



99 NEWS

INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

Amelia Earhart Scholarship Recipients



Roberta Baker



Luz Beattie



C. Elizabeth Davidson



Sonya Dugan



Wrenn R. Herman



Betty Huck



Cynthia Madsen



Karen Monteith



Mari Murayama



Andrea Peckham



Alison Salerno



Kimberly Spath



Ava C. Sumpter



Rhonda West



Jeanne Given Willerth


United Airlines Type Rating Recipients



Renee Burger Bowman



Laura Smith



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INTERNATIONAL HEADQUARTERS
Box 965, 7100 Terminal Drive
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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: editor99news@aol.com

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INTERNATIONAL WOMEN PILOTS

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

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STATEMENT OF EDITORIAL POLICY

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

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FUTURE WOMAN PILOT MEMBERSHIP

Members adopted a by-law creating the Future Woman Pilot (FWP) membership category. Members in this category can be signed up immediately by amending our existing membership application form to include FWP in capital letters at the top and attaching the student's medical certificate or equivalent document for non U.S. applicants.

Dues for the FWP category are \$20 plus \$10 initiation fee for the first year. Membership Co-Chairmen Ilse Hipfel and Sheila Drayster and the Board encourage every member to sign up many FWP members. They will help assure the future of The 99s.



Oklahoma's Lt. Gov. Mary Fallin was the first FWP to sign up, following her speech at the special donor luncheon at the new museum.

NEW E-MAIL ADDRESS

Send letters to the editor to our new e-mail <editor99news@aol.com> or fax to 316-263-7350 or mail to 99 NEWS, 807 N. Waco, Ste. 22, Wichita, KS 67203.

—Betty Rowley, editor

PERPETUAL CALENDAR

1999

OCTOBER

21-23 — **AOPA Expo**, Atlantic City, New Jersey

29-30 — **5th Annual SLO Derby Air Race** (men and women), San Luis Obispo, California. Heather Heaps, 805-528-5237 or e-mail HFH1@PGE.com

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

NOVEMBER

11-14 — **International Board of Directors Meeting**, International Headquarters, Oklahoma City, Oklahoma

12-14 — **Tucson Treasure Hunt**, Tucson International Airport, Tucson, Arizona. Kaye Craig, 520-881-0988 or e-mail krcraig83j@aol.com

2000

JANUARY

2-9 — **San Gabriel Valley Annual Poker Run**, Virginia Harmer, 909-987-0087

FEBRUARY

18-21 — **Pacific Coast Intercollegiate Flying Association (PCIFA)**, Virginia Harmer, 909-987-0087

MARCH

2-5 — **International Board of Directors Meeting**, International Headquarters, Oklahoma City, Oklahoma

9-11 — **International Women in Aviation Conference**, Memphis Cook Convention Center, Memphis, Tennessee. Jennifer Saddler Thomas, 740-452-6462

APRIL

14-16 — **South Central Section Meeting**, Denver, Colorado. Mary Ducey, 303-501-4151

MAY

15-18 — **North Central Section Spring Meeting**, Sheraton Suites, Cuyahoga Falls, Ohio. Hosted by the Women With Wings Chapter. Co-chairmen are Mary Ann Abbott and Donna Moore, 330-832-8593

19-21 — **Southwest Section Meeting**, Reno, Nevada. Hosted by Reno High Sierra Chapter. Carol Andrews, 530-741-1148

JUNE

23-25 — **Air Race Classic Terminus Festivities**, Hyannis, Massachusetts. Katharine Barr, 978-664-2636

JULY

12-16 — **THE NINETY-NINES INTERNATIONAL CONFERENCE**

San Diego, California. Hosted by the Southwest Section. Susan Larson, 408-274-9152, fax 408-274-9182, e-mail susanlarson@compuserve.com

24-8/05 — **World Precision Flying Championships (WPFC)**, Sweden. Jody McCarrell, 870-642-2508

26-8/01 — **EAA AirVenture**, Oshkosh, Oshkosh, Wisconsin. Rita Adams, 847-913-0490



AUGUST

25-27 — **Northwest Section Meeting**, South Center Best Western, Seattle, Washington. Hosted by Mt. Tahoma and Western Washington Chapters. Marilyn Moody, 360-678-6341

SEPTEMBER

15-17 — **South Central Fall Section Meeting**, Sheraton Old Towne, Albuquerque, New Mexico. Hosted by the Albuquerque Chapter. Anna Taylor, 505-898-4987 or e-mail anna@taylor-nm.com

OCTOBER

9-13 — **Powder Puff Derby Convention**, Resorts Casino Hotel, Atlantic City, New Jersey. Clarice Bellino or Barbara Evans

13-15 — **Southwest Section Meeting**, Monterey California. Hosted by Monterey Bay Chapter

10-12 — **NBAA Annual Meeting and Convention**, New Orleans, Louisiana

20-22 — **AOPA Expo**, Long Beach, California

NOVEMBER

TBA — **3rd World Aviation Education and Safety Congress**, Khatmandu, Nepal. Sponsored by India Section. Chanda Budhabatti, 520-326-4597 or e-mail chandab@azstarnet.com

2001

MAY

4-6 — **Southwest Section Meeting**, Queen Mary, Long Beach, California, mjmneil@earthlink.net

JULY

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

25-31 — **EAA AirVenture**, Oshkosh, Oshkosh, Wisconsin. Rita Adams, 847-913-0490

2002

JULY

23-28 — **The Ninety-Nines International Convention**, Kansas City and Atchison, Kansas

2003

TBA — **The Ninety-Nines International Convention**, Kitty Hawk, North Carolina

ATTENTION:

GOVERNORS AND CHAPTER CHAIRS
To list your 99s events on this calendar page, send information to:

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International Date Coordinator
14401 NE 30 Place #24B
Bellevue, WA 98007 U.S.A.
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Please indicate the name and location of the event and the name, phone and fax numbers of the contact. Deadlines for info are: Dec. 9, Feb. 9, Apr. 9, June 9, Aug. 9 and Oct. 9.

Convention in OKC was truly a time to "Dedicate and Celebrate." Our Headquarters is gleaming with a new entry, fresh paint and new carpet. The museum sparkles like a gem in the crown—both sources of pride for every 99. We were blessed to have two Charter Members, Achsa Peacock Donnels and Fay Gillis Wells, and nine Past Presidents share these moments with us.

We completed our business efficiently, finishing 30 minutes early. Major bylaw changes established the Future Women Pilots membership class (see page 4) and allows all eligible candidates to vie for office and be elected by plurality.

A favorite part of Convention for me is always the Amelia Earhart Scholarship Luncheon and the Parade of Past Winners. This year was particularly enjoyable because I was personally privileged to present several of the scholarship awards.



Attending the AE Luncheon were Past Presidents (standing) Gene Nora Jessen, Thon Griffith, Lu Hollander, Ruth Deerman, (seated) Susie Sewell, Lois Feigenbaum, Marilyn Copeland and Lois Erickson.

PRESIDENT'S PAGE

BY BEV SHARP

Presenting the awards at the banquet with the help of Marilyn Moody, Awards Committee Chairman, was another highlight. The recipients were all accomplished women, but hardly household names. I call it the "Evening of the Unsung Heroines."

On page 11 are brief sketches that barely hint at the illustrious histories and accomplishments of these wonderful women who shared a common reaction on learning of their recognition—"I don't be-

lieve I deserve it." Unsung, modest and deserving indeed.

Each 99 is a remarkable woman. As we preflight for the new millennium, let us resolve to celebrate our legacy, cherish our fellowship and dedicate our energy to ensure that aviation and space are accessible to all who aspire.

Blue Skies, Bev



Charter Members Fay Gillis Wells and Achsa Donnels with President Bev Sharp.

BOARD REPORT HIGHLIGHTS

- The Board accepted the recommendation of the Trustees that the 21st Century Fund change its name to "The Ninety-Nines Endowment Fund" as a more accurate identification of the purpose of the Fund. The Board also approved moving to the bylaws language specifying that the principal of the Endowment shall be retained and only revenue earned shall be allocated for other uses.

- The Board adopted a number of motions directed to the development of regular employment policies and conditions, including performance reviews, defined employment benefits and job descriptions, all to be a part of a new employee manual.

- The Board unanimously approved a motion that Charter Members receive complimentary registration, recognizing the original contributions and continuing service they provide to the growth and prosperity of The 99s, Inc.

INTO THE NEW MILLENNIUM BY VICKI LYNN SHERMAN, Director

Our last convention of the 20th century was a great success—a fitting end for a century where the role of women in aviation and society expanded far beyond anything imagined in 1899. Its success was due to the hard work and dedication of Convention Planner Joyce Wells, Oklahoma Chapter members and volunteers from neighboring Sections and Chapters, and headquarters staff members Lu Hollander and Cindy Rusher.



Convention Planner
Joyce Wells

Highlighting the convention was the dedication of the new 99s Museum of Women Pilots on Saturday, July 24, the hottest day of the year!

Your new museum reflects the hard work of Chairman Anita Lewis, the Museum Trustees and everyone else involved. It is a place to learn and reflect on the dedication and service as evidenced by the stories of so many remarkable women pilots.

The challenge for us is to do as much in the next century as has already been accomplished by our predecessors and our organization.

OKLAHOMA CITY-1999

We met, we celebrated, we dedicated.



Participants at the reunion of the All Women's Transcontinental Air Race (AWTAR) held during the convention.



Work on the new compass rose painted by members of the Oklahoma Chapter between The 99s Headquarters building and the building occupied by AOPA was hampered by rain, heat, bad paint, vacations and trucks. Resting on the rose are Poochie Rotzinger, Margie Richison, Carol Sokatch and Gladys McCaslin.



Fifty governors and a few 49 1/2s gathered at the Bricktown Brewery on Thursday night for a reunion dinner planned by Diane Pirman, Southwest Section Governor, and Marilyn Moody, Northwest Section Governor.



Kathy Walton, Thelma Cull, Linda Horn and Joyce Malkmes at the registration desk.



Clown Nelda Lee (North Central Section Governor) visits with Australian Nancy Bird Walton.



Lee Coates, Barbara Atteberry and Sue Halpain assisted with the book signing during the Museum Open House.



Claire Walters and her twin sister, Betty Loufek, signing books at Convention.



Anita Lewis and Bev Sharp holding painting of terminus of 1929 Air Race by Douglas Ettridge for the auction at the Awards Banquet.



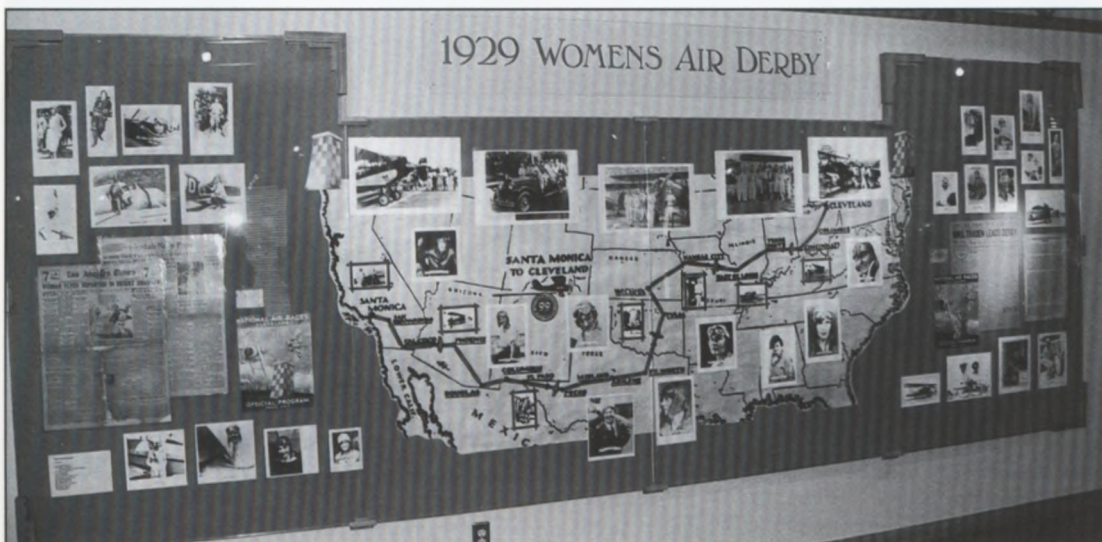
Joyce Baker points to her wings on the Wall of Wings, commemorating major contributors.



Fay Gillis Wells points to herself in a photograph taken in 1929 at the first organizational meeting at Curtis Field in Valley Stream, New York.



Museum of Women Pilots Trustees Claire Walters, Anita Lewis and C.J. Strawn are all smiles at the dedication ceremony.



"It's a way of leaving your footprints behind so others will know you passed this way—and have flown." This quote came to me in a note with a donation from 92-year-old Ruby Hays of the El Paso Chapter. And it pretty much sums up what the 99s Museum of Women Pilots is all about.

—Claire Walters

PHOTOGRAPHS FOR THESE PAGES WERE PROVIDED BY PAT CHAN, VERNA WEST, PAT KEEFER, ELAINE MORROW, LINDA JACKSON AND STEVE SISNEY

AE MEMORIAL SCHOLARSHIP JUDGES



CAPT. LINDA VAUGHT HUTTON completed the Naval Officer Candidate program in Newport, Rhode Island, and was commissioned in 1974. She earned her Naval Aviator wings in 1996, making her the seventh woman naval aviator. In 1992, Captain Hutton became the first woman aviator to assume command of an Atlantic Fleet carrier aviation squadron, VRC-40, flying the C-2A *Greyhound*. In 1995 she assumed command of the Naval Air Station Key West, Florida, making her the first woman naval aviator to command a Naval Air Station.



ALAN KLAPMEIER with his brother Dale co-founded Cirrus Design in 1984. Alan oversees general management of the company. He is a graduate of Ripon College. He has held a private pilot's license since he was 18. Alan is a member of the AOPA Air Safety Foundation Board of Visitors, holds a position on the Board of Directors of both the GA Team 2000 and the General Aviation Manufacturers Association.

AMELIA EARHART MEMORIAL SCHOLARSHIPS

BY CHARLENE FALKENBERG, Chairman

The Amelia Earhart luncheon was a highlight of the convention again this year and enjoyed by more than 350 persons. Nine of the 15 career scholarship winners were able to be present and receive their award personally.

The certificates were presented by United Parcel Service representative Alan Rapp and United Airlines representative Kathy Simon; Genie Rae O'Kelley, who presented a one-time scholarship donated by the Tennessee



Betty Wittmer, donor of a perpetual scholarship, with recipient Karen Monteith at AE Luncheon.

Chapter; Clancey Mahoney, Pikes Peak Chapter, also donated a one-time scholarship; and Betty Wittmer, donor of a perpetual scholarship.

President Bev Sharp presented the balance of the scholarships to those present.

There were a great many ladies in our annual "Parade of Past Winners." Each gave us a brief synopsis of their achievements after having received a scholarship from The 99s.

One past winner, AEMSFS Trustee Jacque Boyd, presented the Fund with a check covering the amount of her scholarship several years ago.

Mr. Rapp presented the AE Trustees with a check for \$10,000 and Ms. Simon announced that United Airlines is again donating two type ratings in 2000!

In addition to funds from UPS, donations are made by individuals, Chapters and Sections. Many thanks to all of you who continue to support this great scholarship program. More than 300 scholarships have been awarded since it began in 1941.

On the following pages are bios on our 17 recipients for this year. Our thanks to all those who helped these women pursue their dreams.



International President Bev Sharp, United Airlines representative Kathy Simon, AEMSFS Chairman Charlene Falkenberg and UPS representative Alan Rapp at Amelia Earhart Memorial Scholarship luncheon.

1999 AMELIA EARHART MEMORIAL SCHOLARSHIP RECIPIENTS

The Amelia Earhart Memorial Scholarship Awards are given each year at the annual International Convention to memorialize Amelia's spirit and perpetuate her ideals and love of flying.

ROBERTA BAKER, Canadian Rockies Chapter, West Canada Section - Instructor's Rating

I obtained my private license in 1992, started my commercial training in 1993, but had to discontinue after an unexpected personal set-back. I finally earned my Commercial license in 1998 and will be using this AE Scholarship to obtain a Class 4 Instructor's Rating. By continuing to be an active member of The 99s, a Young Eagles pilot, and now a flight instructor, I hope to share my love of flying with whomsoever desires the opportunity. Don't ever give up or lose sight of your dreams. I didn't and now, with the support of the AEMS, I am realizing mine!

LUZ BEATTIE, Long Island Chapter, New York/New Jersey Section - Multiengine

As a child growing up in Colombia, I always wanted to be a pilot. Despite stereotypes of the times that put a damper on my ambitions, I persevered and earned my private pilot's license in 1992. It was during my career development that I learned the coincidence between Amelia Earhart's birthday and mine. It was this kindred connection that motivated me to attend the Centennial celebration in Atchison. I earned a B.S. in Aeronautics and Management from Dowling College and, while working for American Flyers, received my Instrument, Commercial, CFI and CFII. I have been instructing for about three years.

C. ELIZABETH DAVIDSON, Palomar Chapter, Southwest Section - Certified Flight Instructor

Since my first flight in 1993, I have accumulated 450 hours in three dozen aircraft types and earned ratings through Commercial Multi-Engine Instrument. Recently, I added my advanced and Instrument Ground Instructor certificates. My goal is to fly for a major airline.

Another goal is to obtain my master's in aviation safety. Had I only known how exciting a career in aviation is, I would have earned a degree other than business administration from Southern Illinois University. I now look forward to teaching as a Certified Flight Instructor, a rating I plan to achieve before the end of the year.

SONYA DUGAN, Reno Area Chapter, Southwest Section - Multiengine

I am the first licensed pilot in the history of my family. As a single parent for eight years working my way through college, I was unable to begin flying until five years ago. Today, I hold my Private, Instrument and Commercial ratings. I also have a Tailwheel endorsement and am currently working toward my CFI.

I joined the Reno Area Chapter in 1995. I'm president of our local pilot association here in Fallon, Nevada, and also volunteer my flying for the Churchill County Search & Rescue. Ultimately, I want to become a single and multiengine flight instructor and fly charters.

WRENN HERMAN, Carolinas Chapter, Southeast Section - Airline Transport Pilot

I became interested in flying while I was a flight attendant for Piedmont Airlines in 1987. In 1989, I received my Private Pilot license. I continued to receive additional certificates and ratings while working as a flight attendant until 1995 when I quit my job.

Since then, I have been flight instructing and flying part time for a couple of corporate companies out of Charlotte.

I have a great husband, Kevin, and two wonderful boys. My goal is to fly for a regional airline. I know that the AEMS will help me achieve that goal.

BETTY HUCK, Greater Cincinnati Chapter, North Central Section - Multiengine

I got my Private certificate in May 1994, and my Glider rating that December. In 1996, I obtained my Instrument and Instrument Ground Instructor ratings. Last summer I received my Commercial rating and quickly followed with a taildragger endorsement in a real airplane, the J-3 Cub.

Flying was not something I ever expected to do in my life. Someone special introduced me to it, and always encourages me to take on more challenges. My goal is to convince other women who thought they never could that flying is something they can do, whether it is a career or just for fun.

CYNTHIA MADSEN, Chicago Area Chapter, North Central Section - Commercial

My Chicago childhood was spent near Midway Airport, then the world's busiest. My family rented bedrooms to stewardesses, and I pretended to be an air traffic controller. I earned my Private license on Easter Sunday in 1985 and my Instrument rating in May 1989, all thanks to the support and encouragement of my husband, Ralph, a non-pilot at that time.

I purchased a used Cherokee 140 in 1985 and joined The 99s in 1986. Over the past 13 years, the plane has taken us to Halifax, Las Vegas and New York for International conventions, as well as countless Section meetings.

KAREN MONTEITH, Kansas Chapter, South Central Section - Multiengine

I became a 99 at the encouragement of Ninety-Nine friend Auntie Gail, after observing her participation in the Illi-Nines Air Derby. I have been a 99 since 1986, belonging to the Quad Cities, Wisconsin, and now the Kansas Chapter. My Instrument rating was completed in 1995 with the help of an AE Scholarship. I enrolled in a professional pilot training program, completing my Commercial and flight instructor certificates. Multi-Engine and instrument instructor were added in 1998 after moving to Kansas. I have worked as an FAA air traffic assistant and for the airlines as an aircraft dispatcher. I am currently employed as a full-time flight instructor.

MARI MURAYAMA, Colorado Chapter, South Central Section - Certified Flight Instructor

I took my first helicopter ride at a county fair when I was a child growing up in New Jersey. I thought it was great! After getting my fixed-wing private pilot's license while attending college in California, I got a job as a camera operator on an aerial survey crew. I subsequently got my Commercial certificate and transitioned to being an aerial survey pilot, which I have been for many years.

AE MEMORIAL SCHOLARSHIP JUDGES



ROD MACHADO has earned the handle "Mach 2 with Machado" for his quick wit and rapid-fire delivery at his lively safety seminars presented in the U.S. and Europe. For six years, Rod wrote and co-anchored ABC's "Wide World of Flying." He has written for a number of aviation publications. His monthly column "License to Learn," can be read in *AOPA Pilot* magazine. He has produced and authored several videos, audio tapes and books. He is a national accident prevention counselor appointed by the FAA in Washington, D.C.



CONGRESSMAN JAMES L. OBERSTAR is a senior Democrat on the Transportation and Infrastructure Committee. He is serving his 12th term in the Congress, and is an ex officio member of the Subcommittee on Aviation, Coast Guard & Maritime Transportation, as well as a number of other committees. He has worked to improve safety and efficiency for the traveling public, holding multiple hearing on the subject of aging aircraft safety, resulting in the Aging Aircraft Safety Act of 1991.



TYPE RATING SCHOLARSHIP RECIPIENTS

RENEE BURGER BOWMAN, *Minnesota Chapter, North Central Section*

Just as I received this good news, I also received other good news: I was hired by American Airlines. I am so grateful to each of you for your support.

No one in my family has been a pilot, although they gave me much love and support. In The Ninety-Nines, I have gained confidence that I can do it.

I wrote this en route to Dallas for my first class set.

LAURA SMITH, *Long Island Chapter, New York/New Jersey Section*

It is a surprise and complete delight to once again be selected for an Amelia Earhart Memorial Scholarship. I started flying in 1992. My love of flying has continued to grow as I have progressed in my aviation career.

I hold ATP and CFII certificates and currently fly as a first officer on a Beech 1900 doing on-demand charter. I anticipate going with a regional airline this summer. I have enjoyed Chapter membership with Katahdin Wings, Western New England and Long Island Chapters.

A few years ago I finally added a helicopter rating. I enjoy helicopters so much that I would like to pursue a career as a dual-rated pilot.

ANDREA PECKHAM, *Idaho Chapter, Northwest Section - Certified Flight Instructor*

After high school, I started a position as a production operator for Micron Technology. I was promoted to production trainer and stayed with Micron for seven years. While employed there, I went for an airplane ride as a Father's Day gift with my father and a co-worker.

Airplanes have always fascinated me, and on that day, I decided I was going to be a pilot. Since then, I have decided that I want to fly as a career. I am a full-time junior at Boise State University majoring in marketing, and gradually working toward my career goal bit by bit.

ALISON SALERNO, *Willamette Valley Chapter, Northwest Section - Multiengine*

I obtained my private pilot certificate in 1996 and joined the Willamette Valley Chapter shortly thereafter. With aspirations to work as a commercial pilot, I earned my Instrument rating, Commercial, CFI, CFII and AGI. I am currently employed as a flight instructor at Lane Community College in Eugene, Oregon, and am quickly obtaining the hours required to be competitive for pilot jobs.

The AE scholarship will enable me to diversify my experience and bring me one step closer to my goal. I would like to thank my family, friends and the AE Scholarship Committee for assisting me financially.

KIMBERLEY SPATH, *Aux Plaines Chapter, North Central Section - Commercial*

I have been working for Hewlett-Packard for the past 18 years in various capacities as a systems engineer in the computer business. I live outside Chicago on a lake with two teenage children who love flying in Cubs. I started flying more than five years ago. Since that time, I have pursued and achieved my Private Pilot license, Instrument rating and tailwheel sign-off. I love flying the older airplanes, and have been checked out in various Piper Cubs and Cessnas, including a Cessna 140.

My aviation memberships beside The Ninety-Nines include AOPA, Women in Aviation, Stick and Rudder Flying Club, Vintage Aero and "Babes and Airplanes."

AVASUMPTER, *Houston Chapter, South Central Section - Multiengine*

I have my Instrument rating, Commercial Single and Multi-Engine, CFI-A, A&P license with IA and am working on my CFII. I have a B.S. in professional aeronautics from Embry-Riddle Aeronautical University and am working on a master's in aircraft science. I work as a TFE731 engine mechanic at Garrett Aviation Service.

I serve as the FAA safety counselor co-sponsor and occasional speaker for safety meetings at Montgomery County Airport. I started my aviation writing career by being published in *Woman Pilot* magazine.

I served in the military for 12 years and am presently in the Texas Air National Guard as an avionics technician on the F-16.

RHONDA WEST, *San Luis Obispo Chapter, Southwest Section - Instrument*

My husband and I reside in Templeton, California. I caught the flying bug in 1991. Three years went by before I was a private pilot. In 1994, my flight instructor and two other 99s presented me with a 99s membership as a gift.

I am acting as the San Luis Obispo Chapter secretary, am pursuing my Instrument rating, hope to continue my training and complete my Commercial, ME and CFI ratings.

I have received continued support from fellow 99 members and consider it a privilege to be a part of The 99s organization.

JEANNE GIVEN WILLERTH, *Greater Kansas City Chapter, North Central Section - Instrument*

My mother taught me to fly while I was in college. I have undergraduate and master's degrees in math, and am director of a telecommunications center for a local community college. After a 15-year hiatus from flying, I have completed Wings Phase IV.

I am an advocate for aviation. Through a speaker's bureau, I have many requests to share the story of my niche in aviation's history as part of the first mother, daughter and granddaughter team to race in the Air Race Classic. I thank The 99s for their inspiring support and for the opportunity for a scholarship to work on my Instrument rating.



Past and present AEMS recipients following award presentation and the annual "Parade of Winners." The stories told by past winners were quite inspiring. They ranged from how they became flight instructors and airline captains to owning an airport.

The Katherine Wright Memorial trophy was presented to Athley Gamber, "for her pioneering contributions to the furtherance of aviation through her general aviation business efforts and positive influence on those now involved in aviation." Since 1954, Athley has sustained several businesses exposing many to general aviation, in the face of serious setbacks, including the loss of her husband and partner. She still operates Twin Air, a Bahamas charter service in Fort Lauderdale.



Athley Gamber

Cindy Rusher, Administrative Assistant, stepped up to accept the Award of Merit, accompanied by her daughter Jamie, who gave me a spirited "high-five!" For more than 10 years, Cindy has been the cheerful voice when we call the office for help, as well as the mainstay behind the scenes. Most questions about our operations turn into, "Ask Cindy" because she knows where everything is. And you can hear her smile over the phone. Most members have been affected in one way or another by her cheerful, conscientious determination to be helpful. The spontaneous standing ovation endorsed the Board's choice.



Cindy Rusher

Maybelle Fletcher, Space City Charter Member, received the Award of Achievement. When she married Larry in 1945, she opted for a J-3 Cub instead of a diamond so they could start a flight school. She has been involved in flight instruction ever since and continues as an active



Maybelle Fletcher

AWARDS AND RECOGNITION

BY BEV SHARP

FAA Designated Examiner. She had to reschedule several check rides to come to OKC to accept her award. Maybelle had many adventures as an avid racer. She is now working on developing a four-year Aviation Degree program at the University of Houston.

The President's Award went to Katherine B. "Kate" Macario

whose exemplary aviation career includes aircraft restoration, air racing and airport operation. But that is not why I chose Kate. From my earliest days as a 99, my 49 1/2, Ed, and I have attended as many aviation events as possible,



Kate Macario

large and small and I almost always saw the same little lady with a ready smile, lots of curly hair and a Cessna 195. She turned out to be a dedicated member of the Eastern Pennsylvania Chapter who has been responsible for recruiting hundreds of members and helping many a member through tough times, often anonymously. I've learned first-hand she is ready to help out, whatever the task despite numerous devastating personal hardships. Scores of letters including one from Arlene Feldman, director of FAA Eastern Region, documenting her unconditional generosity graced the scrapbook I presented to her. In my mind, Kate is the epitome of the ultimate 99.

Katherine B. Wright Trophy honoring the sister of Wilbur and Orville Wright is presented by The 99s and the National Aeronautic Association to a woman who has made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time.

Award of Achievement recognizes 99s, Sections or Chapters for making significant contributions to aviation, aviation education, science or history, or to The Ninety-Nines, Inc.

Award of Inspiration is a special recognition from the Board of Directors to an individual, group, organization or agency whose participation, achievements or activities have had a significant impact on The 99s, the world aviation community, or the art and science of aviation or aerospace.

Award of Merit honors nonmembers or organizations making significant contributions to aviation, aviation education, science or history, or to The Ninety-Nines, Inc.

President's Award is given at the discretion of the current President to a deserving 99.



Oklahoma Chapter was recognized for their many hours of volunteer service.

The Award of Inspiration went to the Oklahoma Chapter. Over the last year, these ladies have volunteered more than 1,000 hours of service answering phones, filing, preparing mailings and many other necessary chores, an invaluable aid to our small staff, and especially important during the refurbishing and buildout of the museum. About 20 members were on hand to receive the award accepted by Chairman Phyllis Miller and followed by a rousing chorus of "O-kla-homa!"

THE 99s MUSEUM OF WOMEN PILOTS

Over the last three years we raised more than \$325,000 to build our beautiful museum designed by my friend and colleague C.J. Strawn from the Palms Chapter in California to display all sorts of incredible treasures from nearly a century of contributions to aviation by women pilots.

To keep the museum open so that people from all over the world may view our accomplishments, we must provide a staff person to oversee the collection, to train and schedule volunteer guides, and to change displays as new collections are donated. We have a great resource for scholars, historians and authors, as well as our own membership to use.

If you have not as yet sent a contribution towards this treasure, now is the time. Send a check. Make a pledge. Plan a fund-raiser. Solicit a corporation. Consider a bequest. And help us preserve our history. A tax-deductible gift of \$500 will place your name on our beautiful Wall of Wings and \$1,500 will place your name on an oak cabinet.

—Claire Walters, Fundraising Chairman



Anita Lewis, Chairman
99s Museum of Women Pilots
Board of Trustees

The opening of the museum was wonderful! In the best spirit of 99s generosity, many volunteers stepped forward at the very last minute to ask, "What can I do?" I don't even know their names or what Chapter they belonged to, but to all these people, 49 1/2s included, I say a BIG THANK YOU! Your contributions were tremendous!

This one and only museum in the world dedicated to the exploits, adventures and daring of the women heroines of aviation would not have happened without all of you. When the doors opened for visitors at the annual convention, most were simply overwhelmed by what they saw. I'm sure they didn't expect such a first-class museum!

But this is only the beginning. There are many more stories to be told. The museum is a work-in-progress, a living, working museum where exhibits will be rotated and new collections displayed periodically.

We plan to have exhibits for special events and festivals in the spring or autumn, but not in the Oklahoma summertime.

It was a humbling experience to rub elbows and grease with the greats and the near-greats of this organization. The Board of Trustees of the Museum of Women Pilots is most grateful to have been a part of this wonderful enterprise.

Now, ladies, start your engines!

—Anita Lewis, Chairman
99s Museum of Women Pilots
Board of Trustees



The colorful tents where the dedication ceremony was held are reflected in the windows of the two-story museum/headquarters building.



Following the ribbon-cutting ceremony, volunteer tour guides in period costumes showed people through the museum about 20 at a time.

Like The 99s, AOPA puts a lot of effort into encouraging people to learn to fly. For greater effectiveness, we try to direct our message to the most receptive audiences. In cooperation with NASA, GAMA, EAA and Sporty's Pilot Shop, AOPA commissioned a major research study to develop a better understanding of *likely* future pilots. Some of our findings have particular interest for women involved in aviation.

The respondents to our survey were between the ages of 25 and 60 and from households that fall within the top 10 percent by family income within each state. Those who said they were "very interested in learning to fly" became our "target population." They embraced 10.5 percent of the men in the total sample and 3.7 percent of the women—a total potential target audience of 300,000 women and 900,000 men. That's 1.2 million in all!

If you'll forgive the cliché, you've come a long way since 1945 when a TWA fellow wrote a letter to the ex-WASPs telling them there were no airline pilot jobs for women. He said they could apply for jobs as "air hostesses, assistant station managers, flight control clerks, but the closest thing to a flying job would be that of a Link trainer instructor."

Today about 6 percent of airline pilots are women. Airline new-hires are running about 5 to 6 percent women. The percentage hasn't gone up, but with the current hiring surge, this still means many more women pilots are being hired today. Of some 15,000 pilots the airlines expect to hire this year, about 900 will be women!

"YOU'VE COME A LONG WAY..."

Excerpts from Phil Boyer's speech at dedication ceremony of 99s Museum of Women Pilots

Mathilde Moisant, Harriet Quimby and many other early ones were true trailblazers. And another trailblazer took off today and is at this moment orbiting the earth. That's Colonel Eileen Collins commanding the crew of STS-93 on a five-day mission aboard Space Shuttle Columbia.

It's been a pleasure for me to speak again to all you women pilots. Let me know if there is anything we can do to help you. Since we have offices right next door, you always know where to find us.



Phil Boyer, president of AOPA



About 400 people gathered in the shade of the huge tents to hear Phil Boyer speak, to witness the ribbon-cutting and watch Oklahoma Native American Fancy Dancers.

SOME OF THE AOPA SURVEY RESULTS

- Women targets are most numerous in the 30-39-year age bracket (33%) and those in the 40-49-year bracket are close to that level (31%).
- Both male and female targets are more likely to be single or divorced than non-targets of the same age and income levels. Forty-two percent of women targets and 37 percent of the men fall into the single/divorced category.
- When asked if they were likely to begin flight training within five years, nearly half in each gender group said yes.
- Among this affluent population between 25 and 60 who say they are very interested in learning to fly, half say the main reason they haven't yet begun flight training is because of lack of time, while one-third cite lack of disposable income as the reason. The men were more likely to blame lack of time and the women time and money equally.
- When prompted to volunteer their reasons for wanting to learn to fly, women and men ranked five general reasons in the same order: fun; "I've

always wanted to"; for adventure; for transportation; and for career advancement.

• When characterizing their reasons for wanting to fly as primarily "practical" or "romantic," the women came down on the side of practicality, with 49 percent of them saying the practical aspects of flying were more important to them, while the same percentage of men gave precedence to the romantic aspects. Three out of four target respondents, when asked what they would consider "very important" about flying replied "for the pure enjoyment" of it.

Interestingly, the percentages of women vs. men citing pure enjoyment, personal travel and business travel as very important reasons to fly were about equal. But among those citing "career aims," the men's percentage is almost double that of the women.

This suggests that many women have not yet absorbed the lesson of The 99s: that women today can build careers in aviation—as pilots or in any other role they want to play.

CONFERENCE 2000: SAN DIEGO

BY KELLI GANT, Bay Cities Chapter

Convention attendees were the recipients of a really spectacular treat at the Saturday night banquet. All of a sudden, the lights went out and a "flying saucer" slowly rose from one corner of the room. To the tune of familiar "space-type" music, the silver ship with blinking red lights and small propellers hovered over the heads of the startled diners.

The surprise high-tech presentation was the production of Pat and Bill Thomas, Santa Paula Chapter, who had used their persuasive talents to arrange for the ship's donation by Hystar of Vancouver, B.C. for the event. Not only did they get the ship donated, a technician was flown to OKC, a smoke machine was rented—and they coordinated the lighting, the music and wrote the script! It was awesome!

Donna Shirley, NASA's Mars project coordinator, who managed the team that built the Sojourner micro rover which landed on Mars on July 4, 1997, read an invitation to the guests:

"Continue this flight to the 21st Century by planning now to attend The 99s International Conference in San Diego from July 12 to 16.

The conference center will be the beautiful Double Tree Hotel in Mission Valley, across the street from a light rail station with connections to downtown San Diego, shopping centers and Tijuana."



**July 12-16 2000
THE NINETY-NINES
INTERNATIONAL
CONFERENCE**

San Diego, California.

Hosted by
the Southwest Section.
For more information,
contact Susan Larson at
408-274-9152
fax 408-274-9182,
or e-mail
susanlarson@compuserve.com



Chairman Susan Larson and Pat Thomas watch as Donna Shirley reads invitation to Conference 2000 delivered by a HYSTAR spaceship.

The conference also includes a reception at the Aerospace Museum, a Super Seminar Series on Saturday—and a gala banquet for the Amelia Earhart Scholarship winners on Friday evening — a switch from the usual luncheon awards presentation.

And that is just the "short list" of activities planned for this millennium event. It's going to be a blast! As Kim Ernst wrote in the Fullerton Chapter's newsletter: "If this is the prelim, can't wait to see what the rest of the convention has in store for us." So you better be there. The January-February issue will carry more details.

ABOUT THE SPACESHIP

The spaceship is from HYSTAR Show Products in Vancouver, Canada. Operator Rodney Hammerstrom is also from Vancouver. The owner is George Ninkovich, president and director of HYSTAR Aerospace Corp. The 99s are grateful for his tremendous support of the Southwest Section's promotion of the San Diego 2000 International Conference.

Mr. Ninkovich was the first business person to recognize the potential of commercial helicopter logging in Canada. As a result of his heli-

logging operations, he recognized the need for a vertical heavy-lift airship capable of economically lifting large, heavy cargo beyond the capability of helicopters. He formed HYSTAR Aerospace Corp. and was a co-inventor of a number of unique patents for airship design, such as the HYSTAR.

Indoor HYSTARS have flown more than 10,000 performances in venues from superdomes to small theaters, astonishing audiences around the world.



AMELIA EARHART BIRTHPLACE MUSEUM

BY MARILYN COPELAND, Chairman

Tax deductible contributions for AEBM may be sent to Marilyn Copeland, 117 S.W. Winterpark Lane, Lee's Summit, MO 64081; or to AEBM, PO Box 128, Atchison, KS 66002.

This year's Amelia Earhart Festival held July 24 and 25 was another great success. More than 900 persons visited the Amelia Earhart Birthplace Museum open house during the day and the VIP/ Reception buffet in the evening, which was sponsored by the Exchange Bank of Atchison. Moya Lear from Reno, Nevada, was honored with the Pioneering Award.

As darkness fell, the Amelia Earhart Memorial Bridge, outlined with fiber optics and tall searchlights, beamed into a perfect summer sky. A band concert preceded an incredible display of fireworks shooting over the Missouri River choreographed to music. The drama of the shimmering lights on the river with the music provided a magnificent grand finale.

Visitors were delighted with the new exhibits and displays, especially the new kiosk containing information about AE, the museum and The 99s.

Amelia's childhood bedroom has been recently

furnished and was another favorite display area. The recent addition of replicas of turn-of-the-century light fixtures now highlight the displays and furnish soft lighting for the exterior of the museum.

A new ornate railing constructed of poplar wood, a major exterior enhancement hand-crafted by John Aubrey, was installed previous to the AE Festival. More on this project next month.

Recently received gifts include:

- An antique collection of 20 books, grandfather Earhart's daily log and other Earhart history books from Dale and Barbara Earhart.
- More than 200 aviation books, some first editions, from Eleanor Friede.
- Six classic turn-of-the-century books, including McGuffey's Second Eclectic Reader, Longfellow, Holmes and Ben Franklin from Gene Nora Jessen.
- An antique settee for the entrance hall and an antique fainting couch for the second floor hall were purchased with money contributed by all of our 99 friends.

RECENT CONTRIBUTIONS FOR THE AEBM INCLUDE:

\$2,500+ - Ladd and Karen Seaberg
\$500+ - North Central & South Central Section Meeting Auction
\$250 - Cape Girardeau Area Chapter, Jim Taylor and Marilyn Copeland
\$99+ - Lake Tahoe Chapter, North Central Section, Eleanor Todd, Jody McCarrell, Helen Holbird, Helen W. Snapp (WASP) and Nancy Miller

Other contributions came from the Three Rivers and Central New York Chapters, Carole DePue (honoring Marty Lawson Volkmener, WASP); Patricia Jayne Keefer and Arthur Andersen



Antique fainting couch purchased with money contributed by 99s.

BRICK ORDER FORM

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

Make checks payable to AEBM.

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

Please letter bricks as follows: Limit is three lines per brick, 13 characters per line (including spaces). Please type or print very clearly.

EAA/AIRVENTURE OSHKOSH

BY RITA ADAMS, Coordinator

The new Future Woman Pilot category of membership was received with great enthusiasm by aspiring pilots who visited The 99s tent. We signed up 10 FWPs and almost 70 prospective ones! We also took applications from 20 new 99s and 7 reinstate-

ments—and made contacts with 52 prospective 99s!

The presence of President Beverley Sharp and Directors Mardell Haskins and Mary Wunder was a tremendous asset to our tent.

Eight plane-loads of 99s and 49 1/2s from Alaska stopped by several times to share their adventures. We also welcomed a group of 99s from Australia and some from Canada, England, Germany, New Zealand, Saudi Arabia, Switzerland—and from all parts of the United States for a total of 223 visitors.

A casual "Get-together at the Tent" with juice and muffins on both Friday and Sunday mornings provided time for camaraderie and hangar flying.

My thanks to all the volunteers and to my great assistant, Loretta Sincora. Happy flying to all and I look forward to seeing many of you at Oshkosh in 2000.



Nancy Ahlers of North Jersey Chapter pinning new 99 Margie Giering for Long Island Chapter.



Rita Adams (second from left) with Alaska 99s placing their pins on map at 99s tent at Oshkosh.

LETTERS

KUDOS on the outstanding Special Issue of 99 NEWS. What a wonderful collection of our history of 70 years. All articles were outstanding and the two by Gene Nora Jessen are to be treasured.

Also notable was the time-line of our past International Presidents, convention sites and events during the year.

As International Historian, I will cherish this fine edition and take great pride in the organization to which I am privileged to belong. —Virginia Sutherland

THANK YOU for devoting a page to my early flying days in this July/August issue of the 99 NEWS. As

I read it again, it certainly brings back a host of wonderful memories.

I enjoyed this issue as well as the Special Commemorative Issue. Good job! —Onita Winfrey
Pikes Peak Chapter

ABSOLUTELY LOVED the Special Issue about the 1929 Race! Many thanks. —Peggy Borek
Albuquerque Chapter

CONGRATULATIONS on this most recent publication of the 99 News! Being keenly interested in the history and background of Canadian women in aviation, I devoured this Special Issue from cover to cover. Over the 30 years I have been a member of First Canadian Chapter,

there have been several 99s magazines that I have kept and enjoyed over and over again. This one is definitely a KEEPER! Thank you.

—Shirley Allen
First Canadian Chapter

AN ARTICLE in the July-August issue about the combined NC/SC Spring Section Meeting was incorrect. There were four chapters that co-hosted this Section meeting. Cape Girardeau Area Chapter and Central Illinois Chapter were also two of the hosts. The sentence, "A highlight of the meeting was an auction of donated items to raise money for the 99s Museum of Women Pilots at Headquarters" should have read "to raise money for the Amelia

Earhart Birthplace Museum, the Amelia Earhart Memorial Scholarship Fund and the 99s Museum of Women Pilots," all of which shared equally in the proceeds.

—Lois Feigenbaum, Chairman,
Cape Girardeau Area Chapter

TWO UNFORTUNATE errors occurred on page 7 of our Special Issue. The airplane Linda Finch flew around the world was an Electra. And the woman in the center of the photograph with Captain Angela Masson and Dr. Chiaki Mukai is Rikako Carpenter of the Far East Section. Members of the Publication Committee apologize for any confusion this may have caused.

I was invited to Cocoa Beach, Florida, to witness another historic launch. To me and some of the other invited guests who were meeting me there, this seemed even more important than man's first steps on the moon because this shuttle flight was the first to be commanded by a woman, Eileen Collins, a member of the South Central Section.

By now, many women have flown aboard space shuttles and have contributed greatly to the success of the space program, but none have commanded a mission. Some—such as Sally Ride, Mae Jamison and Ellen Ochoa—were there to watch this launch.

Lt. Col. Eileen Collins had already made history by becoming the first female shuttle pilot rendezvousing with the MIR space station in 1995 and docking with it on a 1997 mission. But a shuttle pilot is really a copilot, flying second-in-command. This time, Eileen was to be in charge of a challenging night launch and night landing.

Eileen has always said she would not have gotten where she is without the pioneering efforts of women aviators who have gone before her. Those women had to overcome the prejudice at the time that flying was a man's job. Eileen has highlighted the achievements of these women by inviting some of them to her previous two shuttle launches.

On hand to witness this launch were seven members of the Mercury 13, women pilots who in the early 1960s had undergone the same grueling medical tests as the male Mercury astronauts, often scoring far better than the men did. Their hopes of joining the corps of astronauts were dashed, however, when NASA put them in a "Catch 22" position. But that's another story. Since we live all across the country, it is a rare occasion for us to gather together at one time. (We are still getting to know each other because our tests were taken either singly or in twos.)

Seven Mercury 13 members were invited to a party hosted by Eileen's husband, Patrick, and Bridget, their young daughter. Patrick chat-



ANOTHER GIANT LEAP...

BY WALLY FUNK, *Dallas Chapter*

ted animatedly with the assembled group of family and friends, but behind his eyes one could sense the tension he was feeling, knowing that his wife would soon be riding an immense pillar of flame.

Bridget was too young to feel this. She knew her mother was going into space, but to her, it was more like a storybook affair. She enjoyed playing with the women pilots whose achievements stretched from the early part of the century to present day test pilots, some who had begun their careers flying with Eileen.

Following the party, NASA treated us to a great tour. Seeing Columbia on the launch pad was a thrilling experience. The bus took us so close we almost felt as if we could touch the shuttle. It looked unreal.

Columbia has been flying for 18 years. It has the biggest engines and can carry the biggest payload. We were given a special flight briefing and an in-house tour less than 12 hours before the launch began.

We arrived at the space center at sunset. NASA buses took us to a site at Banana Creek next to the large Saturn Five exhibit building, the best viewing site with a wide expanse of water between us and the launch pads. Columbia was brightly lit in the glare of spotlights reaching out far beyond the pad and into the deep starlit night.

By the water's edge were

Continued on page 18



"When I was a child, I dreamed about space – I admired pilots, astronauts, and I've admired explorers of all kinds. It was only a dream that I would someday be one of them. It is my hope that all children 'boys and girls' will see this mission and be inspired to reach for their dreams, because dreams do come true!"

—Eileen Collins

CHARTING A NEW COURSE FOR WOMEN

Air Force Col. Eileen Collins charted a new course for women when she slid into the front left seat of the Columbia Space Shuttle as commander. She was responsible for delivering NASA's 24-ton, \$1.5 billion Chandra X-ray Observatory, the heaviest and one of the priciest shuttle payloads ever. Actually, the price tag for the entire Chandra project, from development through five years of orbital operation, is \$2.8 billion. That's a lot of responsibility!

Of NASA's current 118 astronauts, 29 are women. Of NASA's 40 shuttle pilots, three are women. It was the first time in 95 space shuttle launches—126 counting Mercury, Gemini, Apollo and Skylab—that a woman was at the helm—"part of an evolutionary change," says Eileen.

"There are a lot of young girls who need to see Eileen in the commander's seat achieving her dreams," says Air Force Lt. Col. Catherine "Cady" Coleman, a member of Eileen's crew. "Not so they can all be astronauts, but so they can realize they can achieve their dreams if they work for them."

Eileen has logged more than 5,000 hours in 30 types of aircraft. She graduated from Syracuse University with a bachelor's degree in math and economics in 1978, the same year NASA accepted its first female astronauts. With her sights on space, she trained as an Air Force pilot, then served as a T-38 and C-141 instructor pilot, then taught math and instructed T-41 pilots at the U.S. Air Force Academy.



Seven of the Mercury 13 members—Rhea Woltman, Jerrie Cobb, Wally Funk, Sarah Ratley, Jerri Truhill, Jane Hart and B. Steadman—wait for launch by the countdown clock.

sets of bleachers filled with people connected to the mission—contractors, employees and friends of the crew. All of us stared at the gleaming shuttle pad and the countdown clocks. A festive, party-like atmosphere made us feel as if Columbia could be launched by the crowd's collective willpower alone.

Dan Goldin, NASA Administrator, and a number of astronauts in flight suits also joined the crowd. The more experienced astronauts were relaxed and chatty, while the newest astronauts, those who had not flown, were there to see their first launch. They were as excited as all the WASPs, 99s and Women in Aviation members there to witness history in the making.

The countdown proceeded smoothly, and an excited murmur could be heard as the clocks clicked into the last minute. The lights at the viewing site were turned off and Columbia was left to shine alone against the bright stars. The countdown reached 10 seconds. The expectant crowd began to count out the numbers: nine... eight... seven... six. They reached five, but the clock did not.

A dismayed groan emerged from the crowd as the clock stopped. A small cloud of misty vapor hovered into the spotlight around the pad. Columbia did not move. The crowd fell silent, listening intently to

the voices of Mission Control as they talked with the crew. Finally, the word came down that the launch had been scrubbed for that evening.

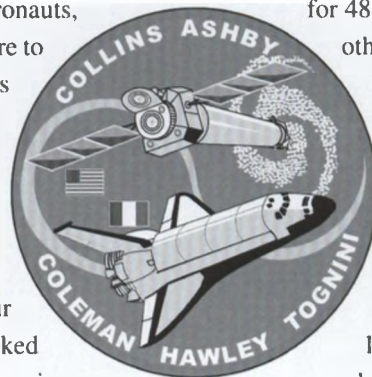
Disappointed, we all made our way back to the buses and cars. Within a couple of hours, we learned a faulty sensor had read a dangerous hydrogen buildup in the engines and canceled the launch. Columbia could have launched after all.

Another launch could not be attempted for 48 hours, and if it did not lift off then, other pressures on the turn-around for shuttle flights might mean that STS-93 would not fly for weeks.

We returned to our hotel at 3 a.m. After much-needed sleep, Jerrie Cobb, Janey Hart, Sarah Ratley, B. Steadman, Jerri Truhill, Rhea Woltman and I—all Mercury 13 members—had a good pow-wow exchanging our feelings and memories of good times.

On the next launch attempt, the day Mercury spacecraft Liberty Bell Seven was finally brought back to the Cape, we caught the bus again back to the bleachers. NASA stated there was zero chance of weather affecting the launch. They were ready to go.

For this attempt, First Lady Hilary Clinton joined Mr. Goldin in the crowd. She shook hands with Jerrie Cobb and expressed her support for



"There are more opportunities for women now, opening up new fields in military flying and flying in general. What we really need is for more women to get interested in the field now that opportunities are out there. Let them know that they too could do this someday, if they would like to." —Eileen Collins

Eileen. "Eileen is not just an inspiration to girls who want to be astronauts," said B Steadman. "She is an inspiration to girls wanting to be pilots, engineers or any other field of aviation." And I added, "For the future, I see more women pilots being trained and flown in far greater numbers. It's about time NASA flew Eileen, for she has meticulously worked on this mission and knows everything about every component."

As before, excitement grew as the clock reached five minutes with no technical problems. Suddenly green and purple lightning started flickering ominously close to the Cape. A thunderstorm had unexpectedly come alive in the humid air and NASA had to scrub the mission again.

Well, we were all very disappointed but safety is uppermost in any good pilot's mind. So back we went to our hotels. The disappointment was even more intense for me and some of the others who had to leave, not knowing when the next launch would be able to be made.

Fortunately, NASA struck a deal with the Air Force. They were planning to launch a rocket from the Cape, but NASA persuaded them to delay that launch one day which bought Eileen and her crew one absolutely final chance to lift off 24 hours later.

Of the Mercury 13 group, Jerrie, B and Janey were the only ones able to stay to watch the launch. For this attempt, the weather held. It was reported to me that the countdown was smooth and night became day as the solid rocket boosters ignited, lighting up the sky and the excited faces of those who had worked so hard to make this happen.

A bright plume of steam enveloped the launch pad and Columbia emerged from a pillar of flame, streaking into the night sky. Eerily, this happened in silence, as the group watched Eileen arc higher and higher, boosters separating and falling away from the shuttle. "It all happened so fast!" they told me.

I did, however, get to see Eileen fly the shuttle—just from a much further distance! As Columbia re-entered the atmosphere and headed for a landing, we picked up her golden-white streak as it crossed the sky right over Dallas-Fort Worth airport near my

home. It was as though I could reach out and touch her. Most streets and backyards were full of folks watching this great event. We were yelling, "Go, girl, go!"

I talked to Eileen about the flight after she got back home. She said that when I saw her she was at approximately 80,000 feet (AGL) speeding along at Mach 10! That's about 8,000 to 9,000 mph! Just 16 minutes later, she landed back at the Cape.

Eileen said she had tons of work to do while she was in orbit, and has a lot to do now that she is back on Earth. I mentioned that her landing was the smoothest I had observed.

Her comment about her new place in history was: "There are more opportunities for women now, opening up new fields in military flying and flying in general. What we really need is for more women to get interested in the field now that opportunities are out there. Let them know that they too could do this someday, if they would like to."

The 99s Museum of Women Pilots was opened and dedicated on July 23, 1999. It was very appropriate that the launch date for the first woman shuttle commander, Eileen Collins, and the launch date for the museum will forever be the same. It wasn't planned that way but sometimes fate steps in and creates serendipity.



Wally Funk by Mercury spacecraft

"I'm still as excited on this third flight as I was on her first," Eileen's sister told us, "but without that sense of nervousness that I had the first time. Eileen makes it look so easy."

—Wally Funk

PHOTO COURTESY OF NATIONAL AERONAUTICS AND SPACE ADMINISTRATION



Col. Eileen Collins going through checklist on flight deck of Columbia shuttle.

99s AND THE GIRL SCOUTS

Phoenix Chapter holds week-long AvCamp

BY STACY HOWARD

Our Chapter held its first Girl Scout Aviation Camp June 20-26 in Prescott, Arizona. Twelve Girl Scouts stayed at a camp owned by the Arizona Cactus Pine Girl Scout Council. A van brought us into Prescott daily.

Prescott is also the home of Embry-Riddle Aeronautical University. ERAU helped us with classroom space, instructors, volunteer students, tours of their wind tunnels, flight line, tabletop and 727 full-motion simulators.

When Terry Ekin and I arrived at the Willow Springs Camp, we set up shop in the "Long House." We placed signs outside to designate the Briefing and Operations rooms. When Kitty Pope arrived in the evening with her daughter Christina, we prepared for our introductory session by positioning aviation posters, VCR/TV, simulator, projection screen and other equipment. June Barnes brought a supply of books and magazines for the Girl Scouts to enjoy during their free time.

We role-played with our Chapter's model airport and headsets and other props, watched films about the WASPs and Amelia Earhart, and built model airplanes.



Stacy Howard showing Cadette and Senior Girl Scouts from Arizona Cactus-Pine Council the workings of an aircraft at Embry-Riddle Aeronautical University in Prescott, Arizona.

During our Get-Acquainted session, nine girls and three counselors completed questionnaires about one another, made name badges, received flight bags and notebooks donated by American Airlines and viewed the EAA video, *Young Eagle*.

Sherlyn Halloran and Tanna Romberg arrived Monday morning. Sherlyn conducted a wonderful ground school session on aerodynamics and instruments. Then we had some paper airplane races and began construction of colorful tissue paper hot air balloons. Kitty delivered an informative session on aircraft engineering.

Tuesday we headed for the airport where Gladys Morrison gave us a tour of her flight school, North-Aire, where the girls had their first opportunity to sit in an aircraft. America West Express took us on board their Beech 1900 and the girls had fun sending their flight bags through the security point.

After Sherry Parshley told us about her job handling financial decisions for America West, we headed to the airport administration office for lunch with our guest speaker, corporate pilot Martha Morris. An overview of airport operations was provided by manager Rick Severson and his staff.

The EAA Prescott Chapter provided a hands-on class in aircraft rib construction and riveting and we handled and viewed more aircraft, including an RV6, C-177 Cardinal, a two-thirds scale P51 Mustang, a Stearman and a Lancaire.

Wednesday and Thursday were spent with Debbie Harvey at Embry-Riddle Aeronautical University, FAA Flight Service and FAA Air Traffic Control where our campers learned about flight planning, charting and plotting, airport traffic patterns, wind tunnel testing, accident investigation and took turns flying computerized flight simulators. Prospective 99 Jeanne Combo was on hand to take photos.

On Friday we stopped in at the hospital where Medivare let us climb aboard their new Aerospeciale helicopter. We returned to the airport to visit the National Forest Service District Office and climb into their specially equipped Neptune. This is the only aircraft I know of that has both propellers and turbines.

Evenings and afternoons were spent with guest speakers Captain Holly Nagey and maintenance supervisor Allison Arendsee from Southwest Airlines. We role-played with our Chapter's model airport and headsets and other props, watched films about the WASPs and Amelia Earhart, and built model airplanes. We also worked on team-building with physical workouts on the camp ropes and challenge course.

Conditions were never favorable enough for us to launch our own balloons, but girls who rose early

continued next page

enough on Saturday were treated to a mass ascent of 25 hot air balloons from Mountain View Park in Prescott Valley.

The girls took home materials from AOPA; America West Airlines; Southwest Airlines; The 99s; Women in Aviation, International; Professional Aviation Maintenance Association; the FAA; and more.

Thanks to the efforts of all The 99s who volun-

teered their time to assure the success of AvCamp and to Molly Gentry, Dottie Helgeson and Cara Moss who attended planning sessions and helped find speakers and materials, this was a great big success.

Our special thanks to Debbie Harvey at Embry-Riddle Aeronautical University for inviting us to their beautiful campus and arranging student and instructor volunteers to help us.

NASA Dryden hosts Antelope Valley members

BY CONCHA TRIPPENSEE

About a week before the scheduled July 20 Columbia Space Shuttle flight, Fred Brown of NASA Dryden at Edwards Air Force Base invited some 99s to watch the lift-off via television with a group of Girl Scouts from Joshua Tree Council. The reason for all this hospitality was the fact that Col. Eileen Collins was going to command the mission, the first woman to do so. Our own Chapter member Pam Melroy will make her journey into space in a few months.

FloraBelle Reece, Patricia McDuffee and I arranged to be at NASA at 8:30 p.m. to talk with the girls and watch the blast-off at 9:36 p.m. PDT. We were warmly greeted by NASA employees, including our friend Catherine Dwight, who has been interning there.

We watched a short video explaining what NASA is doing, then were taken on a tour. In their large hangar we saw a number of planes they use in testing, including the F-15, F-16, T-38, King Air and an early lifting body nicknamed "The Flying Bath-

tub." We returned to the meeting room and listened with the Girl Scouts as Kim Enochs, an aero engineer, and Karen Richards, a technician, told about the requirements for being an astronaut. This included being a U.S. citizen, possessing a college degree and having been through test pilot school.

We had a chance to tell the girls about some of our flying experience. FloraBelle spoke of being a WASP in WWII and I told them about the Young Eagles program and the Palms to Pines Race we entered a few years ago. We answered questions like "Do kids get scared or sick when flying in your airplane?" and "Does your plane have a bathroom?"

About 10 minutes before the scheduled liftoff, we began watching the big screen. Mrs. Clinton, Chelsea and the U.S. Women's Soccer Team were among those watching at Cape Canaveral. This was to be a big night for women! At T minus 6 minutes, the countdown was halted because a sensor showed a possible malfunction of the hydrogen system.

We were all disappointed, of course (and the problem was later shown to be with the indicator), but we agreed that we would prefer that mission directors err on the side of caution. It also provided another lesson for the Girl Scouts about how things sometimes do not go smoothly, but we just keep trying.



Girl Scouts waiting for liftoff as they watch NASA Dryden's big screen at Edwards Air Force Base in California.

Greater Pittsburgh Chapter Sponsors Aviation Day

BY SUSAN THOMAS

Our Chapter, along with the Butler County Airport Authority, Butler County Airport Aviation Association and some local businesses, sponsored a very special and successful May Day for the Girl Scouts of Mars, Pennsylvania. On May 1, girls of all ages gathered at the airport in anticipation of learning about many aspects of aviation.

We began with an introduction about what makes airplanes fly. Slides and videos were presented by Sue Dederer, our event coordinator. Then the girls broke into five groups and visited five stations, where they (1) toured a static display of single engine aircraft, both high and low wing and a pre-flight; (2) toured a LifeFlight emergency transport helicopter; (3) hopped aboard a corporate jet where they talked to the pilot about his duties; (4) built a simple glider and flew it; and (5) watched a demonstration of motorized model airplanes by the local model airplane club.

After lunch, the older girls watched a flight shuttle launch and mission and attended a panel discussion where five women presented information on careers in aviation. Many of these girls had never been to a local airport or seen an airplane up close, so the highlight of the day was the free airplane rides provided by local pilots.

All girls received an Aviation Day participation patch. The event was reported in the local newspaper, *The Cranberry Journal*.

AIR RACES...

Flying the Air Race Classic

BY CHRISTINE GARDY, Austin Chapter

"There were some very knowledgeable, inspirational women in this race. They were proud of us first-timers for finishing the race—even though we did not place."

The women pilots who flew in the Powder Puff Derby years ago all wore matching dresses, gloves, hats and shoes. Although this isn't the case anymore, women continue to participate with great gusto in the ultimate cross-country event: the Air Race Classic.

The race this year stretched over about 2,500 nm of our great and beautiful country. I piloted our Cessna 172 XP (Classic No. 25) taking turns with my sister Michelle on every other leg. Our former instructor and mother, Suzie Azar, was our navigator (along with the handy GPS) and copilot.

The ARC started in El Paso, Texas (where I grew up), two hours late due to a low cloud layer. This didn't make too much difference to the bigger, faster airplanes, but it did affect the 172s and 182s later in the day.

Airplanes are handicapped by size and weight. This means that size does not really matter if you can fly straight enough and don't have bad weather conditions. We were also required to fly visual flight

rules (VFR). The first stop (or fly-by, if your aircraft could carry enough fuel to continue to the next airport) was San Angelo, Texas.

Fortunately, San Angelo has the Flight Service Station for much of Texas and we were given an up-to-the-second accurate briefing. Some of the newer pilots felt that the weather ahead of them was too severe to go on. They stayed the first night in San Angelo. We continued onward to our next stop in Ada, Oklahoma, where we decided to stay due to rainy, misty weather and time constraints.

The rule is: You must do your fly-by by official sunset or you are out. The next morning we were held up for quite a while by a front that challenged us the next day as well and we were only able to get one leg of the race completed—Kaiser, Missouri, on Lake of the Ozarks.

"Rain, rain, go away" was one of the little songs we heard several of our competitors chanting. We were able to get two legs in on the third day—Albertus, Illinois, and Seymour, Indiana. At this point, five planes had dropped out. Although we had four legs left and one day to do them, we were determined to finish the race.

The next morning we had to wait for the fog to lift to 1,000 feet and then we were off to Howell, Michigan, and to the gorgeous waterfront airport at Toronto, Ontario, Canada. We continued on to Perry, New York, and finally to the terminus at Willoughby, Ohio/Lost Nations Airport.

This was an educational trip full of excitement and great landings. We each had tasks throughout the trip based on where we thought we needed more experience in order to be safer, more competent pilots.

There were some very knowledgeable, inspirational women in this race, such as Marilyn Copeland, Margaret Ringenberg, Lois Feigenbaum and Genie Rae O'Kelly. They were proud of us first-timers for finishing the race—even though we did not place. Donna Moore and Pam Sprang, Women With Wings Chapter, won the Mary Pearson Award for being the best first-timers without a weather service in this year's Air Race Classic. They finished 20th overall.

Flying over the bountiful farmlands of the Midwest helped me understand the American dream a little better and enhanced my love for our country. I am very grateful that I have the privilege and opportunity to fly.



ARC 5th place racing grandmothers: Marilyn Copeland, Lois Feigenbaum, Margaret Ringenberg.

The Marion Jayne Air Race

BY ONITA WINFREY, Pikes Peak Chapter

Clancey Maloney, a CFI, is a technical editor for a contractor in Los Alamos, New Mexico, and Col. Kelly Hamilton, also a CFI, is first officer for Aloha Airlines in Honolulu, Hawaii. Although Clancey and Kelly have flown for years and been friends for years, flying in the Marian Jaynes Air Race was the first time they had flown together. It was their first race and they were flying a different airplane—a Cutlass. So this was an entirely new experience for each of them!

The two days before the race, June 5 and 6, were reserved for establishing handicaps and learning the rules. The pilot from the New Mexico State Aeronautics Department who was scheduled to present the Mountain Flying Program cancelled. So inasmuch as Clancey had presented the Mountain Flying Program in Colorado many times, Kelly volunteered her friend for the job.

On June 7 at 7 a.m., the planes began to take off from Gallup, New Mexico, headed for Bloomington, Indiana. Flights were scheduled one minute apart.



Clancey Maloney at Los Alamos, New Mexico Airport.

Engines were started on cue, five airplanes at a time. Run-ups were done on the taxiway. Two airplanes were lined up on the runway for a race-horse start, faster planes first.

Hospitality along the way was a special joy. The



Winners of the 5th annual Marion Jayne Air Race are Ken Johnson and Dan Reed, 1st Place; Charlie Horton and 99 Melody Dougherty, 2nd Place; Greg Marshall and 99 Mary Rawlings (not pictured), 3rd Place; Susan Collier and 99 Nancy Toon, 4th Place; and Perry Null and son Jason, 5th Place.

Kiwanis Club at Hereford, Texas, served hamburgers and presented "Hereford Hustlers" baseball hats and football jerseys to all the pilots. At Kirksville, Missouri, reporters from the TV station were there for interviews. They brought cold drinks and doughnuts. At Bloomington, they were met by Dan and Cathie Fugiel, parents of Jenn Fugiel, our "adopted" cadet when she was stationed at the Air Force Academy near Colorado Springs. Kelly had commissioned her.

Bloomington seemed like home to Clancey who had lived there with her husband Jack for five years. A cheerful line crew toting big bottles of cold water greeted them. There was a big hangar party sponsored by Susan Collier and Nancy Toon, last year's winners.

The next day, prizes and trophies were distributed at a big banquet. Although Clancey and Kelly came in last, they were presented the "Encouragement Award."

"Coming in last was the most fun we ever had," Clancey said. "In fact, I have the bug to buy an airplane." Kelly was just as enthusiastic and both are eager to fly the race again.

Okie Derby BY MARGIE RICHISON, Oklahoma Chapter



Okie Derby winners Margie Richison (pilot) and Sherry LeMaster (copilot)

The 21st annual Okie Derby sponsored by the Oklahoma Chapter was held at Wiley Post Airport in Oklahoma City, August 21. This has become the world's largest air proficiency rally.

Thirty-seven planes flew in Friday for impoundment before the race. The course is secret until the pilot briefing that evening. Then the pilots begin calculating their fuel and time estimates for the 220 sm race.

Morning rain delayed the race two hours and one unidentified pilot flew the course backwards, probably due to all the excitement.

99s Margie Richison and Sherry LeMaster won 1st Place, Best 99, Best Fuel Estimate and Best Oklahoma Pilots Association. Their fuel estimate was within .10 gallons and their time was 45 seconds off what they predicted. Other 99s winners were Gladys McCaslin (4th) and Jan Perry (6th).

Some of the other air races that 99s participated in during the year were the Palms to Pines, the Hayward-Bakersfield-Laughlin Air Race, Kentucky Catbird 500 Air Rally, Michigan SMALL Rally, Indiana Dunes Air Rally, Arizona Sundance, Buckeye Air Rally, Valley Air Derby, San Luis Obispo Derby, Sunflower Derby, Great Southern Air Race, Illinines Air Derby, the 30th Kachina Air Rally, and the Garden State 300.

In addition, The 99s support and assist the National Intercollegiate Flying Association (NIFA) which gives college students a chance to compete in various competitions.

The Australian 99s had a two-week flying adventure—the Mobil Outback Air Race—to raise funds for the Royal Flying Doctor Service in which 35 teams flew the 2,256 mile course.

The New Zealand Section has an Airwomen's Association Annual Rally Competition which includes aerobatics; and the German Section has organized the Elly-Beinhorn Trophy Rally.

Of the 94 pilots who entered the Great Hawaiian Air Race, 18 were 99s. Sunken ships, lighthouses and piers were among the checkpoints.

MEMBERSHIP

Welcome these 150 women to The Ninety-Nines

REACH OUT TO A YOUNG PILOT

How do we get more young people into aviation? One way is by reaching out and taking a young person of junior high or high school age up flying with you. We all know that once you fly, you're hooked, so all it may take is this one contact.

Think of a young person you know who either needs a challenge or a goal. Arrange with their parents or guardians to introduce them to the world of flight. You *can* make a difference in their lives.

One of my best students was a young man who didn't do very well in school because he lacked focus—and aviation was just the thing he needed to move him in the right direction.

—Bonita Ades
Colorado Chapter

NINETY-NINES MISSION STATEMENT

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

Dorothy Albinger, *Greater Seattle* • April Allen, *New Zealand* • Pamela Allen-Smith, *Coyote Country* • Gail Allinson, *Southwest Section* • Bobby Altman, *Eastern New England* • Angela Aman, *Florida Suncoast* • Marcia Angermann, *Eastern Pennsylvania* • Judie Armington, *Washington DC* • Karen Avra, *North Central Section* • Marti Bachman, *Northwest Section* • Sharon Bailey, *Three Rivers* • Lisa Balch, *Northern New England* • Dorothe Balija, *Inland Empire* • Kimberly Beckwith, *Florida Suncoast* • Mora Booth-Miller, *Florida Goldcoast* • Lori Brand, *Northwest Section* • Frances Bruun-Andersen, *Santa Barbara* • Marilee Cardinal, *Delaware* • Suzanne Casey, *Southwest Section* • Eleanor Casson, *British Columbia* • Kathleen Chamberlain, *Greater Detroit Area* • Amanda Chesley, *Oklahoma* • Linda Christine, *Southwest Section* • Audra Clark, *Northwest Section* • Myrna Collins, *Iowa* • Julie Compton, *Eastern Pennsylvania* • Valerie Cottle, *Utah* • Maggie Cotton, *Southwest Section* • Sarah Davis, *Oklahoma* • Rita DeBeer, *Florida Suncoast* • Bobara DeCaulp, *Oklahoma* • Kama Denney, *Santa Rosa* • Meline Dion, *Monterey Bay* • Bobbi Doorenbos, *Iowa* • Dorothy Erickson, *Sacramento Valley* • Terri Ewing, *Florida Spaceport* • Catherine Farrell, *Eastern Pennsylvania* • Sarah Flanagan, *Lake Charles* • Marcia Forcey, *Indiana Dunes* • Barbara Foster, *North Jersey* • Clare Gesualdo, *New York-New Jersey Section* • Louise Gettman, *Alaska* • Jeanne Glover, *Palms* • Theresa Grant, *Eastern New England* • Linda Gray, *Greater Detroit Area* • Angela Green, *Southeast Section* • Shikha Gupta, *Houston* • Shirley Hallee, *Atlantic* • Bettie Hargan, *Placer Gold* • Deborah Harris, *Colorado* • Mary Harris, *New York-New Jersey Section* • Katherine Helleur, *Alberta* • Sarah Henderson, *Australian Section* • Betty Hetrick, *Coyote Country* • Sandra Hickman, *Maple Leaf* • Carol Hill, *Monterey Bay* • Janis Hill, *North Central Section* • Marion Hodgson, *Wichita Falls* • Mary Hogans, *Hampton Roads* • Barbara Hopson, *Florida First Coast* • Jenny Houghton, *Australian Section* • Yukiko Howell, *Greater Seattle* • Eva Hunt, *Columbia Cascade* • Chikako Idogaki, *Far East Section* • Mary Johnson, *Northeast Kansas* • Lisa Kary, *South Central Sec-*

tion • Susan Kennedy, *North Jersey* • Kadi Kiisk-Mohr, *Reno High Sierra* • Carol Kitzmiller, *Women With Wings* • Heidi Knudson, *East Canada Section* • Sarah Kohn, *Carolinas* • Amy Kravitz, *Eastern Pennsylvania* • Svea Kvernen, *North Central Section* • Cheri Landry, *Greater Kansas City* • Kimberly Lansdon, *Oregon Pines* • Michelle Lea, *Montana* • Traci Leider, *Reno High Sierra* • Michelle Leiphardt, *Santa Barbara* • Stella Leis, *San Antonio* • Kimberly Littlefield, *Garden State* • Dorothy Loveless, *South Central Section* • Gayle Lowe, *North Central Section* • Laura MacAllister, *North Jersey* • Kathy McDonald, *New England Section* • Marlene McElmeel, *Greater Seattle* • Bonnie McMahan, *Palms* • Amelia McTyeire, *Kentucky Bluegrass* • Lynda Meeks, *South Central Section* • Gail Meridith, *Santa Rosa* • Janni Miele-Fleury, *Eastern New England* • Martha Miller, *Southeast Section* • Olga Mitchell, *Garden State* • Kathleen Moore, *Sedona Red Rockettes* • Jennifer Morgan, *Mid-Atlantic Section* • Katherine Moschetti, *Southwest Section* • Misty Mott, *North Jersey* • Sheila Muller, *Florida Goldcoast* • Mercedes Nepute, *Indiana* • Barbara Nesbitt, *Hampton Roads* • Sheryl Niemi, *Crater Lakes Flyers* • Camilla Niles, *Santa Clara Valley* • Julianna Novak, *Mid-Atlantic Section* • Debra Olberding, *Northwest Section* • Shirley Onacilla, *New York-New Jersey Section* • Sharon Ostrovsky, *First Canadian* • Theresa Palmer-Serrato, *Dallas* • Tracy Parker, *Monterey Bay* • Linda Pecotte, *El Paso* • Andrea Pirraglia, *North Jersey* • Stacy Poston, *Colorado* • Stephanie Presley, *Northwest Section* • Janine Purdy, *Inland Empire* • Bonnie Quandt, *Chicago Area* • Elaine Ralls, *Southwest Section* • Kerri Redsicker, *North Jersey* • Jennifer Reep, *Alabama* • Heather Rider, *Columbia Cascade* • Heide Riech, *German Section* • Isabel Rilvas, *Members-at-Large* • Kimberly Roskey, *Reno Area* • Victoria Ross, *Southwest Section* • Patti Sandusky, *Minnesota* • Amanda Sardarian, *Eastern Pennsylvania* • Patricia Schaffer, *New England Section* • Katherine Sellar, *Hampton Roads* • Julie Seltsam, *Eastern New England* • Gina Sevieri, *Bay Cities* • Claire Sharp, *Shreveport* • Irene Simpkins, *Maryland* • Michele Sirgany, *Garden State* • Anna Stalcup, *Southeast Section* • Wendy Stefaniak, *Greater Seattle* • Margaret Stivers, *Santa Barbara* • Linda Stragand, *Alaska* • Donna Suwall, *Maryland* • Cindy Tate, *Northwest Section* • Barbara Thoben, *Santa Paula* • Marilyn Thomas, *Kentucky Bluegrass* • Nancy Todd, *Greater Cincinnati* • Gayle Vail, *North Central Section* • Marcia Walker, *Brazos River* • Mary Watts, *Southeast Section* • Yvon Weaver, *Southwest Section* • Linda Weinstein, *Lake Charles* • Jamie Whitman, *Santa Paula* • Elizabeth Willey, *Intermountain* • Genie Williamson, *Florida Suncoast* • Connie Wilson, *Greater Kansas City* • Roberta Wiltse, *Alberta* • Martha Wright, *South Central Section*

MAPLE LEAF CHAPTER

We held our annual poker run on Saturday, August 21. Thanks to our many loyal sponsors of prizes and supporters, it was the most successful held in recent years. The number of poker hands sold, the number of aircraft participating and the fundraising tally made it extremely gratifying to our hard-working MLC 99s.

Poker hands were flown to the Sarnia, Windsor, Chatham, London, Brantford and St. Thomas airports. At St. Thomas, the local Rotary Club provided a barbecue. The Grand Prize, a trip for two to anywhere that Air Ontario flies, was won by Edwin Dayman of Troy, Ontario. Prizes thereafter were awarded in order of the winning poker hands.

It's not just the single enticement of playing a game for prizes, or the good navigational legs and safe takeoffs and landings made, or the sharing of positive experiences—enabling MLC to fulfill its mandate for providing educational experience, scholarships, mentorship, historical information and fun—it's all of these things.

For anyone who hasn't experienced this pleasurable



Pictured at the prize table at St. Thomas airport, the terminus for MLC poker run, are Karin Williamson, Sue Kine, Betty Ellison, Sherry Wheatley, Wanda Parnall and Peggy Smith.

way to spend a day with a flying activity, don't miss it next year. We'll be back, building on this year's fantastic success. —Pat Crocker

TUCSON CHAPTER

Members are working on our 1999 Treasure Hunt to be held November 12-14. Chris Richard and I are co-chairs. Clues are being developed by Chris and me along with Michelle McCarthy and Kate Dawes. Mearl Frame will handle registration.

—Kaye Craig

GREATER SEATTLE CHAPTER

Our Chapter awarded \$500 to a Washington State woman student pilot to be used to complete her training and earn her certificate. Applicants must have soloed in the past 12 months, have a current medical certificates and have passed the written test.

—Marian Hartley

EASTERN PENNSYLVANIA CHAPTER

Ladies, you will be so proud of your museum! It is beautifully done and chock-full of fascinating information. How wonderful to finally have so much of our history out where we can see it all in one place. It was well worth the trip!

The business meeting went well, ending ahead of schedule. Your Board of Directors are doing a fantastic job getting our fiscal house in order. We learned just how critical the building up of our 99s Endowment Fund is to the future of our organization. I encourage you to give what you can to ensure future solvency.

The AE Memorial Scholarship luncheon on Thursday was so special. Mentoring and creating opportunities through scholarships is what we are all about, and when you hear the gratitude expressed by past winners, you realize just how much of a difference we do make.

At the Awards Banquet on Saturday night, we were taken by surprise as the lights went out and a huge remote-controlled spaceship floated over our heads accompanied by background "space" music. It was awesome! A hard act to follow.

But Bev Sharp did just that by choosing to honor our own dear Kate Macario with the President's Award for

her outstanding, long-time dedication to The 99s. Those of us who know her are aware of her enthusiasm, generosity, friendliness and warmth, seeming to be the glue that holds our group together.

I don't know how many new members she has brought into The 99s over the last 44 years. I know I am one of them and I am so grateful, both for Kate's friendship and for being a member of this wonderful organization.

For those of you who have never attended an International Convention, I hope you will make plans to join us next year in San Diego.

—Ginny Fanfera

FLORIDA FIRST COAST CHAPTER

We held a cook-out/hangar party in June to greet Summer Schantz, first baby of world record-setting balloonist and former 99 NEWS cover girl, Jetta Schantz. —Reba Ludlow

KANSAS CHAPTER

Our usual September proficiency flying event, the Sunflower Rally, was rained out, the only time in 17 years. Instead, for the navigation section of the rally, we handed out forms for our pilots to make an uneducated guess of the answers. We had prizes for the best guess as to what we would have seen if we would have flown. We had mock spot-landings with paper airplanes we made and gave prizes for best aerobatics. We told funny flying incidents, and held our regular evening banquet. It ended up being a fun rally, but the first not flown. —Bonnie Johnson

PHOENIX CHAPTER is celebrating its 50th Birthday in December and is planning a big party and reunion. If you have ever been a member of Phoenix Chapter, please contact Judy Yerian at 480-759-0599, 14048 S. 36th Place, Phoenix, AZ 85044, or e-mail jyerian@ips.net so an invitation can be sent.

"SAN DIEGO SIX" CHAPTERS

Members of the "San Diego Six" Chapters (Palomar, Mission Bay, San Diego, El Cajon Valley, Coyote Country, Borrego Springs) are on a committee at the San Diego Aerospace Museum preparing to celebrate the millennium of "Women of Flight" from September '99 to September 2000. They raised more than \$2,000 at a hangar dance in July.

A ribbon-cutting ceremony was held at the museum on September 14 and the mayor of San Diego declared it "Women of Flight Day." Fran Bera and Bobbi Trout were speakers.

Darlene Kelley, Palomar Chapter Chairman, spoke about how The 99s promote women in aviation. The Palomar Chapter also was featured in an interview which was shown twice a week for a month on a San Diego television station. —Marian Prophet



Frankie Clemons, El Cajon Valley; Betty Wharton, Mission Bay; and June McCormack, Borrego Springs, at the "Women of Flight" fund-raising hangar dance.

RATINGS

Lynn Blow
Florida First Coast
Instrument

Teresa DeGraaff
Greater Seattle
Commercial

Peg Figley
All-Ohio
CFII

Susan Laskos
Delaware
Commercial

Reba J. Ludlow
Florida First Coast
Multiengine

Bonnie Naas
San Gabriel Valley
Commercial

Andie Renbeck
Florida First Coast
CFII

Anne Roberts
Palomar
Instrument

Helena Ruokolainen
Finnish Section
Tow

Melissa Sliffe
Palomar
Instr/Commercial

Christy Smith
Florida First Coast
Commercial

WINGS

Karol Klierer
Greater Kansas City
Phase I

Beverly Franklet
Greater Seattle
Phase II

Chris Goff
Women With Wings
Phase II

Chris Gower
Greater Seattle
Phase II

Frances Frederick
Women With Wings
Phase III

Donna Wilson
Greater Seattle
Phase III

Cyd Busko
All-Ohio
Phase VII

Marilyn Horvath
Indiana Dunes
Phase IX

AIRMARKING

FLORIDA SPACEPORT CHAPTER

The Chapter took advantage of Central Florida's "cooler" days of spring with an airmarking at Orlando Executive Airport. The diligent participants included Laura Staudt, Donna Wilt, Bobbi Lasher and 49 1/2 Ric, Carol Gossling, Julie Oster, Jane Tracey, Laurel Ross and 49 1/2 Scott, Sharon Crotty and her little helper daughter, Jill, Judy Bolkem-Tokar and her guest from the German Section, Edith Kohlbad, and Sharon Spitler and 49 1/2 Spanky.

The next month the weather was not cooperative. The only rain in 14 days during Florida's drought fell on the day we were preparing the site for painting a compass rose at Kissimmee Airport.

Compass rose "newbies" Jane Tracey and Julie Oster

were to receive layout training from experts Bobbi and Ric Lasher, Laura Staudt and Carol and Alex Gossling, but the airport's taxiway was an inch under water so the dedicated seven arrived two hours early the following Saturday to ready the rose. The rest of the paint crew included Sharon Crotty and daughter Jill and Elizabeth Bishop and a guest and numerous airport personnel who volunteered their Saturday morning to help.

The rose is about 80 feet in diameter. To ensure directional accuracy, a professional engineering firm surveyed the location. "Even with modern technology, a compass rose is very useful for pilots and aviation mechanics," said Director of Aviation Tim Shea. "Having accurate navigational tools is essential, and a compass rose is just one way a pilot can confirm that accuracy."

Members of The 99s have been painting compass roses since 1929 to help pilots navigate. Over the past 10 years, Spaceport member have painted more than 15 compass roses throughout Central Florida.—Julie Oster



Elizabeth Bishop, Bobbi Lasher, Julie Oster, Laura Staudt, Jane Tracey and Sharon Crotty pose on finished compass rose at Kissimmee Airport.

INDIANA DUNES CHAPTER

Members painted a compass rose at LaPorte (Indiana) Airport in blue and white with cardinal points in bright yellow. It got so hot and the paint dried so fast that we were able to apply both the first and second coats the same day. Look for our compass rose when you are flying in our vicinity.—Christine Murdock

TOUCH & GO'S

- **Margaret J. Ringenberg**, *Indiana Chapter*, was awarded the U.S. Air Race Lifetime Achievement Award for her many achievements as a woman pilot. Presenting the award was U.S. Air Race, Inc. president Pat Keefer.

- **Nichole Kegel**, *Greater Seattle Chapter*, was the winner of the Chapter Achievement Award for the past year.

- **Anna Kozak**, *Florida First Coast Chapter*, is now employed by Piedmont Airlines and is based in Salisbury, Maryland.

- **Aimee Kuprash**, *Aloha Chapter*, was the winner of three awards at the Great Hawaiian Air Race.

- **Kelly Poetzman**, *Florida First Coast Chapter*, has been hired by American Airlines and is flying a Fokker-100.



Pat Keefer and Margaret Ringenberg

NEW E-MAIL ADDRESS

Send letters to the editor to our new e-mail <editor99news@aol.com> or fax to 316-263-7350 or mail to 99 NEWS, 807 N. Waco, Ste. 22, Wichita, KS 67203. —Betty Rowley, editor

BYLAW AND/OR STANDING RULES PROPOSALS

Bylaw and/or Standing Rules proposals to be presented to the delegates at the International Conference 2000 in San Diego, California, should be sent to Joan Kerwin, Bylaws Chairman, 1845 Howard St., Wheaton, IL 60187, no later than December 31, 1999.

ELECTION 2000

POSITIONS OPEN: President, Vice President, Secretary, Treasurer, two Directors and five Nominating Committee members. Intent to Seek Election Form may be found in the Membership

Directory or requested from Headquarters. Deadline for submissions to the Nominating Committee is October 31, 1999.

—Joyce Wells, Chairman
Nominating Committee

NEW HORIZONS

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

CATHY ELLEN COURTNEY, Greater Kansas City Chapter, died in a car accident June 23 in Salt Lake City, Utah. Her parents also died in the accident. Cathy was born in 1957 in Anchorage, Alaska. She was a very active and enthusiastic member of our Chapter. She had just completed her Commercial pilot certificate in May, and her goal was to be a flight instructor. She was a constant source of entertainment with an ability to turn an ordinary event into a humorous story. The GKC Chapter and the Northeast Kansas Chapter are placing a brick in Cathy's name at the AE Birthplace.

—Caroline Kalman
Greater Kansas City Chapter

LOU ELLEN FOSTER, Wichita Falls Chapter, died August 15 at the age of 90. When she first joined The 99s, she drove 115 miles to Ft. Worth for meetings. Then in 1968 she helped organize the Wichita Falls Chapter. She and Lewis, her 49 1/2, were always interested in the progress of novice pilots. Before he passed away, Lewis invented a paint stirrer to help us paint numbers on runways. Lou Ellen often visited ground school classes to introduce women students to The 99s, and many 99s meetings were held at their home. Farewell to a great lady!

—Betty Kidd
Wichita Falls Chapter

NORAH ALICE FRITZ, Vice Chairman of the Austin Chapter, died on July 23 when the plane in which she was a passenger crashed on take-off from Wiley Post Airport. She was best known to the Austin Chapter and South Central Section for her business, "Just Plane Sewing." Her custom embroidery shirts were worn by several of the CSC Chapters and several Air Race Classic teams. Her favorite shirt was "Born to Fly, Forced to Work." She will be remembered for her willingness to help with all our chapter activities and her contagious smile.

Chad Countiss, 49 1/2 of Carol Countiss, Scioto Valley Chapter, passed away after a valiant fight with cancer. He will be sadly missed by all of us.

—Marilynn Miller
Scioto Valley Chapter

Ben Hussan, beloved 49 1/2 of Cherri Hussan, All-Ohio Chapter, passed away July 11 at Norwalk Airport, Ohio. He was the former president of the Huron County Airport Authority and a veteran of the U.S. Army.

—Marge Hazlett
All-Ohio Chapter

EDITOR'S DESK

We received a lot of positive feedback at the OKC convention—as well as many letters, e-mails and faxes—about the Special Issue. So the Publication Committee has decided to use the same format for our regular magazines. Hope you like it.

To give you a "heads-up" about the topics for covers and features for next year and to comply with requests from advertisers for an editorial calendar, here is the tentative plan for 2000:

Jan/Feb - How 99s use their airplanes in their careers. Candidates for election Position Statements.

Mar/Apr - Conference 2000 information and registration materials for San Diego. Deadline: Feb. 9.

May/Jun - Reports on interesting flying vacations and trips. Deadline: April 9.

July/Aug - Chapter reports on one special activity: How long have you been doing this? What have you learned? Do you have SOPs that would be available to other chapters? If it is a fund-raiser, who benefits from the event?

Sept/Oct - AE Scholarship recipients and Convention Highlights

Nov/Dec - Historical issue focusing on 99s Museum of Women Pilots and AE Birthplace Museum.

We need your articles and photos to support the editorial themes of each issue. Chapter Chairmen: Please give special attention to the July/August issue (deadline of June 9) as the emphasis will be on what each Chapter considers its "major" activity for the year. Articles should be no more than 350 words, accompanied by one or two photos. These will be used on a first-come/first run basis.

—Betty Rowley

CLASSIFIEDS

WHEN GRANDMA LEARNED TO FLY: A Flight Instructor's Nightmare - Ninety-Nine Earline Ames recounts her experiences when, at the age of 75, she decided to pursue a lifelong dream of learning to fly an airplane. She received her Private pilot's certificate at age 76. Softcover. Check or money order for \$14 to Leap Frog Press, PO Box 1256, San Jose, CA 95677.

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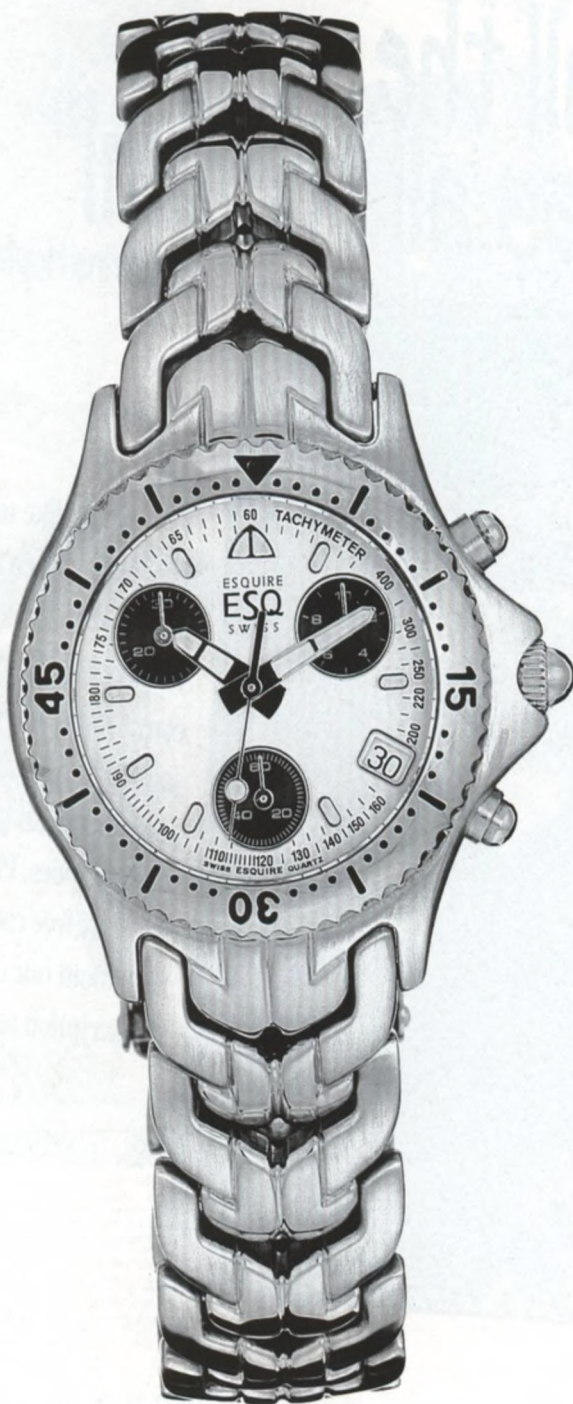
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