



99 NEWS

# INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



## *Ready for takeoff!*

*Pam Melroy, Antelope Valley Chapter,  
pilot of Discovery, STS-92. (see page 6)*

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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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## ATTENTION: GOVERNORS AND CHAPTER CHAIRS

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

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Coordinator  
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Please indicate the name and location of the event and the name, phone and fax numbers of the contact. Deadlines are: Dec. 9, Feb. 9, Apr. 9, June 9, Aug. 9 and Oct. 9.

## P/K PAL/AVIATION ADVENTURE EX- CHANGE

Some of your fellow pilots from around the world are participating in the Pen/Key Pal program by sharing their flying and life experiences through the written word. Others have signed up for the Aviation Adventure Exchange program and are taking up visiting 99s on a flying tour of their home area.

These two programs have been designed to foster connectivity of women pilots around the world, to educate pilots of the local phenomena related to flight outside of their home territory, and to bring pilots together to share their love of flying. We are looking for your participation in one or both of these programs.

Should you wish to join us or want more information, please contact Fran Strubeck, 7632 W. Starry Night Lane, Tucson, AZ 85743 or at strubeck@aol.com.

If you are going to Oshkosh AirVenture and can help in The 99s tent, please call Rita Adams at 847-913-0490.

# PERPETUAL CALENDAR

## 2000

### MAY

**18-21 — 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. Lynn Meadows, 916-587-7281 or fax 530-587-3103

### JUNE

**10 — 28th Annual Garden State 300 Proficiency Air Race.** Flying W Airport (N14), Lumberton, New Jersey. Sponsored by the Garden State Chapter. Racquel McNeil, 732-446-9759 (Entry deadline, May 15)

**16-18 — Forest of Friendship.** Atchison, Kansas

**20-23 — 2000 Air Race Classic.** Tucson, Arizona, to Hyannis, Massachusetts, 520-721-0099

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

**24-25 — Evelyn Sharp Days 2000.** Ord, Nebraska. Chairman Judy Welniak, 308-728-5727 or e-mail Heloise Bresley at vcfarm@micrord.com

### 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

**15-16 — 8th Annual Torrance Air Fair.** "Reach for the Stars," Zamperini Field, Torrance Municipal Airport, Torrance, California. Nancy Clinton, 310-325-7223, fax 310-325-1248 or e-mail toairfair@earthlink.net

**22-23 — United States Air and Trade Show.** Dayton International Airport, Dayton, Ohio. Call 937-898-5901, fax 937-898-5121 or website www.usats.org

**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

**11-12 — All-Ohio 99s Buckeye Air Rally.** Fremont Airport, Fremont, Ohio. Sue LeMaitre, 419-334-3085 or e-mail glemaire@nwonline.net

**11-13 — Palms to Pines Air Race.** Santa Monica, California, to Bend, Oregon. Claire Walters, 310-397-2731

**18-19 — 21st Annual Okie Derby Proficiency Air Race.** Oklahoma City, Oklahoma. Phyllis Miller, 405-844-9011

**19 — Maple Leaf Chapter Poker Run.** Jane Atkinson-White, 519-644-2374 or e-mail atkinsonj@claven.fanshawec.on.ca

**24-27 — Northwest Section Meeting.** South Center Best Western, Seattle, Washington. Hosted by Mt. Tahoma and Western Washington Chapters. Marilyn Moody, 360-678-6341

### SEPTEMBER

**2-4 — Cleveland National Air Show.** Burke Lakefront Airport, Cleveland, Ohio. Call 216-781-0747, fax 216-781-7810 or website www.clevelandairshow.com

**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

**22-24 — Southeast Section Meeting.** Clearwater Beach Hilton, Clearwater, Florida. Jeanne Burkland, 727-791-0035

**22-24 — North Central Section Fall Meeting.** Columbus Ohio. Hosted by All-Ohio Chapter

**23 — New England Section Poker Run.** Hosted by Eastern New England. Claire Wilson, 508-385-4105, fax 508-385-4289

## OCTOBER

**9-13 — Powder Puff Derby Convention.** Resorts Casino Hotel, Atlantic City, New Jersey. Clarice Bellino, 41 Brighton Ave., Seaside Park, NJ 08752, phone 732-793-9260. E-mail Barbara Evans at quailr@aol.com

**13-15 — Southwest Section Meeting.** Monterey Beach Hotel, Monterey California. Hosted by Monterey Bay Chapter. Contact Pamela O'Brien, 831-658-0500 or e-mail dobpob@compuserve.com. Website: www.montereybay99s.org/sectionmeeting.html

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

**20-21 — Florida 400 Air Race.** Albert Whitted Airport (SPG), St. Petersburg, Florida to Florida Keys and back to Albert Whitted. Sponsored by Florida Suncoast Chapter. Cheryl Finke, 727-581-3987 or e-mail cfinke@tampabay.rr.com

**20-22 — AOPA Expo 2000.** Long Beach, California

**TBA — NY/NJ Section Meeting.** Hudson Valley, New York. Susan Sullivan-Bisceglia, 914-462-4622

## NOVEMBER

**7-9 — 3rd World Aviation Education and Safety Congress "WAESCON 2000,"** Khatmandu, Nepal. Sponsored by The 99s, Inc. and organized by the India Section. Chanda Budhabatti, 520-326-4597, fax 520-325-7243 or e-mail chandab@azstarnet.com

## 2001

### MAY

**4-6 — Southwest Section Meeting.** Queen Mary, Long Beach, California. Hosted by the Long Beach Chapter. Mary Jane McNeil, 562-430-5442 or e-mail mjmcneil@earthlink.net

### JULY

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

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

## SEPTEMBER

**4-6 — Southwest Section Meeting.** Las Vegas, Nevada. Hosted by the Las Vegas Valley Chapter. Mardell Haskins, 702-394-4130 or e-mail 103002.724@compuserve.com

## 2002

### JULY

**16-21 — The Ninety-Nines International Conference.** Kansas City and Atchison, Kansas

## 2003

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

## 2004

**TBA — The Ninety-Nines International Conference.** Seventy-fifth Anniversary, Long Island, New York



### *Promote world fellowship through flight*

I missed my Section meeting to be on hand for the ribbon-cutting ceremony for our new building at Sun 'n Fun in Lakeland, Florida, and to help Vicki Sherman with her presentation on The 99s and Cockpit Cool seminar. What an exciting and proud occasion! The Florida Suncoast gals deserve loud kudos for their persistent efforts—an outstanding achievement.

I got home to find a message from my Governor, Marilyn Alderman, that in my absence, a bunch of my Section mates decided to propose me for induction into the Forest of Friendship. I was quite flabbergasted, but deeply honored, because the Forest means so much to my dear dear friend, Fay Gillis Wells.

I am seldom speechless, but Marilyn will attest that I was at least breathless for a few moments. As the King or Jimmy Durante might have said, "Thank you, thank you, whoever and wherever you are."

### *Provide networking and scholarship opportunities and aviation education in the community*

Remember feeling that the perfect flare was a figment of your sadistic CFI's imagination? Did you know that every student pilot goes through the same frightful experience? Have you any idea how comforting it is to know that you are not the only one in this circumstance? Are you willing to share your experience with a novice pilot-to-be?

The Ninety-Nines, Inc. is a founding member of the Be A Pilot Program. Recently, I distributed through the Governors the names, addresses and phone numbers of more than 1,600 participating flight schools. You guessed it—there is at least one near you in the United States and Canada. I requested that the appropriate information be sent to Chapter Chairmen to share with their members. But, alas, we know that Chapter Chairmen tend to be very busy people. So don't wait for them to spread the word. Take the initiative and call your Chairman. Tell her that you are ready to mentor some student(s) and

## PRESIDENT'S PAGE

### *Our mission statement has three "Ps"*

BY BEV SHARP

get the necessary information. If that doesn't work, call 1-800-BEAPILOT.

### *Preserve the unique history of women in aviation*

In recent times, I've been telling the story of the conception of our organization under the bleachers at the end of the Cleveland Air Races in the spring of '29. This simple tale captivates most audiences. In this manner I have sold many commemorative posters, with proceeds supporting our new 99s Museum of Women Pilots.

A local Zonta Club has secured a sizable display case at Baltimore Washington International Airport and has invited us to share the space. Our new museum director, Nancy Lowe Clark, has agreed to serve as the required designer.

Does this collaboration sound like "World fellowship through flight?" The more events I participate in with The 99s, the more I believe that most of our activities cross over more than one of our mission areas. When you think about it, it makes sense that our special camaraderie would have multiple advantageous outcomes—the simplest and most profound being the unduplicated smiles and hugs.

Embrace our mission as you enjoy our unique association and warmth.

—Blue Skies, Bev



Beverley Sharp

### THE 99s 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.*

### 99s Headquarters Wish List

Fresh paint, new carpet, scrubbing and polishing, creating rental space, reorganizing files—these are just some of the tasks accomplished or ongoing at International Headquarters. Some tasks still need to be accomplished in the building and on its grounds.

If you or your Chapter would like to contribute to the following projects, here is a partial wish list of what is needed:

- Membership files are bulging at the seams and showing the wear and tear of many years of use. Our plan is to retire these cabinets to Archives, where they can continue a useful life of holding the mandatory 10 years of financial records. They would be replaced with seven new heavy-duty cabinets at an approximate cost per unit of \$500-\$600.

- The 99s portion of the parking lot needs to be resurfaced. An estimate of approximately \$3,500 was obtained last year.

- A restricted fund to accumulate money for a new roof which will be needed several years from now has been established. It is estimated to cost between \$15,000-\$20,000.

- Our conference room would really benefit by having a new TV-VCR unit (with a 20-inch screen minimum).

We very much appreciate the contributions that have already been received and will continue to update this list.

# READY FOR FLIGHT

BY PAMELA MELROY, Antelope Valley Chapter

## PAMELA MELROY

United States Air Force Lt. Col. and NASA Astronaut Pamela Ann Melroy was born September 17, 1961, in Palo Alto, California, but she considers Rochester, New York, to be her hometown. She is married to Christopher Wallace of Wilton, Connecticut.

Pam received her bachelor of science degree in physics and astronomy from Wellesley College in 1983 and a master of science degree in earth and planetary sciences from Massachusetts Institute of Technology in 1984, where she was commissioned through the school's Air Force ROTC program.

She attended undergraduate pilot training at Reese Air Force Base in Lubbock, Texas. She flew the KC-10 for six years at Barksdale Air Force Base in Bossier City, Louisiana. Pam is a veteran of "Just Cause" and "Desert Shield/Desert Storm," with more than 200 combat and combat support hours.

In June 1991, she attended the Air Force Test Pilot School at Edwards Air Force Base, California. Pam was assigned to the C-17 Combined Test Force, where she served as a test pilot until her selection for the astronaut program. She has logged over 4,000 hours flight time in over 45 different aircraft.

Pam was elected as an astronaut candidate by NASA in December 1994, and reported to the Johnson Space Center in March 1995 where she completed a year of training and evaluation.

Hello to all my friends in The 99s! This is a great time to update all my sisters in the sky about the next 99 to go to space. I will be flying my first space shuttle mission, STS-92, in September. The launch has been changed from No. 99 to No. 100 due to launch on September 21. They say that good things are worth waiting for. If that's true, my first flight to space should be really incredible!

I was originally assigned to this flight more than two years ago. It usually takes about a year to prepare for a shuttle mission. Since our mission is to the International Space Station (ISS), we've had a few delays to contend with. We hope that Russia will launch the next piece of the ISS, a module called Zvezda ("Star," in Russian), this summer. Once that is in place, we can finally get going. I am very eager, as you can imagine. As the only "rookie" (first-timer), I feel anxious to get my first flight under my belt so I can progress to becoming a left-seater.

My mission is the next assembly flight to the ISS, meaning that we are bringing up pieces to attach and leave behind. I will be the pilot, and my primary responsibilities will be keeping all the shuttle systems operating perfectly, and helping the commander to fly the rendezvous with the station. I also will be commanding the berthing mechanism we use to attach the pieces to the station through a laptop com-

puter. This is the first time we will use this berthing mechanism, which will eventually become standard for attaching pieces to the station. Having a test pilot background has been handy as we test and prepare for all possible contingencies. It will be so exciting to see the station grow before our eyes.

The first piece we are bringing up is called the Z1 truss. It's going to be berthed on the zenith, or top, of the Unity module (hence its name). It's extremely important because it's the structural truss that the solar arrays will rest on. The solar arrays will provide most of the power for the station, and they will be sent up and attached on the flight right after ours. The truss is a really essential element in preparing for a crew to live aboard full time.

The second piece we are bringing up is called Permanent Mating Adaptor 3 (PMA 3), and we will be attaching it to the nadir, or underside, of the Unity module. It will functionally become another door into the station; currently there is only one place for a shuttle to dock. PMA 3 will become the side door.

Once we have both pieces attached via the berthing mechanism, we will send our mission specialists out on spacewalks (a total of four) to hook up equipment and cables.

Right now, my training is very heavily focused on shuttle systems. Every week I have at least one four-hour simulator session with the commander, myself and two mission specialists who act as flight engineer and backup. The training team gives us increasingly difficult scenarios as we get better at working procedures and at working together. Sometimes it seems like they're always trying to kill us! But there's nothing like the great feeling you get when you survive a tough

scenario, like landing with limited flight instruments and flight controls and multiple electrical shorts. Can you tell I love my job?!

I have always felt I will take a little bit of everyone I've ever met to space with me. So I hope that you will watch when *Discovery* rockets up to space in September and know that you are there, too!



Lt. Col. Pamela Melroy in her pressure suit.



## LUNCH WITH ASTRONAUT PAMELA MELROY



*Antelope Valley Chapter members at lunch with Pam Melroy are LaDell Simmons, Carol Reukauf, Leigh Kelly, Diana Tanner, Pam Melroy, Beth Triplat, Flora Belle Reece, Patricia McDuffee, Beverly Vanderwall, Elsie Gravance, Nell Justice and Ellen Coussens.*

On February 26, Pam Melroy was in town and several of us had lunch with her at W.J. Fox Airport in Lancaster, California. Pam was at Edwards AFB to do some practice landings for her job as pilot of the STS-92 shuttle flight, now scheduled to launch on September 21. With 10 women sitting around a table talking, you can imagine I didn't get all the conversation, but here are some tidbits:

There is a seven-member crew and she says they all get along and work well together. Each of them has entertained all the others and their spouses in their homes. Pam is the only one who hasn't been up before. She will be the medical person aboard and will dispense medications if necessary. This is a new field for her and she is learning lots of new stuff.

She hopes to make other flights in the future and maybe command one, but it would not be with the same crew. She is just tall enough to act as pilot. When they are making design changes to the pilot's seat, they get her and the tallest pilot (6'4") to try them out.

Pam is a great gal; smart, hard-working and ambitious—and still just as thoughtful and nice as ever. We are so proud to know her.

—Patricia McDuffee, Chairman

It was so good to meet Pam at our luncheon in California. She is such a neat person. Great job/career, crew, family and friends. She recently went to Russia with her crew to see how they were coming along with their part of the space mission. She also mentioned that after the mission, she is concerned about leaving her "crew" because they are so very close—like family—and it will be difficult to be separated.

Many of us in the Antelope Valley Chapter are planning on attending the launch. Pam will be sending us vehicle passes so we can get in.

—Diana Tanner

You can check on the progress of Pam's flight on the NASA website:  
<<http://spaceflight.nasa.gov>>.

## MY OBJECTIVE: BECOME AN ASTRONAUT

MANDY CHAMBERS VAUGHN, South Central Section

I have always wanted to become an astronaut. As I was growing up, I wanted toy space shuttles and airplanes—not the typical dollhouse. I was exposed to airplanes and flying at a young age by going to airshows with my parents in the Dallas area. I loved everything—even the sound and feeling of the wind during the drive to the airports in the family convertible. The vision of a shuttle launch and imagining the first view of the earth from orbit is what has really captured my imagination.

I first flew an airplane at age 11. It was my birthday present and I logged an hour in a Cessna 152. I wanted to fly again, but my father had a rule that you couldn't learn to fly an airplane until you were old enough to drive yourself to the airport. Since it was my father, I followed that rule as if it really was the law, and left the prospect of earning a pilot's license until I could prove that I could be responsible with a car.

Meanwhile, I was still in love with space and the shuttle program. At the age of 14, I attended the US Space Academy in Huntsville, Alabama. It was there my dream was confirmed. I didn't just love the allure of the space program; I loved the engineering, the problem solving, the teamwork, the creativity and the challenge. I learned about aerodynamics, rocketry, propulsion—even mapping DNA! Not to mention getting to play in the 1/6 gravity chair, the multi-axis trainer and the SCUBA tank to simulate neutral buoyancy the astronauts experience. I attended Huntsville two more times and walked away with the "Outstanding Trainee" award once and the "Right Stuff" award another time. I wanted to be a part of the space program—and I had barely started high school.

At 16, it was time to learn to fly. Cost delayed my effort until I found a place to rent a Cessna reasonably and a new CFI willing to charge half the going rate because he had never taught before. My parents were far from thrilled, but they let me begin lessons.

Balancing flying lessons with a typical high school overachiever's activities—tennis, orchestra, National Honor Soci-



Amanda Chambers with J-3 Cub



ety, classes and the barrage of college entrance exams—was hard, but it was worthwhile. My CFI (who turned out to be a phenomenal instructor) warned me before I took my checkride that my examiner was going to be tough. She was an NTSB investigator who would not allow anyone to fly if she thought she might someday have to investigate an accident he or she was involved in.

I passed my grueling nine-hour checkride at 18 with one semester of high school left. It was this woman who told me how to join The 99s; I've been a member ever since. She was the first female pilot I had ever met and she was also one of the best pilots I have ever met.

Career day—a day off school to follow anyone we wanted in the career field that interested us the most—found me in Houston where I met my heroes, Dr. Story Musgrave, Catherine Thornton, Sergi Kirkalev, and even Eileen Collins—less than 48 hours after she had completed her first mission!

As a senior, another career day was spent with an F-14 squadron where I was introduced to the world of the military that I knew nothing about except what I had seen in the movie "Top Gun."

I opted for an Air Force ROTC scholarship at the Massachusetts Institute of Technology in Boston and kept up my flying skills at the Hanscom AFB Aero Club. During my freshman year, another aviation fancy hit me: skydiving.

I had never considered jumping out of a perfectly good airplane since I was perfectly content flying them. But the opportunity to earn my Basic Parachutist Badge while I was a cadet and have something real and shiny to wear on my uniform caught my interest. I was selected to attend the Air Force's Free Fall program in the summer

of 1997 at the Air Force Academy—and my view of flying changed forever. I made five jumps and earned my wings.

I eventually graduated from the Accelerated Free Fall (AFF) program and earned the coveted "Novice" license. I have since made more than 400 jumps and logged more than six hours of free fall time. I have rejuvenated the MIT Skydiving Club and have given dozens of students the opportunity to experience the sport I fell in love with. The best benefit of learning to skydive was meeting Chris Vaughn. We met at a drop zone in Texas and, I guess you could say that we "fell" for each other—and were married last year.

While I was learning the basics of skydiving, and starting to feel more comfortable flying in the airspace around Boston, I worked on a project with two other mechanical engineering students outside of classes. We built an experiment which studied the effects of gravity on inert gas-shielded arc welding. We were able to fly the experiment on board NASA's KC-135 "Vomit Comet" through

NASA's Reduced Gravity Student Opportunities Program—the first team from MIT to do so.

I was lucky to fly twice, a total of 45 minutes of zero-gravity time—and I was never sick! The crew allowed me to sit in the jump seat on takeoff and landing, so I also logged some "crew" time on the flights. I presented the findings from the experiment at the American Astronautics Society Convention where I spent time with people who work in the field I love (and looking at the newer projects at NASA like the X-38).

After completing all the follow-up work with the zero-gravity experiment, I began working with the Lean Aerospace Initiative (LAI) at MIT, conducting research through LAI that I used for my senior thesis on the success and failure of the implementation of lean manufacturing in the aerospace industry.

Over four years time, I balanced the rigor of MIT course work, weekends at the Hanscom Aero Club or the drop zone and the demands of ROTC. I learned technical and analytical skills in my classes, but I learned leadership through ROTC. The most important award I have received was the Leadership Award for a senior. I led a flight that received the Honor Flight award and helped a group

of new freshmen believe they were good at what they were doing in ROTC. I learned how to be a member of a team.

By June 2000, I will have completed my bachelor's degree in mechanical engineering at MIT and received my commission as a second lieutenant in the Air Force. I have been classified as an aerospace engineer and my first assignment will be with the Air Force Institute of Technology (AFIT) to obtain my master's degree in aerospace engineering at MIT. I will be conducting research for the Lean



*Amanda Chambers on board NASA's KC-135 "Vomit Comet" through its Reduced Gravity Student Opportunities Program.*

Aerospace Initiative and studying math, product design, propulsion and fluid mechanics.

Through all of this, I have always kept my sights on the space program. When I need to make a decision, I always focus on what I want to do, and what would give me the best background to become a future part of the space program. I keep a model of the orbiter *Endeavor* over my desk and a picture of the J-3 Cub that I got my tailwheel sign-off in. These remind me of where I have been and where I want to go. I also think about what the minimum requirements are to be able to apply for a slot with NASA, and I am excited that I am slowly starting to check them off one at a time.

My team's name in formation skydiving is "Expedition." We chose this name because we were intrigued by the definition: A journey undertaken by an organized group of people with a definite objective. Our skydiving journey has the objective of winning at nationals, but I am also on another expedition: to become an astronaut.



Our "Flight to the 21st Century" is still on target to take off at San Diego, California, July 12 and continue through July 16. If you haven't made your reservation to get on board, there's still time.

Registration materials were included in the March-April issue of 99 NEWS. What! You can't find it! Then call 408-274-9152 and we'll send you another one. Or download it from our website <[www.ninety-nines.org](http://www.ninety-nines.org)>.

The conference hotel is the Doubletree Mission Valley, situated in an ideal location just minutes from both Lindbergh Field (the air carrier airport) and Montgomery Field (general aviation airport). It is also just minutes from an absolutely fabulous shopping mall with great stores and restaurants!

If our 99s room block is already filled up, then ask the reservation agent to recommend another specific overflow hotel located nearby. "Commuting" to the Doubletree will be easy on San Diego's incredible trolley system!

If you must wait to make your decision to join us until after July 8, you will need to check with me at 408-274-9152 to make sure our "Flight" can still accommodate you.

And if you simply cannot make it to the Conference, then be sure to order the conference video, (VHS, PAL or C-CAM) so you'll know what you've missed (especially the highlight of each year, the AE Banquet which will be held this year at night!).

You can order the video on Page 4 of the registration materials or send \$15 (includes postage) to Virginia Harmer, 8627 Banyan St., Alta Loma, CA 91701 by August 1.

## CONFERENCE 2000

### *San Diego, California*

SUSAN LARSON, Conference Chairman



*La Jolla, California, coastline near San Diego. Photo courtesy of San Diego Convention & Visitors Bureau.*

I'm betting that after you've seen the video—and perhaps shared it with friends in your Chapter or Section—you'll begin making plans to attend *next* year's conference in Calgary, Canada, July 17-22.

### Aviation Education

BY CAROLYN CARPP, Western Washington Chapter

For the thirteenth year, members of the Ben Franklin Space Eagles, a Young Aviators club for students in Grades 3-6, attended an overnight "camp-in" at the Pacific Science Center in Seattle on April 28-29. Formerly called Young Astronauts, this year's club focused on aviation and learning to fly, calling themselves Young Aviators.

I have been the advisor for 15 years, and about 30 to 50 children attend each year. Young Aviators meets every other week after school for an hour and a half and always ends with a rocket launch and a pizza party in June.

Other activities include guest speakers who are pilots and trips to McChord AFB and The Museum of Flight. Students are challenged to learn more about aviation and are encouraged to participate in Young Eagle flights. I have flown more than 50 students over a period of years while working with our Chapter

members and the local EAA chapter.

The highlight of each year is our camp-in when approximately 500 children from various area schools participate in an overnight which consists of science workshops, laser show, IMAX theater and "browse time," where students are allowed free time throughout the entire museum.

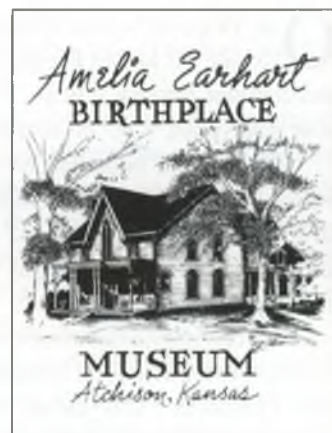
Twenty-three Young Aviators attended this year's event along with nine parents. Carefully planned and supervised, most activities are hands-on, giving the illusion of total freedom of exploration. Parents and leaders remain in the background, while participants are eagerly involved in scientific experiments and exhibits. Breakfast, snack and dinner is provided, and all of us sleep on the floor under the exhibits.

It usually takes me several days to recover, but the excitement generated in the students is worth it. Several former students have earned their pilot licenses and one is working for NASA. The program generates aviation enthusiasts and fulfills one of The 99s three mission objectives: "Provide education in the community."

# 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 66602.*



*The Ninety-Nines 2002 International Conference will be held in Kansas City and Atchison on July 16-21.*

A group of Greater Kansas City and Northeast Kansas 99s had an unexpected opportunity to admire the 800 engraved bricks that enhance the front and side walks of the AEBM. A joint poker run was postponed due to weather so they gathered instead to take a tour of the museum. These two Chapters have been diligently working together on airmarkings and plans for our 2002 International Conference which will be held in Kansas City and Atchison July 16-21.

Bob Davidow, owner, CEO and team leader of Benchmark Furnishings, visited the AEBM a couple

of years ago and became an enthusiastic supporter. Bob and his camera crew made a fine video of the museum and arranged to have it shown during half-time of a Kansas City Chiefs' football game. He has also authorized some excellent discounts on furnishings for the museum. Most recently, he gifted a beautiful wood inlaid turn-of-the-century chest with a marble top. The three-drawer Hooker chest enhances the northeast parlor under the large oil painting of George Putnam and Amelia, a gift of portrait painter Steve Childs.

*Recent in-kind or major gifts:* Bob Davidow, Virginia Tonsing, Byrd Memorial, Waco-Centex Chapter. *Memorials:* Frank Spatz (Atchison airport manager for many years) and Eugene and Maxine Copeland. *Bricks and other fine contributions:* Frances Akerlund, Stephanie Robers, Lisa and George Mixon, Michele Stauffer, Marilyn Copeland, Sharleen Jahner, Beverly Sherrell, Joseph Haegelin Trust, Richard Bell, Deborah Kaeder-Carpenter and Ronnie Quin and from Texas Dogwood, Michigan and Northeast Kansas Chapters.

Information regarding the AEBM may be obtained by calling Lou Foudray or Jan Coyle at 913-367-4217 or checking the AEBM website: <[www.ameliaearhartmuseum.org](http://www.ameliaearhartmuseum.org)>

## BRICK ORDER FORM

For a friend or a loved one, think about giving a brick with his or her name on it for the front walk for \$100 or for the side walk for \$50. Send orders to Carolyn Mohler, Brick Chairman, PO Box 128, Atchison, KS 66602.

*Make checks payable to AEBM.*

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



*Northeast Kansas and Greater Kansas City 99s, 49 1/2s and future 99s admiring the more than 800 engraved bricks, the proceeds of which benefit the AEBM restoration. Front row: Nicki and Hunter Smith, Caroline, Louie and Katie Kalman. Second row: Dottie Martin Margaret Daflucas, Mary Ann LePage and fiancé, Elaine Lueders and Karol Kliewer. Third row: Marilyn Copeland, Judy Benjamin, Kate Johnson and Diane Forbes. Back row: Ann Shaneyfelt, Dick Martin, Loren Smith and Bob Lueders.*



Cataloging a collection is like discovering buried treasure. Just ask Sonie Liebler, our Museum docent who recently completed the first step in processing Charter Member Ruth Elder's collection. Sorting through a suitcase full of treasures, Sonie discovered newspaper articles, one-of-a-kind photos, a beautiful portrait, letters and numerous other objects relating to Ruth's life.

Identifying each of the 347 individual items on a "Deed of Gift" required the better part of five days work—and that's just the beginning. The Deed of Gift transfers ownership to the Museum and is only one of nine forms that must be completed on each artifact. The remaining eight forms document historical information about the object, describe its physical composition and condition, classify it and establish a tracking system for research and exhibition purposes. Each artifact is assigned an individual identification number called an accession number. Once the artifact is properly cleaned, the accession number is then applied.

The Museum continues to receive calls concerning objects for donation. To meet the Museum's mission of preservation and education, a Collections Policy approved by the Board of Trustees governs what objects may be taken into the collection. No museum has enough money, space or time to take objects that do not support its mission.

As time goes by, we will be working to fill gaps in the collection. If you hear of historically significant items in your area, please encourage the associated parties to consider donating them to the Museum. We now have an opportunity to concentrate the history of all women pilots in one facility for the education and enjoyment of the public.

## 99s MUSEUM OF WOMEN PILOTS

BY NANCY LOWE-CLARK, Executive Director



*Museum docent Sonie Liebler and Nancy Lowe-Clark process artifacts of Charter Member Ruth Elder.*

Every artifact donation that goes elsewhere diminishes our ability to present an accurate picture of this fascinating area of history. Anyone interested in donating objects to the Museum should contact me at 405-685-9990.



*Won't you join us as we preserve the history of women pilots, and help us educate future generations?*

### 99s MUSEUM OF WOMEN PILOTS

#### Membership Application

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

LEVEL OF MEMBERSHIP \_\_\_\_\_ Individual \$25 \_\_\_\_\_ Family \$50 \_\_\_\_\_ Donor \$100

\_\_\_\_\_ Gold Donor \$250 \_\_\_\_\_ Corporate \$500

\_\_\_\_\_ Check inclosed. \_\_\_\_\_ Charge my \_\_\_\_\_ MC \_\_\_\_\_ VISA \_\_\_\_\_ AmEx \_\_\_\_\_

No. \_\_\_\_\_ Exp. \_\_\_\_\_

Signature \_\_\_\_\_

*Make your check payable to 99s Museum of Women Pilots and send to  
Box 965, 7100 Terminal Drive, Oklahoma City, OK 73159-1929*

# 99s RETURN TO ROOTS



## CRADLE OF AVIATION MUSEUM

At the new Cradle of Aviation Museum on Long Island, New York, a spectacular collection of air/space history is the result of a world-wide search and restoration project lasting more than 25 years.

From the bottom of Lake Michigan to the woods of Pennsylvania and the deserts of California, from Turkey and Russia and the shores of Guadalcanal, have come 65 historic planes that had been associated with or were built on Long Island. Some are the only ones of their type in existence.

This international technological treasure incorporates Long Island military and civilian air and spacecraft representing all key periods in aerospace history exhibited in the 60,000 square feet of two pre-World War II military hangars at Mitchell Field and the atrium of the adjacent Reckson Center.

Eight permanent galleries provide a chronological walk through the development of American aviation, beginning with 19th century ballooning to contemporary aviation and space exploration. All collections, exhibits and interior design have been provided through citizen contributions of more than

\$45 million. Ninety-Nines Deborah Bonnard, Mary Anne Katsulas and Bozena Syska of the Long Island Chapter are members of the Cradle of Aviation Museum's Air/Space Committee.

One of the most important displays in the Museum will be the Aerospace Honor Roll, in the visitor's center, an engraved list of thousands of women and men who made Long Island America's cradle of aviation and space exploration.

For more information about the museum and the Aerospace Honor Roll, call 1-888-433-0080 (toll free) or visit their website <[www.cradleofaviation.org](http://www.cradleofaviation.org)>.



*Charter Member Fay Gillis Wells sharing early aviatrix tales with Doris Abbate, Long Island Chapter Charter Member.*

On November 2, 1929, the organizational meeting of The Ninety-Nines was held at Valley Stream, Long Island, New York. To celebrate the organization's 70th anniversary, several dozen 99s representing 99s Chapters all over the United States met in October 1999 at the Cradle of Aviation Museum at Mitchel Field, Long Island.

One of those attending was Charter Member Fay Gillis Wells from Alexandria, Virginia, who flew in with President Bev Sharp and her 49 1/2, Ed. The group donated \$1,000 to help fund exhibits at the new Cradle of Aviation Museum.

The Museum's Golden Age Gallery will feature the history of The 99s, beginning with its founding at Curtiss Field at Valley Stream, Long Island, and following up as it grew to an international venue for women pilots.

The 99s 75th International Conference will be held on Long Island in 2004.



*Several dozen 99s met to celebrate the 70th anniversary of The 99s at the Cradle of Aviation Museum. Shown here are Long Island Chapter members: (standing) Madeline LaCarrubba, Nancy Neumann, Eileen Wild, Joyce Malkmes, Luz Beattie, Doris Abbate, Nancy Weeks, Fay Gillis Wells, Jill Hopfenmuller, Margaret Lliamido, Bozena Syska and Dorothy Campbell; (seated) Mae Smith, Joan Scarpinato, Sister Mary Loretta McLaughlin, Betsy Matthes and Patricia Ohlsson.*



The Sun 'n Fun Fly-in 2000 is now a memory. But what a week it was! Not only were we participants in the regular festivities, we also dedicated The 99s new building on April 8. President Bev Sharp was on hand for the ribbon-cutting, along with Sun 'n Fun officials, our own Barbara Sierchio and Nancy Wright and 50 other well-wishers. We heard speeches from Bev Sharp, Barbara Sierchio and Sun 'n Fun Executive Director John Burton. There were enough cameras on hand to qualify as a press conference. After the ribbon-cutting, we all enjoyed cake and lemonade. It was so exciting to see our dream come true—we finally have a permanent home at Sun 'n Fun.



*Barbara Sierchio, Bev Sharp and Nancy Wright poised for the ribbon-cutting on new building at Sun 'n Fun.*

## SUN 'n FUN

JEANNE BURKLUND, Florida Suncoast Chapter



Sun 'n Fun has become the second largest fly-in and airshow in the world. This year's unofficial attendance topped 700,000 people. The week was filled with airshows, vendor booths and many types of planes. One of the highlights of the week was seeing performer Bob Hoover fly his Shrike Commander for the last time in an airshow. The next stop for his plane is the Smithsonian.

We greeted more than 400 Ninety-Nines and 225 other guests. We had visitors from many countries, including Canada, Portugal, Brazil and Sweden. During the week, we signed up 11 new 99s, four new Future Woman Pilots and gave information to 10 others. The completed applications were sent to International, and the information was also sent to the appropriate Chapter Chairman.

The WASPs shared our building for two days and invited us to their luncheon again this year. As usual, we enjoyed hearing their interesting stories.

The WASPs also presented a seminar at the new Sun 'n Fun Museum addition.

To help raise money for our new building, we raffled off a beautifully framed numbered lithograph of the 1929 Women's Air Derby. The second prize was a gorgeous quilt made by Denise Rosenberger.

You can still help us pay for the building. Our fundraising efforts are ongoing. Please contact Barbara Sierchio if you would like to help. Any amount will be appreciated.

Many thanks to our volunteers for the week: Nancy Wright, Elinor Kline, Genie Williamson, Marge McKeever, Monique Harnetty, Jeanne Burklund, Jane Oparowski, Rita DeBeer, Alice Cutrona, Elinor Kline and Barbara Sierchio.

*"It was so exciting to see our dream come true—we finally have a permanent home at Sun 'n Fun."*

—Barbara Sierchio

## Australian Women Aviators Exhibit Opens

An exhibition at Sydney's Powerhouse Museum about Australian women aviators opened on May 13 and will run through January 30, 2001. The exhibition showcases 33 Australian women pilots from all areas of aviation across Aus-

tralia—those in the military, commercial, business and recreation through a series of contemporary color and black and white photographic portraits.

The exhibition celebrates the achievements of Australian women pilots during the 20th

century. One of the remarkable women in the exhibition is 99 Nancy-Bird Walton who founded the Australian Women Pilots' Association in 1950 and is a well recognized pioneer of flying in Australia.



*Nancy Bird Walton*



# POWDER PUFF DERBY REUNION

BY CLARICE BELLINO, Reunion Coordinator

**D**id you fly in an All-Woman Transcontinental Air Race or a Powder Puff Derby? Did you help on the ground in any way? Or would you like to meet and visit with some of the people who did? You are all invited to come to a PPD Reunion October 9-13 at the

recently renovated Resorts Hotel in Atlantic City, New Jersey.

This reunion will be a great opportunity to rekindle friendships, relive the exciting experiences of our racing together and enjoy the camaraderie of women who love to fly.

Our keynote speaker at the banquet on Thursday evening will be Patricia Keefer, daughter of now deceased racer Marion Jayne.

Night-time activities include top comedians, musicians and dancers, and the gourmet restaurants are phenomenal! And then, of course, there's the gambling. For more information on Atlantic City, visit their website <[www.atlanticcitynj.com](http://www.atlanticcitynj.com)>.

So don't delay. Get your reservation in right away. Hotel registration is on your own. A block of rooms has been set aside for the PPD Reunion at the Resorts Hotel. It is imperative that decisions



Clarice Bellino

## A CONDENSED HISTORY OF THE POWDER PUFF DERBY

**T**he All-Woman Transcontinental Air Race (AWTAR) became the largest speed air race for women in the world. It was conducted under the sporting code of the National Aeronautic Association (NAA). A six-to-nine-woman board evaluated and revised the specific rules of the cross-country race over its 30-year history.

The route of the first race in 1947 was laid out between two cities which had bid for and won the route of 2,242 miles—Palm Springs, California, to Tampa, Florida, site of the first Florida All Woman Air Show organized by the Florida Chapter. It was an all "honor system" race for time and there were no designated stops. There were two entrants.

The second race route in 1948 was from Palm Springs to Miami, Florida, the site of the second Florida All-Woman Air Show. Basic rules were drawn up for the six planes that entered: Women only; planes up to 300 HP, only daylight VFR flying; minimum of a private pilot's license with 25 hours in the type of plane being flown. Pilots were on the honor system for timing, verified by tower operators. Racers were permitted to refuel, wait out weather which was not VFR and to remain overnight, since only sun-up to sun-down flying was permitted. Timers, qualified by the NAA and the Federation Aeronautique Internationale (FAI) representative in the United States, clocked the contestants in and out of designated airports so that time on the ground was not counted in the scoring.

When funding for telephone calls, wires, travel, publicity and most important, prize money, be-

came apparent, 99s Charter Member Jacqueline Cochran rallied to the need and the 1948 and 1949 races were called the Jacqueline Cochran All-Woman Trophy Race. About this time, the honor system for timing was changed and time clocks at check-in airports were set up by race officials who made "trail blazing" flights.

In 1950, The 99s Air Race drew 33 entries, and money was provided by Odessa, Texas, and Olive Ann Beech, of Beech Aircraft. Late in 1950, the race became the All Women Transcontinental Air Race, Inc. (AWTAR), a non-profit corporation with a four-member board of directors: Chair-

man Mardo Crane, Betty Gillies, Ethel Sheehy and Arlene Davis. The look-alike dress trend started at that time as teams began to wear complete matching outfits specifically designed for the race, and the race became affectionally known as the "Powder Puff Derby," a name Will Rogers had coined when referring to the earlier 1929 Women's Air Derby.

In 1951 and 1952, during the Korean War, the race was called Operation TAR and operated as a training mission; the objective was to provide stimulation as a refresher course in cross-country flying for women whose services as pilots might once again be needed by their country. The race was also opened to all



The first mother-daughter team to race was Betty Gillies with her daughter Pat, age 16.

women pilots, not just 99s.

The first mother-daughter team to race was Betty Gillies with her daughter Pat, age 16, who had 200 hours at the controls of their Navion. The next year, any passenger under 18 was ruled out and only pilots could participate, with the youngest age being 17. Eight mother-daughter teams flew the race in 1966 and 16 in 1976, an indication that air education begins at home.

The unique gold PPD pin designed by Marion Andrews was a latticed half-globe encrusted with a map of the

United States and the words Powder Puff Derby. It was to be worn only by those who had flown this challenging race.

One of the great honors paid the racers and officials occurred in 1969 when Pat Nixon, wife of U.S. President Richard Nixon, graciously entertained the racers at a reception and tea at the White House.

The 1975 race with 102 entries was not without problems. A discrimination suit was filed by a male applicant who was denied entry by the rules that had governed the race for 28 years. The day before takeoff, however, a U.S. District Judge ruled the race would continue for women only.

Due to new levels of air traffic congestion, diminished corporate sponsorship and rising costs the 1976 race was to be the last race. It was the longest in its history—2,926 miles from Sacramento, California, to Wilmington, Delaware. Two hundred racers were permitted to enter. They came from as far away as South Africa, Alaska, the Ba-



Charlene Falkenberg and Jeanine Tellekson dressed alike for PPD.



be made early. The tour operators and hotel management have deadlines that are *cast in concrete* because of the renewed popularity of this famous resort city.



**Barbara Evans, Livermore Valley Chapter, is making a one-time-only mailing of a registration form with specific information about the PPD Reunion to everyone interested in attending.**

**So if you have not already sent her your current address, she needs to hear from you right away. She doesn't want to leave anyone out, but she must have a current address.**

**Contact her at 4307 Quail Run Lane, Danville, CA 94506; phone: 925-736-1795; fax: 925-736-1270; e-mail: quailr@aol.com.**



umas, Canada and Rhodesia. The start was adjusted to allow later planes to depart first.

Late in 1976, AWTAR officials Marian Banks, Wanda Cummings and Kay Brick visited the unfinished National Air and Space Museum in Washington, D.C., to check the winners' names on the PPD trophy ensconced there. At that time, Jack Whitelaw, deputy director of the museum, convinced them to have just one more race, the 30th, and have it follow the first route. Thus, the 30th Commemorative Flight took place. Greatly changed rules permitted a broader spectrum of pilots and planes. Passengers were allowed if they had ever held pilot status. Entry response was overwhelming. The planned planes limit of 99 was increased to 150. For Pauline Glasson, Pat Gladney and Gini Richardson, it was their 24th PPD.



*Pin designed by Marion Andrews.*

You can read a more complete history of this race in *the History of The 99s*, available from 99s Headquarters for \$40, plus \$6 s/h.

## FOREST OF FRIENDSHIP CELEBRATION

June 16-18

If you plan to attend, request registration information from Kay Baker, Executive Director, as soon as possible (913-367-1419). After May 15, the fee for meals, local transportation, tours, etc. increases from \$70 to \$75.

This fee must be paid in advance of your arrival and covers a buffet dinner and cocktail party on Friday; the luncheon on Saturday at 1 p.m. immediately following the usual celebration at the Forest, and Saturday night's banquet at 7 p.m. The 99s reception will be held at the AE House at 223 N. Terrace on Saturday afternoon from 2-4 p.m.

Rental car service is available at Kansas City International Airport. *Transportation will be provided at no cost from the ATCHISON AMELIA EARHART AIRPORT.*

## CONNECTICUT WOMEN'S HALL OF FAME

Charter Member Mary Goodrich Jensen, Connecticut Chapter, has been inducted into the Connecticut Women's Hall of Fame. At the age of 20, she was the first woman in Connecticut to earn a pilot's license. While learning to fly, she wrote of her experiences for the *Hartford Courant*. She continued to write on aviation, the first woman to have a bylined column for that paper.

Mary was a director of the Betsy Ross Corps, a group of female pilots organized to assist in national defense during emergencies. She piloted her own bi-plane, a KR-21, making history as the first woman to make a solo flight in Cuba.



## PROGRESS REPORT OF WAESCON 2000

November 7-9, Khatmandu, Nepal

The World Aviation Education and Safety Congress—sponsored by The Ninety-Nines, Inc. and organized by the India Section—has received tremendous response: More than 150 inquiries.

India Section Governor Chanda Budhabhatti is WAESCON's chairperson of the Executive Board of Directors, 99s International President Bev Sharp, Past President Marilyn Copeland and India Section Vice Governor Mohini Shroff serve as co-chairpersons. Bev will be The 99s speaker at the Congress as well as actively participate in the Congress to promote the image of The 99s. She will introduce aviation awareness at the school level in Kathmandu.

The Executive Board of Directors consists of members of The 99s from different parts of the world. There is also an International Board of Advisors that consists of outstanding men and women from the world of aviation and space.

Moya Lear has accepted our invitation to be chief patron for the Congress. A few of the renowned speakers who have reconfirmed their support are Barbara Barret, president of International's Women's Forum and former deputy administrator of FAA; Linda Finch, World Flight 1997; Capt. Suzanna Darcy, first woman test pilot of Boeing; N. P. Ghimire, director general of Civil Aviation of Nepal; Lt. Col. N.S. Poon, member of Parliament and assistant minister of Tourism and Civil Aviation of Nepal; Nadia Roberts, president of Flight Research; Vishwabandhu Gupta, India's first ballonist; Kamal Naguib, chairman of WAEO, Egypt; Ruth Stafford, ferry pilot; Capt. Patty Mitchel, United Airlines; and Capt. Nivedita J. Bhasin, Indian Airlines.

For information and/or registration, contact Chanda Budhabhatti, World Aviation Congress Secretariat, 1051 N. Columbus Blvd., #101, Tucson, AZ 85711. Fax 520-325-7243 or e-mail chandab@azstarnet.com



# MEMBERSHIP

*Start a calling committee in your Chapter, if you don't already have one, and keep in touch with those members you don't see very often. You may be surprised how easy it is to keep members with just a little extra effort.*

The most frequent cause of delay in processing a new member application is missing information. Even though the new application form very clearly states that a copy of the airman certificate, student pilot medical or proof of full-time student status (or equivalent documentation if non-U.S.) must accompany an application, these items are often not included. (At any given time, Headquarters may be holding 25-50 applications with missing information.)

Not only does this slow bringing the prospective new member into your organization, it also consumes staff time for follow-up that could otherwise

be spent more productively. Please help us by making sure your new members include the necessary documents.

The second type of delay in processing applications falls in the financial arena. Either an incorrect check amount is enclosed (because an old, old membership form was used) or incomplete or incorrect credit card information is provided. (To process cards, we must have both the card number and the expiration date.)

We love receiving and processing new memberships and renewals—but we would appreciate your help to minimize delays. A current membership application form appears in the March/April issue. Please dispose of any previous forms you are using (especially those with outdated dues amounts). Current dues are \$65 US, \$57 Canada and the Caribbean, \$54 Overseas, \$30 for Academic or Future Women Pilots, all paid in US funds. Renewals are \$10 less than the above dues amount.

One of the challenges with any membership-driven organization is keeping the members they already have. Start a calling committee in your Chapter, if you don't already have one, and keep in touch with those members you don't see very often. You may be surprised how easy it is to keep members with just a little extra effort.

## SPEAKING OUT

The future of the entire 99s organization is here before us in the form of our young motivated women. Of course, you have heard this a million times I'm sure. But think again... what has your Chapter really done to make this a reality for these young women? How well does your Chapter support and motivate these young women? How flexible is your Chapter in accommodating young women who have children?

If there is not a baby-sitter available for mom; Is her 1-year-old daughter welcome on the fly-out or at a meeting/event? This mom may be a future pilot—future 99. And her daughter may be a future student pilot! Even a little 49 1/2" could one day be an encouraging and supportive factor in the life of a 99.

One of our favorite "little 49 1/2s" is Beau. Beau's mom is Toni and I can tell you that if Beau doesn't go, Toni doesn't go. So guess what? Beau is a regular at our meetings, our fly-outs and our lunches. Whatever we do, Beau does it with us, and we all love him.

I have seen Chapters dwindle because the wonderful women who formed their Chapter became inflexible over the years. Chapters sometimes become stagnant, or worse, dissolve due to lack of new membership growth.

So embrace the "little ones" who go with the package. In doing so, you will create a more positive and vibrant Chapter. Your Chapter will flourish because your flexibility and acceptance will give your Chapter a chance. After all, they are our future!

—Margaret Siedschlag  
Brazos River Chapter



Texas State Tech student pilot Mary Long, Skylar Woodward (daughter of Brazos River Chapter member Karen Woodward) and Toni Anderson and her son Beau.





## The 99s Welcome these 151 New Members and Returnees

Rebecca L. Anderson, *Santa Barbara* • Margaret Janet Armstrong, *Eastern Ontario* • Lynn D. Avery, *Connecticut* • Shelley Ann Barron, *Brazos River* • Janice E. Beattie, *Maple Leaf* • Geraldine Stephanie Beccavin, *Reno Area* • Nadine Anne Beliveau, *Ventura County* • Katrina S. Bentler, *North Central Section* • Jeanine M. Bernard, *South Central Section* • Daleen Renee Berry, *Mid-Atlantic Section* • Megan Black, M.D., *Kitty Hawk* • Rachel Blackwood, *British Section* • Lara Blair, *Dallas* • Linda K. Bock, *Garden State* • Marilyn Arlene Bolton, *Kitty Hawk* • Dr. AnnLouise Borella, *Williamette* • Barbara Nafis Bormes, *Southeast Section* • Deanna L. Bowles, *Central New York* • Linda Bradley, *Kansas* • Rachel Catherine Brooke, *Montana* • Jill T. Brookhart, *San Fernando Valley* • Robin Elizabeth Broomfield, *Alaska* • Kimmie Rae Brown-Graehl, *Antelope Valley* • Summer Christine Buckland, *Columbia Cascade* • Deborah L. Bulkeley, *Utah* • Janis C. Bulkeley, *Utah* • Barbara C. Burgess, *First Canadian* • Casey Owen Calkins, *Ambassador* • Patricia Doud Cameron, *South Central Section* • Myriah L. Carreiro, *Katahdin Wings* • Leslie Simonson Chaze, *Mid-Atlantic Section* • Pamela Ann Collings, *New Zealand Section* • Natalie Denise Corrao, *Colorado* • Carlin E. Counihan, *Greater Seattle* • Christina Creamer, *All-Ohio* • Kathleen Joy Creveling, *Southwest Section* • Dawn L. Darling, *San Diego* • Michelle Rose Davis, *Antelope Valley* • Saudamini Madhav Deshmukh, *India Section* • Carol M. Duby, *Columbia Cascade* • Catherine Elizabeth Duggan, *North Jersey* • Pamela T. Dycus, *Southeast Section* • Julie A. Early, *New England Section* • Meghan Shea Earthman, *Colorado* • Vanessa Lyn Ess, *Members At Large* • Lori A. Ferguson, *Orange County* • Bette Bach Fineman, *Sedona Red Rockettes* • Eve O. Fitzpatrick, *El Paso* • Paula Foster, *Eastern New England* • Ellen A. Franklin, *Tucson* • Shelly Diane Funk, *Southwest Section* • Patricia Gabris, *Aux Plaines* • Pamela Lea Gallina, *Lake Michigan* • Kimberly K. Gillette, *Brazos River* • Kelly Knight Gonzales, *Tip of Texas* • Viola P. Goodbee, *New Orleans* • Stephanie Martha Gray, *North Jersey* • Michelle Marie Grossglauser, *Intermountain* • Margot Hauke-Mielck, *German Section* • Barbara C. Havens, *Santa Clara Valley* • Ruth J. Hawks, *All-Ohio* • Linda Campbell Haynes, *Michigan* • Kimberly Kathleen Hoffbeck, *Minnesota* • Ruth Richter Holden, *Santa Maria Valley* • Elizabeth Dorothy Holtman, *Manitoba* • Linda Mary Hooker, *Oklahoma* • Linda S. Jackson, *South Central Section* • Caroline A. Jacobson, *Aux Plaines* • Doris Sumiko Jeffery, *Maple Leaf* • Judy K. Johnson, *Reno Area* • Jennifer Elaine Jones, *Alabama* • Janet F. Kaiser, *Southwest Section* • Angela Therese Kovacs, *North Jersey* • Emily Christine Krokosz, *Chicago Area* • Maria Kirsten Krueger, *Santa Clara Valley* • Sharon H. Laird, *Eastern Idaho*

• Alison J. Liddell, *First Canadian* • Kathy Faye MacKenzie, *South Central Section* • Marnie Lynn Madden, *Sedona Red Rockettes* • Carole Ann Maddox, *Southeast Section* • Angela Gail Magney, *Northwest Section* • Deborah Francine Magnin, *Antelope Valley* • Ruth Carol Martens, M.D., *Chicago Area* • Sheila Catherine Mattos, *Greater Seattle* • Catherine A. McClamrock, *Memphis* • Sandra Ann McClinton, *Hampton Roads* • Deborah A. McGlaufflin, *Maryland* • Cheryl P. McLeskey, *Hampton Roads* • Lorri Lynn Megonigal, *Orange County* • Kathleen Marie Meilahn, *Austin* • Alma J. Miller, *Women With Wings* • Hannah Lorraine Mitson, *Alaska* • Kaisa Mollari, *Finnish Section* • Deborah Marilyn Moran, *Space City* • Margaret Edna Munte, *Columbia Cascade* • Joy Marie Nelson, *Western Washington* • Betty L. Nicks, *Wichita Falls* • Janice Marie Orr, *Minnesota* • Gina Dawn Ovendorf, *Women With Wings* • Terry D. Paine, *British Columbia Coast* • Dolores Vivian Pasierb, *Oklahoma* • Elisabeth H. Pelon, *Texas Dogwood* • Stacey Evelyn Philtower, *Chicago Area* • Tricia Marie Pierce, *Santa Clara Valley* • Dale Jean Pizzo, *Reno Area* • Bridget T. Rathjen, *Pikes Peak* • Andrea Beatrice Read, *Santa Barbara* • Kathleen Reiley, *Wisconsin* • Faith B. Richards, *North Jersey* • Michelle Leah Ridlehoover, *Redwood Coast Flyers* • Avona P. Russi, *Idaho* • Charina G. Sabal, *Phoenix* • Shrestha Sabina, *India Section* • Ann Haile Sanchez, *Monterey Bay* • Juanita M. Sanchez, *Albuquerque* • Elizabeth A. Saunders, *Maryland* • Rose A. Sayre, *Florida Goldcoast* • Judy Schmidt, *Colorado* • Karola Schmorde, *German Section* • Carolyn Jones Schorer, *Mid-Atlantic Section* • Mary Ann Senft, *Southwest Section* • Jan M. Shakespeare, *Florida Goldcoast* • Victoria L. Skold, *South Central Section* • Janelle Slivinske, *New England Section* • Sarah Louise Smartt, *Florida Gulf Stream* • Rebekah Marie Snyder, *North Jersey* • Jonna Catherine Sotelo, *Tucson* • Kelly Leigh Staels, *Ventura County* • Sylvia Stockdale, *Greater Detroit Area* • Elizabeth B. Sutherland, *South Central Section* • Sue Lynda Symons, *Montana* • Elizabeth Eyre Taylor, *Connecticut* • Edna Marie Thompson, *Oklahoma* • Serena Jane Townsend, *Columbia Cascade* • Connie Sue Troyer, *Northeast Kansas* • Ann Rose Urich, *Phoenix* • Stacia M. Valentine, *Houston* • Diane Lynn Vanderhoeven, *Colorado* • Susan J. Victor, *Chicago Area* • Patricia Volkerts, *Tucson* • Sandra Anne Wark, *Canadian Rockies* • Jo-Elle Long Warner, *Lake Michigan* • Brandi Lynette Watts, *Tennessee* • Monica Faye White, *Florida Suncoast* • Ellyn Williams, *Palomar* • Kimberley Dawn Winsor, *Atlantic* • Genevieve Diane Woods, *Alabama* • Valdeen C. Wooton, *El Paso* • Barbara Jean Wright, *Delaware* • Penny Jo Wyatt, *South Central Section* • Cheryle Ann Wyers, *Canadian Rockies*

### GENERAL AVIATION

AIRLINE PILOT hiring continued at record levels in March with 1,643 new jobs for the month. AIR, Inc.'s hiring forecast predicts 5,976 new jobs at the majors, 6,948 at the nationals and 19,740 new pilot jobs overall in 2000.

EMBRY-RIDDLE Aeronautical University will operate its Summer Academy at its Daytona Beach, Florida, campus from June 22 to August 18. The Summer Academy offers educational programs for students ages 12 to 18 who want to learn about aviation and aerospace in a fun, relaxing atmosphere. Application is required by June 1.

For registration and a brochure, call 800-359-4550 or look on the website: <[www.erau.edu/dce](http://www.erau.edu/dce)>.

STUDENTS interested in EAA Aviation Foundation scholarships can now apply for the awards online at <[www.eaa.org/education/scholarships](http://www.eaa.org/education/scholarships)>.

FLYING Network Inc. has launched a newly updated flight training website <[www.StudentPilot.com](http://www.StudentPilot.com)>.

THE NATIONAL Business Aviation Association has launched a new program called AvKids to teach children in grades two through five about business aviation. The program includes a website <[www.avkids.com](http://www.avkids.com)>. A teacher's activity package with 20 to 30 classroom project ideas is being tested and should be widely available by the time you read this.

FOR DIRECT access to official weather, check out <[www.nws.noaa.gov/](http://www.nws.noaa.gov/)>.



# CAREERS

## Accelerated training: Is it for you?

BY KAREN M. KAHN, Santa Barbara Chapter

**Q**uick, quicker, quickest. Those seem to be some of the prominent buzzwords for flight training in recent years. During our career counseling sessions, we're frequently asked about "quickie" or accelerated training programs, and whether they can do the job as effectively as a regular, full-term course. The answer, of course, depends on you, your situation and the flight or ground course in question. It can often be the solution to an immediate problem when you need a multi-engine rating right *now*. Or it can be an ongoing curse that *is*, itself, the underlying problem caused by your quickie "fill-in-the-blank" training that has left you with no firm foundation in the basics, thus hampering your future learning abilities.

LET'S TAKE A CLOSER LOOK AT SOME OPTIONS to consider when investigating a new license or rating. First of all, consider where the training fits into your overall career plan. (You do have a plan, don't you?) If it's an integral pillar, like an Instrument Rating, make sure that you receive a good solid foundation in the basics. This skill is one you'll be asked to demonstrate over and over again. Each time you take a checkride, your instrument skills will be tested, be it during your Commercial, Multi, CFI, ATP or a specific type rating ride. So it's imperative that you develop good IFR skills to assure your timely progression up the career ladder.

A concentrated 10-day instrument course may work well for a busy executive who's tired of taking one lesson every other week, while forgetting everything he's learned in the meanwhile. But it may well prove to be too intense for a 100-hour pilot who needs time to assimilate the new material and integrate it into his/her expanding aviation knowledge base. All candidates need to do their homework to determine how suitable such a course may be for them and their needs.

The IFR written test, however, is a different matter. Since the instrument written encompasses a wide variety of material, a two- or three-day written test prep course can frequently help the newcomer with a good introduction to the world of instrument flying. Backed up by other learning sources, such as your instructor, reference books and tapes, safety seminars and just plain hangar flying, the weekend ground school approach can frequently be your impetus to start, continue or finish up your "Life Insurance Training," as I like to call the Instrument Rating. Just remember, the material you learn for the written is meant to be combined with your flight and ground data from your instructor to make the material applicable to the real world.

The Multi-Engine Rating is a frequent candidate for the Quickie School of Learning. It can be accomplished in a number of different ways, again depending on your particular situation. If you have

an opportunity to do some multi-engine flying with other pilots, then it's certainly to your advantage to get the rating as soon as possible so you can log the flight time during which you are sole manipulator of the controls.

If you need a minimum number of hours to meet insurance requirements, so you can borrow your friend's twin, you may want to get your rating in the same type as you'll be flying, so you'll be that much closer to meeting the PIC "time-in-type" requirements once your training is complete.

With no specific type twin in mind, you should look for the school with the best equipment, maintenance and training available at a price that meets your budget, and a time frame that fits your schedule. Keep in mind that once you're done, you'll find few operators willing to rent you a twin without further time in type. You might want to purchase some additional multi-engine IFR training to complete the time requirements and—to receive the most bang for your buck—complete an Instrument Competency Check at the same time.

Remember that any of the "quickie" courses require you to do the book work in advance of your flight training and show up well versed in the "numbers" for your specific aircraft. That translates into knowing the limitations, normal, abnormal and emergency operating procedures *before* you arrive at the training facility.

Virtually the same advice applies to the Airline Transport Pilot Certificate, which is actually an IFR checkride in a twin (or sometimes a single) given to very tight tolerances. Unless you have some definite reason for attending a particular school (perhaps they guarantee you an interview with their airline if you train with them), you can save time and money by taking an accelerated course, provided, of course, you've done your homework and have completed your written test.

Your home study will require you to be very current on instruments. Start with a simulator (PC, desktop or whatever is available to you) and then move on to a single-engine trainer. Follow this with several hours in a light twin to re-familiarize yourself with basic multi-engine procedures, if you're not current on what's required for this specific type. Then try to get some cockpit time in the actual ship you'll be flying so you can practice the various procedures and checklists *before* the Hobbs meter starts to turn. This kind of familiarity with the twin you'll be flying will cut your monetary outlay to a minimum and help you arrive prepared for accelerated learning.

By the way, remember that an ATP in a light twin is nothing but a paper credential that most airlines like to see. When you are checked out in the left seat of a large aircraft (over 12,500 lbs.), you'll also have to take type-specific training and pass another ATP-like checkride in the specific make/model you'll be flying.

There are other ratings that can be obtained by the Quickie Method, such as MEI (multi-engine instrument instructor) and SES (single-engine seaplane). Just be sure that you've done your homework thoroughly before you take the plunge and then, arrive prepared to absorb the maximum amount of knowledge in the minimum amount of time.

*Karen Kahn is a Captain for a major US airline and author of "FLIGHT GUIDE FOR SUCCESS—Tips and Tactics for the Aspiring Airline Pilot." Type-rated in the MD-80 and Lockheed JetStar, she holds an ATP, Gold Seal CFI:AIM and is rated in gliders, seaplanes and helicopters. She is an FAA Aviation Safety Counselor and runs Aviation Career Counseling (805-687-9493 or karenkahn@compuserve.com), a pilot career guidance and airline interview counseling firm based in Santa Barbara, California.*



Our organization has made a number of major achievements in the past two years. We still have a little ways to go to get HQ running smoothly the way we would like it. However, we have made significant progress. Listed here are some of the major achievements we have accomplished.

The current Board of Directors would like to hear your ideas for new challenges to fulfill.

- In a little more than three years, C.J. Strawn, Claire Walters and a host of volunteers raised the money, designed, built and opened our beautiful 99s Museum of Women Pilots. In addition, bylaws were written and a board of trustees is being elected.

- A professional museum curator was hired. Nancy Lowe-Clark is a wonderful addition to our Headquarters staff.

- A second very large 99s museum display was installed and dedicated at the Finnish Aviation Museum in Helsinki, Finland. It was awarded the Finnish Sports History Award for 2000 on March 21. A portion of the display will be exhibited at the European Women & Sports Congress June 7-11 in Helsinki.

- Major needed repairs were completed on both of our Headquarters buildings, including new heating and air-conditioning. The roof has been repaired but will eventually need to be replaced. Offices were spruced up with new paint and carpet for the Museum Grand Opening.

- A complete computer system was purchased and installed under the direction of Minnesota 99 Elaine Morrow. Most of our records have been transferred to it. Elaine has named the computer "Louise" after our first secretary, Louise Thaden.

- A long-range plan has been updated to ensure continuity and implementation.

- A budget has been developed and our investments examined to ensure that we are earning the most for our money.

- Bylaws were written and a board of trustees elected for the Ninety-Nines Endowment Fund.

- An accountant was hired and a receptionist/membership coordinator is currently being sought for Headquarters.

- Job descriptions were developed for four Headquarters employees and an employee's handbook is in the process of being written.

- A Future Woman Pilot category of membership has been added. A limited number of temporary brochures are available while a new membership brochure is being developed. Five \$1,000 AE Scholarships have been created for this membership category.

## POSITION REPORT

BY MARDELL HASKINS, International Director

- Two new Sections, Brazil and Nepal, are anticipated.

- Ninety-Nines membership is increasing and retention is up.

- The Ambassador Chapter, a cyberspace Chapter, has been added. For information, contact Janet Patton at stinson@juno.com.

- A new permanent 99s building was built at Sun 'n Fun under the direction of the Florida Suncoast Chapter. Donations to finish paying the \$20,000 cost for the construction of this building are welcome.

- Louise Thaden's airplane that won the first Women's Air Derby has been acquired.

- We became a founding member of the BE A PILOT Program.

- The 99s currently exhibit at five trade shows: AOPA, Women in Aviation, Oshkosh and Sun 'n Fun and the University Aviation Association.

- A Pen Pal and Vacation Exchange program with international members has been created. To sign up, contact Fran Stuback at stuback@aol.com.

- A video featuring Northwest Section 99s is now available from Headquarters for \$15 (includes postage).

- Our PR packet has been revised. Copies are available from Headquarters for \$5 each.

- The membership roster format has been revised and is being prepared in-house this year on our new computer. Membership data has been entered on the new computer.

- A sales catalog will soon be available.

- Specific guidelines on the use of our logo and graphics are being developed. A disk or CD will be developed soon for Chapters to use.

- A Speakers Bureau is currently being developed. A Chairman is needed for this committee. To sign up or submit speaker's names, contact PR Chairman Sue Halpain at 405-789-0272 or e-mail halpain@aol.com.

## INSURANCE

A COMPLETE INSURANCE information booklet is currently being revised and updated and will be sent to all Chapters as soon as it is complete. Following is some general information. Complete details and appropriate insurance forms may be obtained by calling International Headquarters at 1-800-994-1929.

**Non-ownership aircraft liability** insurance provides legal liability coverage for bodily injury, including passengers, and property damage in a total combined limit of \$2 million. Coverage is extended to Chapters by request submitted to and approved by International Headquarters prior to sponsoring and/or conducting a flying event.

- Flying events eligible for sponsorship and coverage under this policy include those where money is solicited from sources outside the indi-

vidual Chapter, or when entry fees are required, or other flying events sponsored by a Chapter for which no money is solicited or fees required. (No airshows or aerobatics)

- A premium of \$73 is charged for each official day of the event; an additional fee of \$46 is charged for each impound day for the races, derbies, etc.

- In addition to the flying event insurance coverage, a Certificate of Insurance is required for each aircraft participating in an air tour, air race, air derby, proficiency race, cross-country air rally, airplane rides, penny-a-pound or charity airlift. Participants must provide these certificates prior to the event start.

- Within five days after the event, all of the Certificates of Insurance collected from participants must be mailed to International Headquarters, along with a completed Flying Events Report.

(Appropriate insurance forms may be obtained from Headquarters.)

**Comprehensive general liability** insurance is in place and covers customary Chapter functions, including meetings, breakfasts, luncheon, dinners, hangar parties and various aviation seminars, safety meetings/workshops, fear-of-flying clinics, flying companion seminars (excluding flying, if any), ground school for BFR clinics, aviation education seminars and similar nonflying events.

Bodily injury and property damage coverage is for the premises where an event takes place. No charge is made for this coverage unless additional insurance is required, such as legal liquor liability coverage when alcoholic beverages are sold by the Chapter. (Note: no coverage is available for plane wash events.)

# INTERNATIONAL HEADQUARTERS

*Headquarters and the 99s Museum of Women Pilots received a visit from Australian 99 Dr. Heather Parker, who came to the U.S. to attend a week-long seminar at the FAA's Civil Aero Medical Institute in Oklahoma City.*



*New graphics add sparkle to the refurbished 99s trade show booth, thanks to the efforts of MWP Director Nancy Lowe-Clark and Executive Director Lu Hollander.*



*A group of 99s attending the Women in Aviation in Aviation Conference in Memphis, Tennessee, join President Bev Sharp in welcoming brand new 99 Vanessa Ess from Singapore. During the event, Bev pinned a number of new members in front of The 99s booth.*

## AMELIA EARHART MEMORIAL SCHOLARSHIP FUND

The AEMSF Trustees will be funding five \$1,000 scholarships to go to future women pilots to aid them in completing their training for a Private license. The applicants must have 24 hours, have soloed and passed the FAA written test.

Application forms for both FWP and Career Scholarships will be available at the conference in San Diego and thereafter by request from Headquarters. All contributions to both scholarships are greatly appreciated.

—Charlene Falkenberg  
AEMSF Permanent Chairman

## AMELIA EARHART MEMORIAL SCHOLARSHIP FUND

**Yes! I want to help other 99s move along in their careers.**

**My tax deductible contribution is**

Payment: Check \_\_\_\_\_ Credit Card: VISA \_\_\_\_\_ MC \_\_\_\_\_ AMEX \_\_\_\_\_

Card No. \_\_\_\_\_ Expires \_\_\_\_\_

Name \_\_\_\_\_

Signature \_\_\_\_\_

Send your **tax deductible** contribution to Charlene Falkenberg, Permanent Trustee, 618 South Washington Street, Hobart, IN 46342-5026. For more information, phone/fax 219-942-8887 or e-mail CharF@Prodigy.net

*Make checks payable to Amelia Earhart Scholarship Fund*



## GERMAN SECTION

The annual "witches meeting" of the German female glider pilots took place the weekend of January 29-30 in Olpe/Biggesee (Germany). About 140 members were present at this 25th anniversary.

As Governor of the German Section, I reported on my career as a woman pilot with an important airline, Deutsche Lufthansa.

At their first meeting held in 1975, 26 members of the German Aeroclub (DAeC) intended to demand equal rights and recognition for themselves. In addition, they also wanted to draw attention to the fact that female pilots are equal to their male colleagues.

The founders never imagined that the meeting at Siegerland's airport 25 years ago would develop into the yearly highlight of the female glider pilots program sometimes attended by as many as 200 guests.

The "witches" meeting has established itself in Germany and takes place in different locations around the country. In the year 2001, this meeting will take place in Dresden, making it the second time that the "witches" will meet in the newly formed states.

Isolde Woerdehoff, also a member of The 99s and the vice-president of DAeC, participated in the meeting. Dr. Angelika Machinek received an award for her extraordinary performance as the most successful German woman glider pilot in 1999.—*Andrea Moeller*



*Dr. Angelika Machinek is recognized by German Aeroclub as the most successful woman glider pilot in 1999.*



## EASTERN NEW ENGLAND SECTION

Accepting the invitation of the Zonta organization in our region to attend their annual Amelia Earhart Fellowship Luncheon in Waltham, Massachusetts were Cynthia Taylor, Zonta Regional Governor; Martha Dunbar, Past N.E. Governor, Eastern New England; Laurence Vigeant-Langlors, 99s recipient of Zonta A.E. Fellowship for second year; Pat Theberge, Eastern N.E. Chapter Chair; Katharine Barr, N.E. Governor; and Helen Lawrence, Zonta Vice Governor.

—*Katharine Barr*

## KANSAS

A flying companion seminar in Wichita, Kansas, on March 25 was well-attended with 19 people. It was held on the campus of Friends University with an hour spent at Wichita Mid-Continent Airport for hands-on experience in preflight and instrument familiarization.

Linda Black was chairman and Karen Tucker, Kay Alley, Bonnie Johnson, Maureen McMaster, Joy Hatch, Jana Jadaborg and I were the presenters—*Jackie Sauder*

## AMBASSADOR

The Chapter is moving forward! With currently almost 20 members, the Chapter is creating special "Crewmember" positions piloted by our more experienced members. These include mentoring, career planning and recruiting. The membership includes a well-rounded mix of aviation professional pilots and student/aspiring professional pilots. This makes for an extremely helpful and rewarding atmosphere for all.

For example, Andrea Solsona, Heather Paerson and Mayrie Richards are aspiring professional pilots working on additional licenses under the guidance of newsletter contributors Sue Grenier and Jeannie Dismukes. Sue's aviation education section and Jeannie's mentoring section—along with Jessie Brightman's thought-provoking articles of flying as a career—inspire us all.

If you would like additional information about the Ambassador Chapter—the all e-mail Chapter—contact Chairman Janet Patton (stinson9@juno.com), Membership Chairman Wendy Paver (wpaver@yahoo.com) or Recruiting Chairman Jenny Beatty (Aviatrix@compuserve.com).

## GREATER SEATTLE and WESTERN WASHINGTON

The Greater Seattle and Western Washington Chapters presented their Flying Companion Seminar on February 26 at the 17th annual Northwest Aviation Conference & Trade Show, held at the Western Washington Fairgrounds at Puyallup, Washington. This year's seminar had 80 enthusiastic attendees, ages 15 and up, from Washington and Oregon.

Co-chairmen Nancy Jensen and Anita Taylor were joined in presenting information on chart reading, aerodynamics of flight, WX, FAA regulations, radio procedures, and emergency procedures by Marie Fox, Nichole Kegel, Linda Morrison, Pam Schuerman and Suzanne Alexander. Other 99s helping out were Doris Wolfstone, Teresa Oakley, Georgianne Ray, Marian Hartley, Liz Lundin and Sonya Steiner. Ninety-Nines Vice President Carolyn Carpp welcomed participants with a brief overview of The Ninety-Nines, Inc.

AOPA President Phil Boyer graciously stopped by following his talk at the pilots' seminar and drew tickets for the door prizes AOPA had provided.—*Marian Hartley*

## MT. SHASTA

At a Math & Science Conference held at Shasta College, Redding, California, on April 1, Sue Kerr and Suann Prigmore presented a program on the opportunities available to young ladies for a career in aviation. The 90 students were divided into four classes of an hour each.

Sue Kerr brought two simulators, and Sue Hill brought great visual props of the compass and main panel instruments.

Donna Taylor and Sue Kerr

gave brief demonstrations on what the tower does. Suann revealed the contents of what pilots carry in their briefcases. Barbara Crocker worked with the girls on the simulator in the morning sessions, and Diana Ward worked with them in the afternoon.

It was a great opportunity to tell them about The 99s and the Civil Air Patrol. The most popular question was: "What does an airline pilot earn?"

—*Donna Taylor*



*Mt. Shasta Chapter members Suann Prigmore, Susan Hill, Donna Taylor, Barbara Crocker and Sue Kerr presenting a program on "Aviation Careers for Women" at Shasta College.*





*Susie Sewell guides a tour of guests at the Oklahoma Chapter's membership brunch at 99s Museum of Women Pilots.*

## OKLAHOMA

On Sunday, March 19, the Chapter held its annual membership brunch at International Headquarters. Marge Richison received both the Chapter Service Award and the Chapter Pilot of the Year Award. Each person at the lunch gave a thumbnail bio of herself and why or how she learned to fly. Following this warm, funny program, former International President Susie Sewell led a tour of the 99s Museum of Women Pilots.—*Carol Sokatch*

## SAN GABRIEL VALLEY

Chapter members Dianne Fredrick, Judy Kras, Kathy Malinsky, Penny Moynihan, Bonnie Naas and Virginis Harmer helped with judging at the Pacific Coast Intercollegiate Flying Association SAFECON 2000.

Heidi Southworth, San Gabriel Valley Chapter, won the FedEx Scholarship at the recent Women in Aviation Conference in Memphis. She will be working on her multi-engine ratings.—*Judee Wilson*

## FLORIDA GOLDCOAST

The Florida Goldcoast Chapter had a gala 60th anniversary celebration to commemorate its founding. Ruth Fleisher, a Women's Airforce Service Pilot in WWII, led the evening with a historical overview of our Chapter's development. As one of the earliest members of our Chapter, her memories are part of our collective legacy.

Ruth grew up watching aviation develop around her as the daughter of an airport manager and has served both as a military and civilian air traffic controller. She is an inspiration to fellow Chapter members who gathered to be part of the event held in the home of Chapter Secretary Judy Portnoy.

Ruth's retrospective glimpse of the Chapter's history—often sprinkled with her own brand of humorous recollections and commentary—provided for a delightful evening.

The Florida Chapter, forerunner of the Florida Goldcoast Chapter, was founded in January 1940 with 14 members. In March 1947, it sponsored the first "All Women's Air Show" and the "Transcontinental Air Race" (later called the Powder Puff Derby) from Palm Springs, California, to Tampa, Florida.

The name of the United States Navy Municipal Airport in Miami was changed to Amelia Earhart Field. By June 1948, the Second Annual All Women's Air

Show and the second Transcontinental Air Race took place at Amelia Earhart Field. June 1950 was the fourth and last All Women's Air Show.

The Florida Chapter grew and by 1965, Florida members established the West Coast Chapter, now called the Florida Suncoast Chapter, as well as the Spaceport Chapter and our Florida Goldcoast Chapter. The Florida Goldcoast Chapter had approximately 40 members at the time, including those in the Fort Lauderdale and Miami areas. By 1975, membership had grown enough that the south Florida membership divided into the Florida Goldcoast for the Miami area and the Florida Gulfstream Chapter for those in the Fort Lauderdale area.

Our 60 years have seen a lot of camaraderie and special events such as our "Nine-Nine-Ninety-Nine." On September 9, 1999, the Florida Goldcoast and Florida Gulfstream Chapter joined forces to put on a spectacular celebratory event featuring one of The 99s founding members, Faye Gillis Wells. The dinner evening capped out at 99 guests and was hosted at the facilities of Broward Community College's Aviation Institute, which interestingly enough, and by pure coincidence is Building 99!



*Chairman Bobbi Lichtiger, Mara Booth-Miller and Ruth Fleisher at 60th anniversary celebration of the Florida Goldcoast Chapter.*

Anyone who has been in the audience when Fay Gillis Wells speaks knows what a lively and fun-filled evening transpired.

Our gatherings are always filled with informative presentations on a wide variety of subjects. Lt. Mara Booth Miller, U.S. Coast Guard, is a private pilot working on her instrument rating. She sees her work as a great way to earn money for her flying. She gave a presentation to our Chapter discussing her work with endangered marine mammals.

The Goldcoast Chapter has helped many an aspiring aviator through its scholarships, such as the Barbara Chapman Memorial and Griner Scholarships.

Members in the Florida Goldcoast Chapter range from student pilots, aviation educators, aviation professionals and even aviation legends. We are a happy and proud group that continues to grow in our 60th year!—*Jan Shakespeare*



## GARDEN STATE

Members of our Chapter co-sponsored an FAA Safety-Education Seminar on "Survival" at the FAA Technical Center, Atlantic City International Airport in March. There were theory seminars and hands-on survival skill building, such as planning what to put in a survival kit, building a shelter, signaling fundamentals and fire-starting. Barbara Para, Lorraine Jordan, potential FWP Rhonda Goodwin, Andrea Shreni, Norma Begley and Judy Johnson are shown resting on the symbol for First Aid. Not pictured were Rita Lewandowski, Diana Dade and Karen Hopson.—*Karen Hopson*



*All seven members of the Borrego Springs Chapter and their 80 guests celebrated the 16th birthday of the chapter on April 15. The celebration included a fly-in, potluck dinner and perfect weather. Shown here are Mary Egarr, June McCormack, Jan McCormack, Jenny Wright, Louise Phillips, Joan Loob and Adrienne Parker.*



## ORANGE COUNTY

Our Chapter hosted a highly successful opportunity for our members to become Night Current as well as take their annual proficiency training (APT) on March 15 at John Wayne Airport. Food was supplied by Shirley McFall. Vice Chairman Vicky Anderson set up the venue and alerted the JWA Tower. She arranged for the use of four new 172s accompanied by four CFIs supplied by FBOs Sunrise Aviation and Lenair Aviation. She also arranged for insurance and the promotion of the event—a truly professional job.

CFIs were Deborah Kasparoff, Jennifer Flemming, Jerry Co and O.C member Sue Ballew.

The 16 members who became Night Current were Brenda Jackson, Marie Hoefer, Linda Eldridge, Cynthia Shofer, C.J. Rietz, Laura Crosson, Hilda Hill,



*CFI Jerry Co passes Orange County member Sabrina Beach on her Night Currency.*

Terry O'Connell, Nonie Dietz, Bonnie Shanks, Melinda Luthin, Bridget O'Callaghan-Hay, Gretchen Lindelof, Sabrina Beach, Tami Folger and Chapter Chairman Colleen Handrahan.

—Mary Van Veltzer

## ANTELOPE VALLEY

Our Future Women Pilots program is moving right along. Joining us in March were Michelle Davis of Lancaster (Elise Gravance, mentor); Deb Magnin of Rosamond (Jan Tomeny, mentor), and Kimmie Brown-Grachl of Ridgecrest (Char Spencer, mentor). We had our first informal meeting of the FWPs, their mentors and the scholarship com-

mittee in March.

On Sunday, April 2, a roadside monument was dedicated to Florence "Pancho" Barnes at the Cantil Post Office. Members of E Clampus Vitus, a historical society, took time out to honor the Charter 99s flying ace with this roadside monument. Pancho's sense of adventure, integrity and independence is an example for all of us.—Diana Tanner



## SUTTER BUTTES

Seven members and two student pilots (Ceci Barker, Donna O'Neal, Shirley Leatherwood, Shirley Weinbaum, Carol Andrews, Mary Ann Foster, Elaine Chase, Marcell Leak and Helen Martin) attended our meeting in March. We are shown here at Helen Martin's hangar viewing her Tacod Magnum Ultralight which she built in 1994. She shared her story of her dead-stick off-airport safe landing in it in February.—Carol Andrews

ON MARCH 4, a lovely performance of the "1929 Air Race" was presented at Santa Monica's Museum of Flying. Actresses played the parts of Marvel Crosson, Ruth Elder, Pancho Barnes, Amelia Earhart and Bobbi Trout. The real highlight was the guest appearance of Bobbi Trout herself—the one surviving contestant of that race and also a Charter Member of The 99s. As always, it was delightful to listen to Bobbi's exciting recollections and wonderful wit.



*Charter Member Bobbi Trout receiving flowers from cast member of "1929 Air Race."*

—Doris Robertson, Los Angeles Chapter

## PIKES PEAK

Thanks to the generous offer of the Aviation Speakers Bureau, we had the opportunity to provide aviation education in our community. The bureau gave us 20 copies of Rod Macado's *Private Pilot's Handbook* with the stipulation that we place these in local junior and high school libraries. They were distributed in Colorado Springs and Pueblo by Marita Dragten, Jan Rooche and Carol Krutzke.

Our Chapter has a lending library of aviation related books, many about women pilots. We also have a Cessna slide/tape ground school for Chapter members and the equipment to run it. The library is maintained by our co-chair and newsletter editor, Phyllis Wells.

—Onita Winfrey

## ALL-OHIO

Our FAA Safety Seminar was held in March at Ashland, Ohio. The speakers were from FSDO and air traffic controllers. Pilots in attendance came from six counties, with five student pilots. The youngest was 11 years old.—Marge Hazlett

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99 News  
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Wichita, KS 67203  
Fax 316-263-7350 or e-mail  
editor99news@aol.com



## LOS ANGELES

Despite heavy fog, some of our members made it to El Cholo Restaurant in Santa Monica in March to celebrate the 68th anniversary of our Chapter. Shown here are Jim and Bernie Stevenson, Pin-kie Weiss, Rachel Bonzon, Doris Robertson, Pat Olson, Theres Lee, Sally LaForge, Dorothy Limbach and Eugenie Rohrberg.

—Doris Robertson



# RACES AND RALLIES

## OKIE DERBY

The Okie Derby is an annual proficiency air competition sponsored by the Oklahoma Chapter. It is the world's largest proficiency air rally. It is not only fun for pilots, but tests piloting skills and knowledge of the capabilities of the airplanes they fly.

This competition is open to all licensed pilots flying standard general aviation airplanes. Each crew consists of a pilot and a navigator. The latter need not be a licensed pilot, but must be at least 16.

Entrants set their own handicaps on the entry form by listing the ground speed they intend to maintain over a cross-country course. The course (not to exceed 225 sm) is not revealed until a mandatory pilots' briefing the evening prior to the derby.

Competitors come from all over Oklahoma and from neighboring states. Collegiate teams provide keen competition to both veteran and first-time racers.

The Okie Derby was begun to generate funds for aviation scholarships. \$13,000 has been awarded since 1990. Entry fees do not come close to netting sufficient funds to meet the scholarship amount; therefore, the Oklahoma Chapter relies on friends and supporters of aviation and education to help. Sponsorships start at \$25 with many people contributing \$99 in keeping with the name of the organization. Through the scholarship program, we encourage interest in aviation and upgrading of pilot skills for young people.

This year the derby will be held on August 18-19. Chairman is Michelle Green. The starting and

ending is at Wiley Post Airport. Registration fee is \$35 if received before August 11.

For further information, contact Registration Chairman Phyllis Miller, 1924 Red Prairie Dr., Edmond, OK 73003; 405-844-4011; fax: 405-844-4012.

—Carol Sokatch  
Oklahoma Chapter

## BUCKEYE AIR RALLY

Entries open May 1 and close August 5 for the 25th Annual Buckeye Air Rally to be held at Fremont Airport (14G) at Fremont, Ohio, on August 11 and 12. This is a proficiency air rally, sponsored by the All-Ohio 99s. It is open to any pilot. A two-person crew is required. The navigator (copilot) need not be licensed, but must be at least 16 years old. Passengers are not permitted. Cash awards and prizes.

The object of this rally is to demonstrate the ability of the pilot to fly a cross-country course in such a manner as to most closely equal his or her chosen speed. Contestants set their speed by indicating on the entry form the *ground speed* at which they plan to fly. Scores are determined by matching each contestant's performance against the chosen speed.

Airplanes are impounded between 12 and 6 p.m. on Friday. There will be an FAA Safety Seminar at 7 open to the public. There is a mandatory pilot briefing at 8 p.m. and the rally starts at 9:30 a.m. on Saturday. The rally is followed by a banquet Saturday evening.

For further information, contact Sue LeMaitre, 419-334-3085. E-mail: glamaitre@nwnonline.net

## ANTELOPE VALLEY POKER RUN

Our 10th annual Poker Run was the best ever! We had more than 150 poker players, at least 160 guests for lunch and gave away prizes worth more than \$2,000. The weather was perfect. Our anniversary shirts looked great. I think this is a very worthwhile event in that it encourages flying, fellowship among our members and provides money for our scholarships, all at the same time.

—Patricia McDuffee



*Antelope Valley Poker Run participants: Back row: Deb Magnin (FWP), Jan Tomeny, Carol Reukauf, Melissa Cliffe, Palomar Chapter; Kimmie Brown-Graehl (FWP), Anne Roberts, Palomar Chapter; Janice Payne, LaDell Simmons, Rosemary Jensen-Coonrod, Rosan Monaghan, Michelle Davis (FWP), Connie Farmer (Long Beach Chapter); and Nell Justice. Front row: Nikki Lion, Cathy Hansen, Concha Trippensee, Bev VanderWall, Patricia McDuffee, Char Spencer, Elle Coussens, FloraBelle Reece and Elise Gravance.*

## EAA AIRVENTURE 2000

Come join us for EAA AirVenture, July 26-August 1. The 99s Tent will be in the same location—near the West Ramp where the featured planes are parked and just outside of Hangar B. Volunteers are needed to greet and meet other 99s and recruit other women pilots or student pilots. This is a high-visibility opportunity for The 99s.

Join us for a casual breakfast at the tent on Friday or Sunday mornings. If you wish to volunteer or need further information or assistance with accommodations, please call 847-913-0490.

—Rita Adams  
EAA AirVenture Coordinator

## PALMS TO PINES AIR RACE

The Palms Chapter was formed in 1978 by Claire Walters for the express purpose of running the annual Palms to Pines Air Race from Santa Monica to Oregon. Its first race was in 1970; its 31st will be held August 11-13. Usually the race has about 35 planes enter, but occasionally has reached 60 or more. Claire is the race chairman.

Chapter members help with various functions. Vice Chairman Robin Becker and her committee gather raffle items and each year this race has been a great money-

raiser for the Chapter's other successful activity: The 99s Museum of Women Pilots.

At race time, various Chapter members move from job to job—inspecting papers and each plane, registering race crews, transporting people to and from the hotel, doing whatever there is to be done. Chapter Treasurer Cecilia Weldon is Claire's assistant and Jeff, Cecilia's husband, is the start's radio communicator with the tower.

The San Fernando Valley Chapter members help, as does Los Angeles Chapter member Norma Futterman and her friend Maribel

Llorens. They climb to the tower to handle "start timing." Along the 750 mile VFR flight, other Chapters pitch in. We are proud that so many do it each year, such as San Joaquin Valley with its delicious buffet at mid-timing point, Mt. Shasta at the over-night point, and Crater Lake Flyers helping at the finish. Many Chapters over the years have helped.

Entry fees pay all race costs, trophies and prize money. Race kits are available in March from Claire. Races are held usually in August and always after The 99s annual conference.

There are no formal SOPs, but

we invite you to race with us, then discuss details with Claire if you want to start your own fun-filled weekend event. In Claire's memoirs, *This Flying Life*, chapters 18 and 19 fully discuss the race and the new 99s Museum of Women Pilots.

Our Chapter meetings are held the first Tuesday of each month at 7:30 p.m. at Santa Monica Airport, Barker Hangar Conference Room, 3021 Airport Ave. Guests are welcome. Call Chapter Chairman D.J. Nellis at 310-394-4486 if you have questions.

—Betty Loufek, Palms Chapter



## RACES AND RALLIES



### INDIANA DUNES AIR RALLY

Winners of the 22nd Indiana Dunes Proficiency Air Rally (a 132 nm course) at LaPorte Municipal Airport were (L to R) John and pilot Marilyn Horvath in their 172 Skyhawk, 2nd place; Joy Valek and pilot Janice Welsh in a Piper 140, 1st place; and Jan Topp and pilot Linda Mattingly in a Piper Warrior, 3rd place.

Linda also won the Spot Landing Contest. She was no farther than one foot from the line. Dee and Bob Nusbaum, winners of last year's rally, were hosts. —Christine Murdock

## TOUCH & GO'S

• **Capt. Nivedita Jain Bhasin**, *India Section*, of Indian Airlines, was presented the Rashtriya Ekta Award for outstanding achievement in the field of aviation.

• **Governor Chanda Budhabhati**, *India Section*, was presented the "Woman of the Year" award by the Pan Asian Community Alliance in February in Tucson, Arizona. Tsuneo Nishida, consul general of Japan in Los Angeles, was the keynote speaker for the ceremony attended by more than 600 people.

• **Wally Funk**, *Dallas Chapter*, is going to Russia in June to train with their cosmonauts and U.S. astronauts at Star City.

• **Joy Hatch**, *Kansas Chapter*, received her doctorate in information systems and services. Her dissertation was on the effects of student pilots in emergencies.

• **Karen Monteith**, *Kansas Chapter*, has been hired by Ryan International Airlines. She was in Minneapolis for Boeing 727 flight engineer ground school and Memphis for simulator training.

• **Patricia Noyes Prentiss**, *Orange County Chapter*, has upgraded her ratings to fly the Beech Hawker HS-125s.

• **Wanda Strassburg**, *San Luis Obispo Chapter*, has been appointed as designated pilot examiner servicing the San Jose, California, FSDO.

## SCHOLARSHIP

THE ALASKA CHAPTER is once again offering flight training scholarships for women. This year, a \$1,000 career scholarship will be awarded to a female licensed pilot in the pursuit of a career in aviation. A \$1,000 scholarship is set aside for a woman pilot pursuing an advanced rating and a \$500 scholarship will be awarded to a soloed student pilot.

Eligibility: Scholarships will be awarded to Alaska residents. Female student pilots must submit a copy of their solo endorsement. Applicants for the advanced rating scholarship must have at least a private pilot license and current medical, and submit a completed application.

Applications must be received by June 30, 2000. Send applications to: Alaska 99s, PO Box 91962, Anchorage, AK 99509—Nancy Merriman

## NEW HORIZONS

**ILA FOX LOETSCHER**, Charter Member, Rio Grande Valley Chapter, age 95, died in her sleep January 4. She received her pilot's license #7739 in September 1929 at Curtis Flying Service in Moline, Illinois, and was Iowa's first licensed woman pilot.

Ila was contacted by Amelia Earhart about forming a new organization for woman pilots and became a charter member. She lived in the New York area in the '30s where she met Amelia at numerous 99s functions. "She was an inspiration I shall never forget," Ila frequently said of the noted aviator.

When Ila visited South Padre Island, Texas, on a family picnic in 1959, she decided to build a house there. A documentary film about endangered sea turtles caught her interest and she began what became her life's work: saving the turtles, which eventually caused her to become affection-



Charter Member Ila Fox Loetscher

ately called "The Turtle Lady."

With the goal of protecting marine turtles and educating the public about these endangered creatures, in 1978 Ila started Sea Turtle, Inc., a refuge for injured sea turtles and a stop for many tourists who came to see them and listen to presentations by Ila and her many volunteers.

**ENA AYERS BROWN**, Bay Cities Chapter, a 99 for close to 50 years, died March 4 in Denver of combination pneumo-pulmonary-heart illness. —Gay McCauley  
*Bay Cities Chapter*

**JEAN R. BUSTOS**, San Gabriel Valley Chapter, friend and long-time active Chapter member, died February 7 in a mid-air collision over Sylmar, California. Jean received her pilot's license in 1985 and has worked tirelessly for The 99s since 1988. —Judee Wilson  
*San Gabriel Valley Chapter*

**DOROTHY MARIE "TORGY" REGAN**, Keystone Chapter, died December 4, after a two-year battle with cancer. Torgy didn't start flying until she was in her 50s but she rapidly progressed through instrument, commercial and flight instructor ratings, and soon became an active and widely respected member

of the local aviation community. She served as an FAA aviation safety counselor, and flight instructor at Easton Airport.

Torgy served as Secretary, newsletter editor and Vice Chairman and was instrumental in developing our Chapter's educational program for fourth grade children.

Torgy was a role model for us, inspiring us to aim high, strive to do more, be better—and never give up.

—Sally Hiestand  
*Keystone Chapter*

**ROSALIE BRACHT WYSE**, All-Ohio Chapter, passed away in February at the age of 93. A Life Member, Rosalie started flying on a bet after a ride in a Ford Trimotor in 1936. She got her license and joined The 99s in 1943. She kept the love of flying and her friends in her heart long after she could no longer be active with our Chapter.

—Marge Hazlett, *All-Ohio Chapter*

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## LETTERS

MY BEST WISHES from white Finland. Our 99s Exhibition was open for 158 days and 12,000 visitors saw it. When I dismantled the exhibition, I also counted all the things. There were 428 photographs, 487 texts and/or names and 301 other things. Now all is over, and I can sleep very well.

We have here in Helsinki a congress June 7-11, 2000, "European Women and Sport" and they asked me to have a part of the exhibition in the congress hall. Of course, it will be nice to take part. It will be a big conference.

—K. Anneli Kokkola  
Finnish Section

JUST RECEIVED my March/April issue of 99 News. Thanks very much for including the article on "BE A PILOT." We've already had an inquiry about the kiosk (which is still being developed)!

—Cyndy Brown, executive director  
BE A PILOT

IN THE JANUARY/FEBRUARY issue there was an article featuring several women in different areas of aviation. One of these women, Aileen Jost-Watkins, has a special meaning for me.

In 1999 I attended one day of the Women In Aviation Conference in Orlando, Florida. At that time I had put my private pilot's training on hold because I was frustrated with my progress and concerned about my financial situation.

During the course of this day, however, I happened to overhear a very enthusiastic professional pilot giving some advice to several other women who were thinking about a career change into aviation. My interest definitely peaked.

I waited over an hour just to talk to this woman. When I finally did get a chance to speak to her and I learned her name was Aileen Jost-Watkins, we talked for more than an hour. She gave me some very helpful hints with regard to a career change. She also gave me the e-mail address of another pilot (who once practiced in my profession). At the end of our conversation, she handed me her business card and told me to call or e-mail her any time I needed any help or encouragement.

I returned home from that one-day affair in Orlando and picked up with my private pilot training. Dur-

ing the course of that training, I was having difficulty with my second instructor, so I e-mailed Aileen and explained some of the difficulties I was having. Thanks to her and two other significant individuals, I decided to change flight schools and drive 30 minutes south to Punta Gorda, Florida, to finish my private pilot's license. (I was living in Venice, Florida, at the time.)

I obtained my private pilot's license on August 31, 1999, and was scheduled to return to Long Island, New York, for a job two weeks later. A family member who was to provide temporary housing for me until I found my own place found at the last minute they could not accommodate me. I was frantic. I e-mailed a number of people, including Aileen, who I had kept in touch with throughout the course of my training for my private. She e-mailed me back, "Where on Long Island?" I replied: "Brentwood."

The next day I received a message on my answering machine in Florida with the news that her high school friend's mother might have a place for me in Brentwood.

Now, six months later, I am still living in Brentwood and flying on Long Island. At the Women In Aviation Conference in Memphis, Tennessee, this year, I finally had a chance to meet again with this pilot who had



Carol Levine and Aileen Jost-Watkins at the Women In Aviation Conference in Memphis, Tennessee

helped steer a course for me. I was amazed to see how many other women were drawn to her enthusiasm and her wealth of knowledge.

During the four-day conference, I noticed how many people Aileen was able to help with her advice and encouragement, just like she did for me about a year ago. I am truly indebted to this talented and very special person who not only encouraged me to go forth and obtain my private license but helped me in other areas of my life. She is a great asset to the aviation profession.

—Carol S. Levine  
Long Island Chapter



United Airlines new hire class of March 2000

AN UP-DATE on my article in last issue: In March, I started at United Airlines. USAirway was a great place to work. But since United has always been my ultimate goal, when the opportunity came my way, I jumped at it. I start as a 727 Flight Engineer based in Denver. (Back home again!)—Bev Sinclair, Colorado Chapter

## RATINGS

Sue Ballew  
Orange County  
CFII

Sabrina Beach  
Orange County  
Commercial

Kimberly Blair  
Old Dominion  
IFR

Nancy Daugherty  
Tennessee  
Multiengine

Alisa Hagerty  
Greater Seattle  
CFI

Sethany Houseknecht  
Old Dominion  
Commercial

Allison Laird  
Eastern Pennsylvania  
Commercial

Susan Laskos  
Delaware  
CFI

Josefine Schuhmann  
German Section  
ATP

Jann Thompson  
Old Dominion  
IFR

Rhonda West  
San Luis Obispo  
IFR

## WINGS

Judy Bergman  
Old Dominion  
Phase III

Jann Thompson  
Old Dominion  
Phase III

Chris Creamer  
All-Ohio  
Phase IV

Marge Shaffer  
Old Dominion  
Phase IV

Cyd Busko  
All-Ohio  
Phase VIII

Nancy Kyle  
Eastern Pennsylvania  
Phase VIII

Wally Funk  
Dallas  
Phase XVIII



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**AIRPLANE QUILT RAFFLE** - Sponsored by Tucson Chapter 99s as fund-raiser for hosting the beginning of Air Race Classic in Tucson, Arizona, in June. Contact Gloria Tornbom, 5964 W. Rafter Circle, Tucson, AZ 85713. Phone 520-578-2931 or e-mail gloriatorn@juno.com

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## BOOKS

*Amelia Earhart, The Mystery Solved*, by Elgen M. Long and Marie K. Long, is a meticulously researched and in-depth presentation of Amelia Earhart's around-the-world flight with an analysis of navigational challenges and shortcomings. The conclusion shoots down many of the myths perpetrated through the years. It was published in hard cover November 1999 by Simon & Shuster and is available at any bookstore for \$25.

*Mother Flies Hurricanes*, by Mary Singer, is about women ferry pilots in England's Air Transport Auxiliary. A brief history of the Air Transport Auxiliary appears at the end of the book. WASPs get mentioned a few times. The book is available at amazon.com and through Bookmasters at 1-800-247-6553. Mary will donate \$3 to The 99s for each book ordered with the source code of "99" which you should give at the time of ordering.

**CALLING ALL 99s BOOK AUTHORS** - Betty Loufek, Palms Chapter, has begun a new project since co-authoring Claire Walters' book, *This Flying Life*. She is gathering information about other 99s who are authors of books and preparing it for Pam O'Brien to add to The 99s website <www.ninety-nines.org>.

If you are a 99s book author and have not already been contacted by Pam or Betty, please write to Betty Loufek, AirWoman Press, PO Box 721, Camarillo, CA 93011-0721. If you have an extra book jacket or advertising showing the cover, send that along as well.

Betty may be contacted by phone (805-482-6791) or e-mail airwoman@gte.net.

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