CAJUN & CREOLE"

RiverBarge trip May 2000



At the May 9, 1930, dedication of Margaret Perry Cooper's Culver City, Calif., airport, 25 women pilots of the day line up for the camera. Wearing a variety of flying togs are Eileen Curley, Jeanne Davis, Peggy Paxson, Patty Willis, Aline Miller, Melba Gorby, Ethel Richardson, Edna M. Coulter, Lavelle Sweeley, Helen Beck, Ruth Alexander, Jean Stuart, Gladys O'Donnell, Clema Granger, Marjorie Crawford, Bobbi Trout, Mary Billie Cline Quinn, Elizabeth Hayward, Lindsey Holliday, Marjorie Ludlow, Peggy Gilliland, Edith Bond, Katherine Truett, Felice Farrow and Elizabeth Kelly.

FROM JENNY'S TO SPACE, Continued from page 29

members have all jumped to save their own lives.

The East Coast 99s were every bit as active as

the westerners. After all, the organization had officially started on Long Island, and Valley Stream remained a focus for the women pilots.

Betty Huyler was drawn to aviation partly because of an article she read by Amelia Earhart, but then, just as much because she was in love with a naval aviator and wanted to enter his world.

For the years 1939-41, Betty served The 99s as president. Under her direction, along with Alma Harwood, the Amelia Earhart Memorial Scholarship Fund was established, and The 99s waged a long, hard battle with the CAA over regulations regarding pregnancy. It seemed that pregnancy was considered an illness and regaining a license after "recovery" entailed both rewriting and re-flying the examinations. The regulations were successfully modified.

In 1942 Betty became one of the original group of 25 women forming the WAFS (Women's Auxiliary Ferrying Squadron) organized by Nancy Harkness Love. They ferried aircraft for the Army Air Corps within the continental limits of the United States. Betty became WAFS commander at New Castle

1967

Donna Myers, president

99s Convention - Washington, D.C.

Anne Pellegrino flies around the world on Earhart's route

Virginia Chapter Chartered

Northeast Kansas Chapter Chartered

Mount Diablo Chapter Chartered

1968

99s Convention - Los Angeles

Eastern Ontario Chapter Chartered

Alberta Chapter Chartered

Hudson Valley Chapter Chartered

Omaha Area Chapter Chartered

Wichita Falls Chapter Chartered

Aloha Chapter Chartered

1969

B. Steadman, president

99s Convention - New York

Turi Wideroe, first modern woman airline pilot (SAS)

Maple Leaf Chapter Chartered

Kitty Hawk Chapter Chartered

Chaparral Chapter Chartered

Golden Triangle Chapter Chartered

Greater Seattle Chapter Chartered

Mount Tahoma Chapter Chartered

Alameda County Chapter Chartered

San Luis Obispo Chapter Chartered



We'll Train You to be a C-130 Pilot!

✓ Paid Training

✓ G.I. Bill Benefits

✓ Career Opportunities

✓ Travel and MORE!

Must be under 26 years age.

Call, today, and find out more.

Texas
Air National Guard
1-800-471-2496



1970

Betty McNabb, president

99s Convention – Breton Woods, New Hampshire

Turi Wideroe receives Harmon Trophy

Boeing 747 introduced

Finnish Section Chartered

West Canada Section Chartered

Montreal Chapter Chartered

New York Capital District Chapter Chartered

New Orleans Chapter Chartered

North Georgia Chapter Chartered

North Dakota Chapter Chartered

Golden West Chapter Chartered

1971

99s Convention – Wichita, Kansas

First flight of the SST

Manitoba Chapter Chartered

Western New England Chapter Chartered

Greater Pittsburgh Chapter Chartered

1972

Elizabeth (Susie) Sewell, president

99s Convention – Toronto, Canada

Emily Howell Warner, first modern U.S. airline pilot (Frontier)

Santa Rosa Chapter Chartered

1973

99s Convention – Milwaukee

Lt. Rosemary Bryant Conatser, one of the first female Naval aviators

Rosella Bjornson, first woman to fly for a major Canadian airline

Finger Lakes Chapter Chartered

Lake Michigan Chapter Chartered

Hi-Desert Chapter Chartered

Marin County Chapter Chartered

Santa Paula Chapter Chartered

1974

Patricia McEwen, president

99s Convention – San Juan, Puerto Rico

Central New York Chapter Chartered

Army Air Base, the organization later becoming the WASPs. During the war years, tiny Betty ferried fighters and bombers, transports, cargo and utility aircraft using wooden blocks to extend the rudder pedals so she could reach them.

In 1945, the family moved to California and Betty flew for the Ryan Aeronautical Co., giving instrument instruction to their test pilots and flying the Ryan Fireball, a Navy fighter with a propeller engine in front and jet engine in the rear. She directed the Powder Puff Derby for nine years.

Teddy Kenyon and *Nancy Hopkins Tier* were two other charter members who remained active for more than 50 years. Teddy met aviation enthusiast Ted Kenyon in Boston, beginning an enduring flying team. In 1933 Teddy won the title of National Champion Non-professional Woman Pilot, then assisted her husband with the instruments he designed for the Sperry Gyroscope Co.

Nancy Hopkins Tier attended that first 99s meeting, too. She had learned to fly across the Potomac from Washington, D.C., with her progress chronicled by the famous Ernie Pyle. With 16 hours solo and her private license in hand, Nancy got a job in operations at Roosevelt Field on Long Island, living on Campbell's Soup to save money for more training. Robert Gross, the future president of

Lockheed, hired Nancy to demonstrate the new Kittyhawk airplane. She entered the sixth Ford Reliability Tour with it, crossing Canada, flying down the Rockies then back to Detroit.

Mildred H. Chase MacDonald flew down to Valley Stream from Boston for the organizational meeting, and explained why she wasn't in the famous picture of those pioneers. It seems that the night before, at a party at Opal Kunz' house, she had met Jack Donaldson, the fourth-ranking ace of WWI. The next day, during a lull in the meeting, Donaldson invited Mildred to go for a spin in Opal's plane. They wrung it out and Mildred missed the photograph.

The name Fleet peppers any account of early flying, for Major R.H. Fleet was the founder of Consolidated Aircraft, whose planes bore his name. His daughter's introduction to flying was by Barney Oldfield in Texas, and *Phyllis Fleet Crary* was hooked. She returned to Buffalo, where the Fleet airplanes were made, learning to fly, and at her father's urging studied engineering at Cornell. Phyllis said the reason she didn't attend any 99 meetings from Buffalo was that they were in New York City, and in the age of chaperones, "My mother didn't want me running around New York unchaperoned." It was 36 years before she met any of the other charter 99s.

Viola Gentry learned to fly from Curtiss Field, but had quite a time getting to the 99s organizational



Nancy Harkness Love, who founded the Women's Auxiliary Ferry Service (WAFS) and served as its commander during WW II, was the first woman to fly for the Air Force in 1952.



1974 continued

North Jersey Chapter Chartered
Blue Ridge Chapter Chartered
Lake Erie Chapter Chartered
Texas Dogwood Chapter Chartered
Rainier Chapter Chartered
Fullerton Chapter Chartered
Inland Empire Chapter Chartered

1975

99s Convention – Couer d'Alene, Idaho
Apollo-Soyuz link in space
Lake Tahoe Chapter Chartered
Hampton Roads Chapter Chartered
Florida Gulf Stream Chapter Chartered
Greater Detroit Area Chapter Chartered
Space City Chapter Chartered
Mt Shasta Chapter Chartered

1976

Lois Feigenbaum, president
99s Convention – Philadelphia
Caribbean Section Chartered
India Section Chartered
Delaware Chapter Chartered
Shenandoah Valley Chapter Chartered
Indiana Dunes Chapter Chartered
Imperial So-Lo Chapter Chartered

1977

99s Convention – San Francisco
Austin Chapter Chartered
Wildflower Chapter Chartered

1978

Thon Griffith, president
99s Convention – Canberra, Australia
British Columbia Coast Chapter Chartered
Aux Plaines Chapter Chartered
Waco-Centex Chapter Chartered
Cook Inlet Chapter Chartered
Palms Chapter Chartered
Siskiyou Chapter Chartered

autogyro, the forerunner of the helicopter, for Standard Oil of Ohio. In 1935 Blanche, Helen Richey, Louise Thaden, Helen MacCloskey and Nancy Love were appointed air marking specialists for the CAA, producing a marking sign every 15 miles along a given route. Attrition left the job to Blanche, who subsequently headed airmarking efforts for the FAA for 35 years.

Lauretta Schimmoler learned to fly in Akron, Ohio, in 1930, then developed and managed the first airport at Bucyrus, Ohio, and founded the Aerial Nurse Corps in Cleveland.

Laura Ingalls broke both the men's and women's records for the barrel roll (doing 714) in 1920. She made 980 consecutive loops, was the first woman to make an aerial circuit of South and Central America, a 17,000-mile flight, and crossed the Andes, for which she was awarded the Harmon Trophy in 1934. Then in 1939 Laura bombed the Capitol in Washington, D.C., with anti-war pamphlets, for which she was convicted and imprisoned.

War clouds were gathering and England made the call for women pilots so that male pilots could be freed to fly combat. The Air Transport Auxiliary was formed, and Jacqueline Cochran recruited 25 American girls to ferry 120 different types of aircraft from factories to aerodromes. Hazards were very real. Since all aircraft observed radio silence, en route weather was not available; weather minimums were 800-foot ceilings and a mile visibility. Dodging artillery rangers, barrage balloons and training aircraft made navigation circuitous. The country's famed pilot, Amy Johnson Mollison, was killed flying for the ATA. She was seen parachuting through the clouds, but landed in water. Her body was never recovered, and she was believed to have been shot down.

Nancy Miller Livingston flew 50 different types of British aircraft across England into Europe, Scotland and Ireland. She and her husband operated a helicopter service in Juneau, Alaska, after the war. Ann Wood went from the ATA to an airline executive career when peacetime came.

Two prominent women aviators recognized the



Blanche Noyes headed up airmarking efforts for the FAA for 35 years.

meeting in November 1929. She had been attempting to establish a refueling endurance flight record with Jack Ashcraft, when ground fog rolled in around 2 a.m. By 6 a.m., the two were out of fuel and had to make a forced landing through the fog. They hit a big tree across from Curtiss Field. Jack was killed instantly, and Viola spent 22 months in the hospital. When the invitation came for the meeting at Valley Stream, Viola's doctor said she could go, encased in a body cast, if she were accompanied by a nurse.

Edna Gardner Whyte flew commercially for more than 60 years but she somehow missed out on being a charter 99. She missed little else in aviation. A disproportionate number of pilots seem to have come from nursing's ranks, and that was Edna's background, too. She taught more than 6,000 people to fly, and told the story of the student who said she had taught his instructor's instructor, and they decided that made her his great-grand pilot.

Edna's passion was always competition, and she quit counting her trophies at 100. She founded and operated the Aero-Valley Airport near Fort Worth, teaching students well into her 80s.

Ohio has always been a strong aviation state and provided well for The 99s. Cleveland's *Blanche Wilcox* was a leading lady in the theater and movies, a career she abandoned to marry airmail pilot Dewey Noyes. Dewey taught her to fly in December 1928, making her the first woman pilot in Ohio and a real novice in the 1929 Air Derby.

In 1931 Blanche Noyes flew a 300 HP Pitcairn



HISTORY

1979

99s Convention – Albany, New York
50th Anniversary History Book completed
Canadian Rockies Chapter Chartered
Potomac Chapter Chartered
Sierra West Chapter Chartered

1980

Janet Green, president
99s Convention – Vail, Colorado
New Zealand Section Chartered
Western Pennsylvania Chapter Chartered
Foothills Chapter Chartered
Oregon Pines Chapter Chartered
Gavilan Chapter Chartered

1981

99s Convention – Boston
Janice L. Brown, first pilot to fly solar-powered aircraft
Scioto Valley Chapter Chartered
Aspen Chapter Chartered
Rio Grande Valley Chapter Chartered
Central Oregon Chapter Chartered
Midnight Sun Chapter Chartered
Mission Bay Chapter Chartered
Rio Colorado Chapter Chartered

1982

Marilyn Copeland, president
99s Convention – St. Louis
Columbia Gorge Chapter Chartered
Mid-Columbia Chapter Chartered
Arizona Sundance Chapter Chartered

1983

99s Convention – New Orleans
Sally Ride, first U.S. woman to visit space
Three Rivers Chapter Chartered
Placer Gold Chapter Chartered

1984

Hazel Jones, president
99s Convention – Anchorage, Alaska

role that women could assume in time of war, and each pursued independently the military use of civilian women pilots. In 1942 the Air Transport Command announced a plan to use women pilots. It was called the Women's Auxiliary Ferrying Squadron (WAFS). Nancy Love was appointed squadron commander. *Betty Gillies* became the first WAFS member; *Cornelia Fort* was its second.

Cornelia had been a civilian flight instructor in Honolulu on December 7, 1941. While out flying with a student that beautiful Sunday morning, a military plane with red balls painted on the tops of the wings flew right under her. She quickly saw billowing black smoke rising from Pearl Harbor. One of their school's little yellow Cubs didn't come home that day, but washed ashore weeks later. Cornelia said that she was lucky to have a skill to serve her country, flying airplanes in the WAFS.

The WAFS pilots represented women who were already experienced pilots. *Jacqueline Cochran's* idea was to train lower-time pilots. She founded the Women's Flying Training Detachment (WFTD). The two groups soon merged under a new name: the Womens Auxiliary Squadron Pilots, better known as WASPs.

Dependence upon the WASPs grew rapidly. They flew everything the United States built and by 1944, WASPs were the only pilots flying the P-47



Aviation record-setter *Jacqueline Cochran* founded the Women's Flying Training Detachment in WW II, later merging it with the Women's Auxiliary Ferrying Service (WAFS) to create the Women's Airforce Service Pilots (WASP).

Thunderbolt out of the Republic factory.

Sometimes the women were used to demonstrate the safety of aircraft. After all, it was reasoned, if a woman can fly it, anybody can. Nancy Love and Betty Gillies checked out as first pilot on Boeing's

Flying Fortress, the B-17 and were cleared to deliver one to Scotland. As they were awaiting clearance at the end of the runway at Goose Bay, Labrador, for the final leg, General Hap Arnold stopped the flight and restricted the WASPs thereafter to domestic service.

In a similar demonstration, WASPs *Dorothea Moorman* and *Dora Dougherty* were checked out in the B-29 Superfortress by Lt. Col. Paul Tibbets, Jr.—who later became

continued on page 37



Honored at the 1982 Forest of Friendship ceremonies as active pilots with more than 50 years of flying time were: *Alice Hammond, Betty Huyler Gillies, Connie Wolf, Edna Gardner Whyte, Evelyn Waldren, Melba Gorby Beard and Nancy Hopkins Tier.*

Jot Adroit™
The Hand Attached
Pen/Pencil Holder
 (Patent Pending)

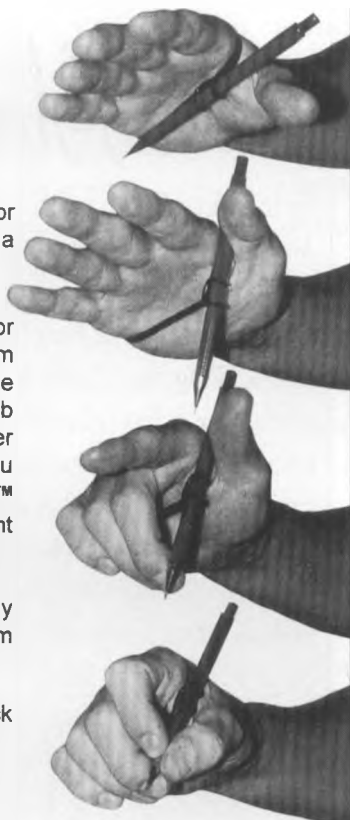
Always have your pen or pencil ready with just a flick of your thumb.

Jot Adroit™ holds your pen or pencil across your palm permitting unrestricted use of your fingers and thumb for radio tuning and other cockpit tasks. When you need to write, Jot Adroit™ allows instant deployment of your writing instrument.

Jot Adroit™ will hold nearly any pen or pencil from 5/16" to 7/16" in diameter.

Send \$4.00 each, check or money order to:

Jot Adroit™
 4235 Gotwick
 Orion, MI 48359



Connect your
Cellphone
 and
 head**Set**
 with

CellSet™

Kennedy Technology Group, Inc.
 Rose Hill, Kansas

vox 316-776-1111 fax 316-776-9035

www.cellset.com

UPAS *Your Passport to an Aviation Career*



UPAS works for pilots and employers

Offering the only custom software Human Resource Tracking System in the industry, UPAS helps match up employers with pilots that meet their qualifications. Pilots who join UPAS can update the information in their profile as experience is gained, and employers can search the database for candidates who meet their qualifications.

Join 19,000 other pilots in the industry's most efficient and effective employment network.

Join UPAS today and your qualifications will be instantly available to the recruiters at numerous major, national and regional air carriers. Including:

Delta Air Lines
Trans World Airlines

USAirways Shuttle
Alaska Airlines

Air Wisconsin
Emery Worldwide

AirNet Systems
Atlantic Coast

Call UPAS at 800-745-6827 or (703) 737-3999. Visit our web site www.upas.com to find out how you can accelerate your aviation career!

This Flying Life

By Claire L. Walters and Betty McMillen Loufek

Memoirs of Claire Walters, a 50-year, 40,000-hour pilot.

- *Claire Walters owned/operated her flight academy for 27 years.*
- *Flight instructor for 46 years.*
- *Air racer and transpacific flier.*
- *Includes adventures and funny incidents.*
- *She received the NAA Elder Statesman Award in 1998.*

Available in Softcover only

Check or money order to:

AirWoman Press

P.O. Box 721, Dept. 99, Camarillo, CA 93011-0721
\$19.95 + \$3 postage - CA residents, add \$1.45

Perhaps the nicest get-away-from-it-all...

fly in, rental beach house on the East Coast. Approximately 500 feet from the Cape Hatteras North Carolina landing strip (8W5). Modern vacation home with four bedrooms, 3½ baths. Overlooking the Atlantic from the southeast shore of Hatteras Island; the house includes decks on two levels, central heat and air conditioning, fireplace and most other modern amenities. Nine hole golf course is also within walking distance. Weekly rental rates year round and special "long weekend" rates in the off season. NO SMOKING PLEASE.

For more information contact:

John L. Geitz

Tele: 972.841.8352 FAX: 817.491.5982

E-mail: jgeitz@flash.net

All this is waiting for you!

- **Courtesy Car**
- **On the Ocean**
- **Tie down <100' from the door**
- **A destination you can both enjoy!**

\$70.00

(707) 445-0765

www.northcoast.com/airbb

SAMOA AIRPORT

Eureka, California



Bed & Breakfast

99 OWNED AND OPERATED - REDWOOD COAST FLYERS CHAPTER

he famed pilot of the "Enola Gay" atomic bomb flight.

Dorothea and Dora flew the maligned B-29 to Alamogordo, New Mexico, to demonstrate the beast to reluctant male pilots there. Dora reported that these flight crews, their male egos challenged, approached the aircraft with renewed enthusiasm.

The WASP program was extremely successful. Safety and reliability were tops, and its purpose to free male pilots for other flying missions was accomplished.

After the war, many women left aviation, as did their male counterparts, since the pilot market was saturated. Some became aviation's leaders.

Dora Dougherty Strother picked up an ATP and Ph.D. and became chief of the human factors engineering group at Bell Helicopter Co. Her records and honors could fill a book.

Jacqueline Cochran's credentials and fame were solidly established before the war. Afterwards, she went on to fly a Northrop T-38 jet and break every speed, altitude and distance record for women. In 1962 she established more than 30 speed records in a Lockheed Jetstar.

The war's close simultaneously closed a chapter in aviation's book. The women had flown everything the United States had built, maintaining a tremendous safety record. Women were never officially military pilots, but they were no longer going to be satisfied with their place in aviation.

The word "feminism" had not yet been coined, but feminism had, in fact, arrived. The airlines didn't want to worry their passengers with a woman in the left front seat, even though Helen Richey and others had taken brief stabs at flying passengers for hire. Rockets and space were merely a gleam on the horizon, a very male gleam. But the male hold could not last.

Women had flown air shows early on, with *Jessie Woods* wow-ing the crowds by walking the

wings. *Betty Skelton* came along with her spiffy Pitts Special she called "Little Stinker," and thrilled air show audiences with her upside-down flying. *Joyce Case*, another Pitts performer, was three times women's aerobatic champ. She went on to fly for the Beech factory as a production test pilot, and then for the FAA in King Airs.

Today *Suzanne Asbury-Oliver*, the Pepsi Skywriter, *Julie Clark* (an airline pilot in her other life) with her patriotic "God Bless America" T-34 show, and *Patty Wagstaff*, our country's top-scoring aerobatic pilot, are tops in the modern air show business.

In the early 70s, a young girl named *Emily Howell Warner* was building time flying charter flights in Colorado in the winter, where she had to deal with ice, altitude and turbulence—all in the most sophisticated general aviation airplane of the day, a Cessna 310.

While paying her dues big time, Emily couldn't help but notice there was a career path that offered better airplanes, better pay, better hours and better security: the airlines. But unfortunately, the airlines didn't have female restroom facilities so they were unable to hire women pilots. But Emily placed her application at Frontier Airlines in Denver anyway, and just in case they didn't notice, she placed it again. And again. Emily's qualifications were greater than other new hires, and she became the first female airline pilot.

After Emily's flower-laden first day welcome
continued on page 39



Emily Howell Warner, the first woman to qualify for membership in the Air Line Pilots Association.



1984 continued

The Ninety-Nines recognized by Aviation Hall of Fame

Ninety-Nines gifted the Amelia Earhart Birthplace Museum.

99 Debbie Rihn, Brigitte de St. Phalle and Julie Phile are named to the US Aerobatic Team.

Pikes Peak Chapter Chartered

Purple Sage Chapter Chartered

Mat-Su Valley Chapter Chartered

Borrego Springs Chapter Chartered

1985

99s Convention - Baltimore

World Precision Flying Competition hosted by The 99s

1986

Barbara Sestito, president

99s Convention - Honolulu

India Section hosts first World Aviation Education and Safety Congress, New Delhi

Greater Cincinnati Chapter Chartered

1987

99s Convention - Vancouver

Embry-Riddle Prescott Chapter Chartered

Jackson Gold Dust Chapter Chartered

1988

Gene Nora Jessen, president

99s Convention - Shangri-La, Afton, Okla.

Antelope Valley Chapter Chartered

Santa Maria Chapter Chartered

Sedona Red Rockettes Chapter Chartered

1989

99s Convention - New York

Arabian Section Chartered

Israeli Section Chartered

Atlantic Chapter Chartered

Keystone Chapter Chartered

Illiana Cardinals Chapter Chartered

Coyote Country Chapter Chartered

Global Oriental

On-line Fund Management for Pilots

- no fees policy
- 33% returns annually on our 6 year trading record
- on-line accounting, communication, etc.
- client information kept confidential

Website: www.global-oriental.com
E-mail: info@global-oriental.com

Unique in the Investment World

Advertising Questions?

call

John Shoemaker



800-773-7798



Pendleton's classic one-button navy blazer is made of 100% worsted wool. It is the perfect year-around weight for all climates and all seasons.

For more information, contact Anita Lewis at either 888-399-0985 or 801-501-0985, or Susan Harper at 702-558-0954.

**For sale by the Northwest Section of The Ninety-Nines...
An especially designed navy blue Pendleton blazer.**

The blazer is available in regular women's sizes 4 to 18 for \$99.99 each.

Be one of the first to show off this splendid new jacket. Order yours today. It will pair easily with everything from skirts to jeans—a classic addition to your wardrobe.



A beautiful patch—white with blue interlocking nines and gold wings—is also available for \$7.00 each.

Please send _____ jacket(s) in size(s) _____ @ \$99.99 ea.
I want _____ 99s patch(es) @ 7.00 ea.
Shipping and handling 7.50 ea.

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

My _____ check _____ money order is attached in the amount of \$ _____

**Send your completed order with your check or money order to:
Susan Harper, 324 Oak Canyon Drive, Henderson, NV 89015.**

on the job, the crusty old captain on her second flight uttered only three words to her the entire day: "Don't touch anything." Today, Emily Warner is the universally respected driver of big iron for the FAA, and her uniform is displayed at the Smithsonian.

Another Colorado woman, *Doris Langher*, didn't time it quite right. Doris was teaching in the Link trainers for United Airlines in Chicago when the company decided to open a training center with simulators in Denver. Doris' dilemma was whether to fly with the WASPs during the war or stick with United and perhaps become their first female pilot. She went to Denver with United. Although Doris trained virtually every pilot flying for United, she never flew for the company herself.

Today, as we passengers race for connections at the big hubs, we see and we fly behind many women wearing stripes on their sleeves. Still, only 5 percent of the pilots flying for the air carriers are female. That exclusive group has formed their own support network, as The 99s did 70 years ago. They call themselves ISA+21, International Society of Women Airline Pilots (21 founders).

Another pilot group was formed for female helicopter pilots—the brainchild of *Jean Ross Howard*. They named themselves the Whirly-Girls. This group holds hoverings instead of meetings—and they have a male auxiliary.

Getting females into the military was hard to crack, and only the best made the grade. Women were finally admitted to the service academies, then they flew the helicopters and trainers and, eventually, the entire military fleet.

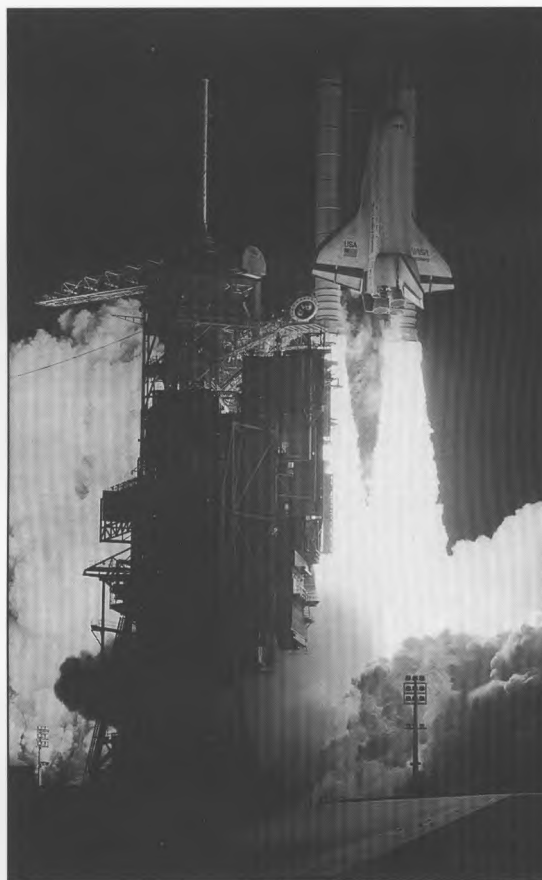
Naval aviator *Lt. Kara Hultgreen* was the first female fighter pilot on active duty to die while serving her country. As Kara prepared to make a carrier landing in her F-14 Tomcat, only 10 seconds from touchdown, she experienced an engine failure and turned away from the ship—a heroic act, according to her shipmates. Her radar intercept officer punched out safely, but another half-second was too late for Kara and she was lost at sea. Some in her squadron said

they never refer to Kara as a *female* pilot, but rather as a fine fighter pilot.

Kara's goal was to be an astronaut. The United States was finally training female astronauts, who learned to fly and were pilots. But they were not hired as pilots; They were scientists, engineers and physicians. A long, long time coming, female military test pilots finally did join the astronaut corps.

Super-qualified Air Force *Lt. Col. Eileen Collins* became the first female shuttle pilot. She has flown the shuttle into space twice and will soon serve as a shuttle commander. Navy Lt. Cmdr. Susan Still has followed astronaut Collins and completed her first flight as a shuttle pilot.

Our Charter 99s could not have dreamed where they were leading us in their frail crafts at the onset of their great adventures. But we who follow are so grateful they paved the way. Bravo!



Space Shuttle Discovery launched February 3, 1995, at Kennedy Space Center piloted by 99 Eileen M. Collins.



1989 continued

Redwood Coast Flyers Chapter Chartered

Reno High Sierra Chapter Chartered

1990

Marie Christensen, president

99s Convention – Las Vegas

High Country Chapter Chartered

Livermore Chapter Chartered

1991

99s Convention – Orlando, Florida

1992

Lu Hollander, president

99s Convention – Kansas City

Ninety-Nines complete fundraising for a building at Sun 'n Fun, Lakeland, Florida

Far East Section Chartered

Old Dominion Chapter Chartered

1993

99s Convention – Portland, Oregon

Katahdin Wings Chapter Chartered

Florida Firstcoast Chapter Chartered

Lake Charles Chapter Chartered

Crater Lake Flyers Chapter Chartered

Yavapai Chapter Chartered

1994

Joyce Wells, president

99s Convention – Norfolk, Virginia

Women With Wings Chapter Chartered

Devils Tower Chapter Chartered

1995

99s Convention – Halifax, Nova Scotia

Canadian 99s inducted to Canadian Aviation Hall of Fame

Lt. Col. Eileen Collins, first U.S. woman pilot of a space shuttle

Big Muddy-Mississippi Chapter Chartered

Brazos River Chapter Chartered

Southeast Alaska Chapter Chartered

Tulare-Kings Chapter Chartered

PRESERVING OUR LEGACY

We, The Ninety-Nines, Inc., and the citizens of Atchison, Kansas, dedicate the Amelia Earhart Birthplace Museum to this generation and to future generations as a museum.

We will continue to restore and preserve this home to the period when Amelia lived here, and to portray her life and that of other women aviators through educational and interpretive exhibits, activities and events.

*Dedication Statement
July 26, 1997, Amelia Earhart
Birthplace Museum*

The Amelia Earhart Birthplace Museum, a National Historic Site, is located on a west bluff overlooking the Missouri River at 223 N. Terrace in Atchison, Kansas. Amelia Mary Earhart was born in this home belonging to her grandparents, Judge Alfred Otis and Amelia Harres Otis, on July 24, 1897. She had one sister, Muriel, who was born three years later. Both girls spent much of their childhood with their grandparents because their parents, Edwin and Amy Otis Earhart, moved frequently. Their father was a lawyer for several railroads.

The grandparents' home presented early stability and an intellectual atmosphere for the Earhart girls. These early childhood years were happy ones for the two of them and greatly influenced Amelia's adult interests and accomplishments. Amelia's love of travel, spirit of adventure and scholastic achievements were reflected in her fashion designs, public speaking on aviation and women's rights, as an au-

thor of prose, poetry and books as well as her most famous aviation records. She was truly a woman ahead of her time!

The Museum is a wood-frame, Gothic Revival cottage built in 1861. The rear brick Italianate addition was built in 1873. In 1912, both grandparents died and two other families lived in the home until 1956. It was then purchased by Paul and Winney Allingham who lived in the home until their deaths in 1984, leaving no children or provision for disposition of the home.

Dr. Eugene Bribach gave The Ninety-Nines, Inc. \$100,000 to purchase the home from the Allingham estate and make repairs. It was appropriate that The Ninety-Nines become involved in the Amelia Earhart Birthplace since Amelia was chosen as the organization's first president by its 99 charter members in 1929.

In 1994, Trustees elected from the ranks of The Ninety-Nines and the city of Atchison began fundraising, restoration and preservation efforts in earnest. Since that time, the exterior and interior have been completely restored.

This dedicated AEBM Board of Trustees, on site weekly, has undertaken and accomplished a myriad of tasks. Grant writing, fundraising, public presentations, business planning, and much actual hands-on work has made this 100-year-old home, which was in disrepair, into one of the finest small home museums in the Midwest.

A caretaker suite has been completed on the second floor from previously unused space. Central air conditioning has been installed. In addition to the faux-grained woodwork of the 1897-1909 period, walls and ceilings have been repaired, walls covered with period-authenticated wallpapers, floors refinished, ultraviolet-treated windows installed and selected furnishings retained. Professional educational exhibits are on display.

The website and kiosk project has brought the museum into the 21st century—far ahead of most small home museums. Hundreds of thousands of persons have received information about the AEBM, and many from around the globe have visited. It is a major public relations/education project of The 99s.



Amelia Earhart Birthplace Museum 1998-2000 Board of Trustees in the Activities Room at the AEBM. L to R: Marilyn Copeland, chairman; Richard Senecal, Treasurer; Catherine Kovar, 99 trustee; Jim Taylor, co-chairman; Sondra Ridgeway, secretary; Carolyn Mohler, advisor; Lois Feigenbaum, 99 trustee; Michele Stauffer, 99 trustee. Not pictured: Ladd Seaburg, trustee; Nilla Childs, trustee; Bev Sharp, ex officio.



A replica of Amelia Earhart's suit she designed and wore on her last visit to Atchison in June 1935.



Amelia Earhart Birthplace Museum during the 1997 centennial celebration of Amelia's birth.

HISTORICAL PRESERVATION EFFORTS AT 99s HEADQUARTERS



During the 1996 convention in Oklahoma City, members brought a variety of memorabilia for staff member Cindy Rusher to place in the archives at 99s Headquarters.



Women airline pilots, many of whom are 99s, were invited to create their own exhibit at International Headquarters.

A visually exciting display (left) of memorabilia contributed by 99 Jerrie Cobb is displayed near the main entrance of The 99s Headquarters building.



HISTORY

1996

Lois Erickson, president
99s Convention – Oklahoma City
World Precision Flying Competition
hosted by The 99s – Ft. Worth, Texas
Central Virginia Chapter Chartered

1997

99s Convention – Portland, Maine
100th anniversary of Amelia Earhart's
birth
German Section Chartered

1998

Beverley Sharp, president
99s Convention – Guadalajara, Mexico
Sutter Buttes Chapter Chartered

1999

Ambassador Chapter Chartered
99s Convention – Oklahoma City
Dedication of 99s Museum of Women
Pilots



The inspiration for the museum logo was Louise Thaden's Travel Air in which she won the 1929 Air Race. The propeller, shown here, is adorned with a horseshoe wreath of red roses.



With the dedication of the 99s Museum of Women Pilots, the body of knowledge concerning who we are and what we have accomplished over our 70-year history now has a permanent home. This handsome new facility is located on more than 5,000 square feet, occupy-

ing the entire second floor of our International Headquarters building on Will Rogers World Airport in Oklahoma City. It is now the safe and secure repository for a unique collection of the papers, personal items and other historic artifacts of some of the most significant achievements and adventures of the international community of women pilots. Its library and exhibit areas will provide new insights into the role women pilots played in the development of aviation.

Our new 99s Museum of Women Pilots will open new doors for students and scholars, writers and researchers—and it will provide opportunities for all of The Ninety-Nines of tomorrow to sharpen their knowledge and awareness of our special and continuing place in the history of flying.

It is a proud legacy that we celebrate—and dedicate—with this magnificent new facility. And it's here because of the generosity of our members and our friends. Our gratitude to all.

NINETY-NINES TRUSTEES

Chairman Anita Lewis, Gene Nora Jessen, Susie Sewell, Claire Walters, C.J. Strawn, Susan Theurkauf

OKLAHOMA CITY TRUSTEES

Charlotte Dodson, Don Finch, Maria Wallace



A display featuring the corduroy flight suit worn by America's second woman pilot, Mathilde Moisant, highlights the role women played in the development of aviation.



Before and after have never been more visual than these two photographs. Bare walls now showcase beautifully crafted oak display cabinets filled with memorabilia and wall panels that tell the story of women and their flying accomplishments.





The museum's collection contains many rare photos capturing the rich history of early women aviators. One example is this photo of Alice Hirschman (Hammond), Ruth Kitchel (Wakeman) and Vera Brown checking a flight route in 1931. They were the fifth, third and second transport pilots in Michigan.

"We want to thank everyone who has volunteered their time, money, and materials to make this project a success. We appreciate everything and everyone for all your great help!" —C.J. Strawn & Claire Walters



The library, overlooking Will Rogers World Airport, contains numerous books, oral history tapes, video tapes, and archival letters available for research by aviation scholars. Authors, historians, playwrights, reporters and 99 members have accessed this collection over the years.



CJ Strawn and Claire Walters each received an Award of Inspiration for their fundraising efforts and for designing a beautiful permanent home for the memorabilia and archives of women pilots from all over the world.



Memorabilia displayed in the new 99s Museum of Women Pilots includes a pair of leather gloves, goggles with their original box and an original 99s pin, all belonging to Amelia Earhart.



Mathilde Moisan's original 1911 pilot license.

roducing our NEW Lightweight Airman ANR® 500

hang up your old headset.

This is the one you've been waiting for.

TELEX®

There are lightweight noise reduction headsets out there. But how much do they cost? How well do they work? We put our years of Telex ANR® experience to good use, and created a lightweight headset with the features you need, at the price you demanded. The new, made in the USA, Airman ANR 500 weighs in at 7oz/198 g, includes volume control, stereo/mono operation, active noise reduction up to 15dB below 1000 Hz, and a panel power option. And although the headset sports a sleek new black design, it still has all the comfort and durability features you expect from Telex. Hang up your old headset and give us a call today. Come on. What are you waiting for?

For more information on the dealer nearest you,
call 1-800-328-3771, ext. 510, 612-887-5510,
visit our web site at www.telex.com

© 1999 Telex Communications, Inc.



ASK NANCY

Dear Nancy:

As the proud new owner of a 1967 V35 Bonanza, what other resources besides the 99s will help me get the most enjoyment and performance from this wonderful plane? — *Love my V-tail*

Dear V-tail lover:

You've definitely come to the right person with this question! Run, don't walk, to your nearest computer terminal and go to www.bonanza.org for information about the American Bonanza Society. If you like what you see and read, there's a membership form right on the website.

Or run, don't walk, to the nearest telephone and call 316-945-1700 to reach the ABS headquarters. Say these words, "Sign me up for membership in the American Bonanza Society, the best resource for anyone who owns or is even interested in Bonanzas, Barons and Travel Airs! I understand dues are only US \$45 a year (US \$75 foreign), and Nancy says I will not regret this decision."

For starters, some of the benefits of ABS membership are a monthly magazine filled with superb articles; one-on-one advice via phone, letter, fax or e-mail from ABS consultants; an excellent array of informational books and videos; aircraft inspection Service Clinics conducted by ABS technical experts; recurrent flight training by the Bonanza Pilot Proficiency Program, Inc.; and an excellent annual convention and trade show (this year Oct. 6-10).

My favorite benefit is the Society's "Reference Library," i.e. a CD-ROM of all back issues of the *ABS Magazine* — 1967 through 1998 — with every article and picture from those 32 years. It has a search engine that allows you to pinpoint subjects wherever they appeared in the issues.

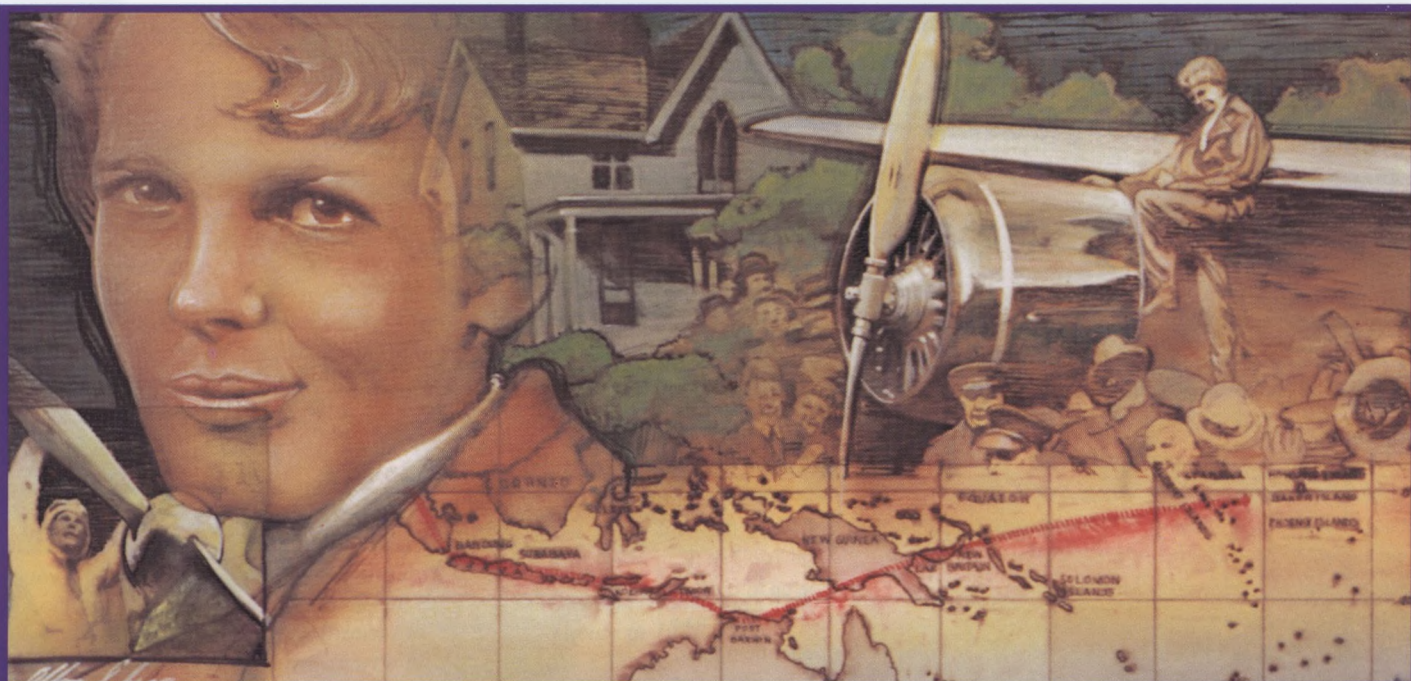
The CD also has searchable "infobases" of model-specific ADs, Service Bulletins and FARs. It's an invaluable resource.

I can't say enough about the value of membership in ABS. And that has nothing to do with the fact that I am,



Yours truly,

Nancy Johnson
Executive Director
American Bonanza Society



Born in 1897 in Atchison, Kansas, Amelia Earhart was to become the world's most famous woman pilot. Through her courage and her skill as a pilot, she set records, crossed thresholds and marked new paths. She became an inspiration for women and an authentic heroine to men. She left behind a legacy of turning dreams into reality. She went where her curiosity, her imagination and her determination took her—and we all profited. And as 99s we continue to do so.

PROVIDING FOR THE FUTURE

The 1929 Air Race focused on a group of outstanding women who shared their goals of providing “good fellowship, jobs and a central office and files on women in aviation.”

The pages of this Special Edition have provided only a fleeting glimpse of some of these daring women and those who have followed them.

Many more records have been set since the early days of flight, and our 99s “central office and files” has grown to a sizeable headquarters facility. And now there is a new expanded museum to preserve the records and archives of additional milestones that women pilots will achieve in the future.



International Headquarters at Oklahoma City, Oklahoma. For more information about The Ninety-Nines, Inc., an international organization of women pilots, call 99s Headquarters at 800-994-1929 or 405-685-7969. You can also find information available on The 99s website: www.ninety-nines.org