



99 NEWS

INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



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2000



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2000

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Make Checks Payable to: **Aviation Archives**
2464 El Camino Real, #99, Santa Clara, CA 95051 AV8pioneer@aol.com

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

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

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POSTMASTER: Send address changes to:
International Women Pilots
The Ninety-Nines® Inc.,
Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159 USA

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INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

July/August 2000

Volume 26, No. 4

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STATEMENT OF EDITORIAL POLICY

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

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

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Annual Dues:

U.S. - \$55
Canada and the Caribbean - \$47
Overseas - \$44 (U.S. dollars)
Academic and Future Women Pilots - \$20
Add a one time \$10 initiation fee for new members in all categories of memberships.

Non-member subscription rates:

U.S. - \$20
Canada and other countries - \$30 (U.S. dollars)

ATTENTION: GOVERNORS AND CHAPTER CHAIRS

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

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U.S.A.
Fax 870-642-4829
76654.1304@compuserve.com

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.

FUTURE 99s INTERNATIONAL CONFERENCES

On July 16-21, 2002, The 99s International Conference will be held in Kansas City and Atchison, Kansas. In 2003, The 99s Conference will be held in Kitty Hawk, North Carolina, and in 2004 in Long Island, New York. Exact dates to be announced later.

The November/December issue will focus on our 99s Museum of Women Pilots and the Amelia Earhart Birthplace Museum. Deadline is October 9.

PERPETUAL CALENDAR

2000

AUGUST

- 11-12 — All-Ohio 99s Buckeye Air Rally.** Fremont Airport, Fremont, Ohio. Sue LeMaitre, 419-334-3085 or e-mail glemaitre@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
- 14-17 — 37th Annual National Championship Air Races.** Reno, Nevada. Call 775-972-6663 or see website www.airrace.org
- 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
- 22-23 — 19th Annual Sunflower (Proficiency) Rally.** Yingling Aircraft, Wichita, Kansas. Sponsored by Kansas Chapter. Bonnie Johnson, 316-978-3569, fax 316-978-3521 or e-mail bjohnson@twsu.edu
- 22-24 — Southeast Section Meeting.** Clearwater, FL 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. Barbara Evans, 4307 Quail Run Lane, Danville, CA 94506, phone 925-736-1795; fax 925-736-1270 or e-mail quailr@aol.com
- 10-12 — NBAA Annual Meeting and Convention.** New Orleans, Louisiana. Website www.nbaa.org
- 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

- 20-21 — Mid-Atlantic/NY-NJ Section Meeting (Combined).** Radisson Hotel Philadelphia Northeast (215-638-8300), Trevoise, Pennsylvania. Lola Tomlinson, goloat@aol.com
- 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
- 26-29 — International Board of Directors Meeting.** International Headquarters, Oklahoma City, Oklahoma
- TBA — NY/NJ Section Meeting.** Hudson Valley, New York. Susan Sullivan-Bissegia, 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

APRIL

27-29 — 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. Rosella Bjornson or Mary Oswald
- 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. Marilyn Copeland or Sandra Ridgeway



Photo by W. Wilencek, San Fernando Valley Chapter

NEW INTERNATIONAL BOARD OF DIRECTORS.

Front row: Vice President Jody McCarrell, President Vicki Lynn Sherman, Treasurer Elizabeth Lundin Jogtich and Secretary Mary Wunder. Second row: Directors Diane Pirman and Elaine Morrow and Past President Bev Sharp. Back row: Directors Martha Dunbar and Mardell Haskins.

THE SEPTEMBER/OCTOBER ISSUE will carry full coverage of the Conference in San Diego, California. A 2000 Conference video is still available for \$15 each (includes S&H). Mail check payable to Southwest Section 99s to Virginia Harmer, 8627 Banyan Street, Alta Loma, CA 91701. Indicate format of VHS, PAL or C-CAM.

As you read this, I will have morphed into a PIP (Past International President). I will have joined the grand ladies in the photo with me at the International Forest of Friendship (Ruth Deerman, Lois Feigenbaum, Marilyn Copeland and Lu Hollander) who along with Lois Erickson and Susie Sewell have been among my most valuable advisors during the past two years.

President of The 99s is the world's best job. Security: 24-7 with no danger of a dock in pay. Opportunity: Travel, visit with friends, make new friends, mingle with like-minded aficionados while promoting a favorite avocation. Challenge: Try managing 6,000 PICs. One never knows what dilemma may be around the corner.

Wonderful help from my predecessors

Here is where the PIPs come in. There is no preparation for this job. In certain situations, the only people who can function as a soundboard or offer pertinent advice are those who have been in a similar situation. Fortunately, I have had these wonderful women willing to help me—cheerfully and without hesitation. (Nine PIPs attended The 99s' convention last year in Oklahoma City, indicating the level of loyalty that we enjoy in this organization.)

One of my objectives during my tenure as president was to attend each North American Section meeting. I have traveled the length and breadth of the continent—Algary, Pecan Plantation, Bernard's Landing, Spearfish.... With my visit to Montreal for the East Canada Section in early June, I made it. Ten out of ten—what a treat!

Warm hospitality everywhere I went

I experienced wonderful, warm hospitality at every turn and collected a treasure trove of memories. My hope was to learn firsthand what is important to the members. I gained this knowledge and so much more!

Our members are fascinating. The camaraderie afforded by this organization is unparalleled. This quality is perennially touted as the major factor keep-



Past International Presidents Ruth Deerman, Lois Feigenbaum, Marilyn Copeland and Lu Hollander following the induction of Bev Sharp (left) into the International Forest of Friendship in Atchison, Kansas, on June 17.

PRESIDENT'S PAGE

PIP, PIP, hurray!

BY BEV SHARP

ing our membership engaged and attracting new members. I can attest that we are alive and well and our bonds are strong and nurturing.

I also represented The 99s at AOPA, WAI, Oshkosh, Sun 'n Fun, Guthrie Aviation Days and the Forest of Friendship. I spoke at Zonta Amelia Earhart functions and served on several National Aeronautical Association award selection committees and FAA task forces. Whether speaking internally to 99s or outside groups, I continue to share my vision of a world where every young girl knows that she can fly.

Many milestones achieved

We've achieved many milestones in the last two years: dedicating the 99s Museum of Women Pilots; establishing elected boards of trustees to administer the museum and the endowment fund; hiring executive directors for the organization and the museum; adopting the Future Women Pilots membership class; and becoming a charter member of the Be-A-Pilot Program—to mention a few. These certainly are not single-handed achievements, but I am proud to have been in charge for their enactment.

A parting message

As I move into my new role as a PIP, I convey to you this blessing by Barbara Morgan: "May you have enough happiness to keep you gentle, enough trials to keep you strong, enough sorrow to keep you human, enough hope to keep you happy, enough failure to keep you humble, enough success to keep you eager, enough friends to give you comfort, enough enthusiasm to look forward, enough faith to banish depression, enough determination to make each day better than yesterday. This I ask in the name of all that is sacred. So may it be."

—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.





NINETY-NINES FLY THE AIRLINES

This issue of the 99s *NEWS* is dedicated to the hundreds of women pilots who fly the cockpits of the world's passenger and freight airlines. There are 47 vignettes on the next several pages about 99s who responded to our invitation to share a little bit about themselves. Many of them enjoy 99s activities and credit a good deal of their success to assistance they received from The 99s in making the dream of becoming an airline pilot come true.

It all began in the 1940s when Helen Richey became the first woman to fly for an airline, but it would be 1973 when Frontier Airlines lived up to its name and broke through the gender barrier to hire Emily Howell to sit at the controls. Within months, other U.S. airlines opened their doors to applications from women, and Canada's Rosella Bjornson began to fly for her country in April of the same year.

Emily joined The 99s about 1960. From 1961 to 1967, she was a flight instructor at Clinton Aviation Company, and she also worked until 1973 as their chief pilot, air taxi, flight school manager, FAA pilot examiner and United Airlines contract trainer.

From January 1973 to 1986 this commercial aviation pioneer flew for Frontier as pilot and captain on the DHC-Twin Otter, Convair 580 and Boeing 737. She flew for two years as pilot of the Boeing 737 for Continental Airlines and for two years as captain for UPS.

She worked for two years as an FAA aviation safety inspector before assuming her present position as FAA aircrew program manager assigned to the United Airlines Boeing 737 fleet.

Emily's Frontier uniform was installed in the Smithsonian National Air and Space Museum in 1976, and she was inducted into Colorado's Wings Over the Rockies Museum in 2000.

Emily and her husband Jay continue to be active general aviation pilots. She has more than 21,000 hours and is current in the Boeing 737, which she considers her favorite. Emily is frequently called on to speak at various aviation conferences. You can read more about her when Ann Cooper's book, *First Frontier*, is published.

Now read the following brief sketches from some Ninety-Nines who have followed in Emily Howell Warner's flight footsteps.

—Betty Rowley

NANCY WELZ ALDRICH

United Airlines (retired), Colorado Chapter

As a child in the 1950s, I would stretch out in the grass in my yard in Houston, Texas, and watch the planes landing at Hobby Airport fly over my head. I was fascinated and wondered what it must be like to be in one and look out. Then I began to wonder what it must be like to actually fly one of these magical machines.

In 1977, I got my chance, and a love affair with flying began. I got my private certificate in July 1977 and went on to get my CFII. In 1978, I joined the Colorado Chapter and I've been a member ever since. I enjoy the camaraderie and encouragement 99s give to each other. I seriously doubt that I would ever have been able to make it without their support.

In 1983, I was hired by United Airlines as an instructor and as a pilot in 1985. I flew as flight engineer on DC-10s; as first officer on 737s, 757s, 767s and DC-8s; and as captain on 727s, 737s, 757s and 767s. I retired January 1, 2000, the first woman to reach age 60 as an active captain, and retire. (Nancy is known to her friends as "Captain Grandma".)

ANGELA G. ALLEN

Federal Express, North Georgia Chapter

I began to fulfill a lifelong dream when I had my first flying lesson in 1978. I was already established as a professional musician performing with the Atlanta Symphony Orchestra.

At first, learning to fly was a hobby I had wanted to pursue for many years. I soon realized I wanted to make flying more than a hobby and quickly obtained my instrument, commercial, multi-engine and CFI so I could gain more flight experience.

I worked as a full-time musician and also worked as a flight instructor and flew canceled checks at night. My first big break came in May 1982, when I was hired as a first officer with Atlantic Southeast Airlines (ASA). A year and a half later, I was hired by Federal Express to begin training as a B-727 second officer and acquired my type rating on the B-727. I am currently a DC-10 captain for FedEx.

I have been a member of the North Georgia Chapter since 1981. I am also an active member of ISA+21 and have served on its executive council.

REBECCA L. ANDERSON

American Airlines, Santa Barbara Chapter

In 1989, I made a mid-life career change from the retail and fashion industry to aviation and moved to Houston, Texas, to learn to fly. My first paying aviation job was as first officer on a G-1 flying the Motley Crew rock band for three months of their world tour in 1990.

Following that, my first *real* job was flying corporate for an oil company in Houston. For six years I flew the King Air, Citation, Westwind and Hawker and then, in 1996, as the oil business began another decline, the oil company started selling off its aircraft.

I was fortunate to have the necessary qualifications to leave corporate aviation and was hired by American Trans Air as a first officer on the 727 where I spent two years before transitioning to first officer on the L-1011 based in Los Angeles. I switched to American Airlines in June and am training for the MD-80.

I joined the Santa Barbara Chapter in May 2000 after meeting Karen Kahn while we were competing for the same jumpseat from LAX to SBA!

JENNY BEATTY

American Airlines, Ambassador Chapter

I learned to fly in Santa Fe, New Mexico, over the summer of 1981 and promptly joined the Santa Fe Area Chapter. Little did I know then how important The 99s would be in my career and in my life.

After attaining my commercial certificate and finishing college, I flew freight and charter, and was active in the Albuquerque Chapter.

Eventually I landed a commuter airline job—in 1991, just in time for a slump in airline pilot hiring.

In 1995, I was fortunate to be a recipient of one of the first type rating scholarships awarded by The 99s. Coincidentally, the national airline Reno Air offered me a pilot position on the MD-80 jet, and the following year I upgraded to captain. Then, with the help of The 99s AE Scholarship and United Airlines, I attained the B-747 type rating.

This invaluable training and experience served me well when I was invited to join the Reno Air Flight Operations management team. It also gave me a “Plan B,” necessary to survive in this tumultuous industry. As it turned out, Reno Air was bought by American Airlines in 1998.

Pursuit of an airline pilot career relocated me to 10 cities in eight states over 12 years. I now live in Reno, Nevada, and fly the McDonnell Douglas Super 80 for American Airlines from the San Francisco base. The 99s have been with me for the entire journey. With at least half of each month spent traipsing across the skies, I have found a niche with the new online Ambassador Chapter.

I could never have achieved all this were it not for the friendship, encouragement, flying fun and financial assistance of The 99s. I offer my heartfelt thanks to all of the 99s who made such a difference in my life. Thank you for caring and sharing with me.

JOELLE BEN-PERETZ ISRAIR, Israeli Section

I started to fly as a hobby in 1987 when I was 17. At 18, I joined the Israeli Air Force as a simulator instructor for pilots and cadets on an A4 Skyhawk—the closest thing to flying I could get since there were no women pilots allowed in the Air Force. I served for two and a half years and enjoyed every minute of it.

When I was released in February 1990, I decided to stay in aviation and got my IFR while working as a theory instructor. By 1991, I joined BVR Technologies, a high tech company that develops and manufactures simulators and debriefing systems for defense use. I flew simulators all day to test and debug them.

After two years, I was promoted to project manager, responsible for the development and manufacture of three Mirage 2000Ds for the French Air Force. The salary helped pay for my commercial certificate and my twin rating.

I wanted to become an airline pilot. So to gain flight time, I started flying Cessna 172s in the morning before work and reporting traffic jams to the local radio stations. In addition, I joined a group of pilots who fly C-337s (push-pull) for rain-inducing. These were extraordinary flights, experience-wise. While everybody is asleep with thunderstorms raging outside, we flew the TS/CBs sometimes for almost eight consecutive hours. I got acquainted with icing conditions in these flights for three winters.

I tried more than once to apply with an airline, but I was competing with Air Force pilots with so much more experience. By 1997, after six years at BVR in the high-tech world and only 750 flying hours, I again

applied to ISRAIR Aviation, a local airline company and was accepted to fly their ATR-42. There are now three female airline pilots in Israel and each has her own story to tell. One of the others, Smadar Shechter, is also a 99. She flies with ARKIA on a Dash-7.

ROSELLA BJORNSON

Canadian Airlines, Alberta Chapter

I grew up on a farm in southern Alberta, Canada, and flew at an early age with my father in his Cessna 170. I had my first flying lesson on my 17th birthday and completed my private certificate in 1964.

In the spring of 1965, 99 Eleanor Bailey invited me to attend a meeting of the Montana Chapter, which I did and joined The 99s.

While majoring in geography and geology at the University of Calgary, I qualified for my commercial rating. In 1969 I received my instructor's rating and began working at the Winnipeg Flying Club in 1970.

In April 1973 I was hired as a first officer on an F28 with Transair, a small regional airline based in Winnipeg, which gave me the distinction of being “the first female to be hired by an airline in Canada” and “the first female to be hired as a first officer in North America.”

In 1967 Eleanor Bailey and I, along with several other pilots in the Calgary area, formed the Alberta Chapter. When I moved to Winnipeg in 1970, I helped organize the Manitoba Chapter.

Later, the West Canada Section was formed. I have held many chapter offices and was governor of the West Canada Section in 1979-80.

I am employed by Canadian Airlines (soon to be part of Air Canada) as a captain on the Boeing 737 based in Edmonton, Alberta. My routes take me all over North America. My husband is also a pilot with Canadian Airlines, and our two children are interested in pursuing aviation careers.

I know there are quite a few female airline pilots in the United States, but in Canada we are still trying to get our numbers up. Canadian Airlines has 12 female pilots out of 1,400, and Air Canada probably has about 50 to 60 women out of 2,300. It is a great profession that many women overlook.

HEATHER BROWN

Comair, Delaware Chapter

I started flying in the summer of 1985, at Boire Field, in Nashua, New Hampshire. In 1987 I went to Embry-Riddle Aeronautical University in Daytona Beach, Florida, where I was a member of the Embry-Riddle Chapter and obtained all my ratings through CFI.

Then I began instructing at a small airport in Pennsylvania where I became a member of the Delaware Chapter. In 1996, I received an Amelia Earhart Scholarship which I used to get my ATP rating. This helped me get a job at FlightSafety in New Castle, Delaware, as a co-pilot in the Westwind and Astra simulators. Through this job, I met my future employer and got a job flying a Westwind in Lawrence, Massachusetts.

In 1998, I received a type rating scholarship from The 99s donated by United Airlines and obtained a 737 type rating that summer.



Ninety-Nines Andrea Moeller, Michell L'Hoir, Diane Myers and Karen Kahn.

In October 1999, I started flying with Comair as first officer in the Brasilia, then moved on to first officer in the Canadair Regional Jet, and I am in training for captain on the Brasilia.

CAROL CANSDALE

Northwest Airlines, Greater Seattle Chapter

My dad taught me to fly at Puyallup, Washington, in the J3 Cub that I still own today. I soloed in 1969. My father was the over-protective type. He followed me in a separate C150 on my first solo cross-country.

I instructed for a short time in the Seattle area and from 1979 to 1983 I flew for Cascade Airways, a commuter airline in the Pacific Northwest. In 1983, I was hired by Republic Airlines (now part of Northwest Airlines). I flew the DC-9 for 14 years and also the Convair 580. I am currently a captain on the Airbus A320. I love my job and can't imagine doing anything else.

I've been a member of the Greater Seattle Chapter for 28 years. I came to a 99s meeting at the invitation of Ilovene Potter, a fellow 99 and Whirly Girl. As a young woman, I found The 99s offered major encouragement to me in my pursuit of an airline career, particularly the members of my own chapter. My work keeps me from attending a lot of the meetings, but when I do, it's always a pleasure to renew friendships.

SHARON CRAWFORD

United Airlines, Long Beach Chapter

I joined the Long Beach 99s in 1977 as soon as I earned my pilot certificate at Torrance airport in California. The enthusiasm and joy of flying was contagious, and chapter interest and awards encouraged me to add advanced ratings.

Flying was a wonderful hobby. Flying cross-country air races, instructing, taking our Cardinal to Oshkosh and Alaska filled my free time while raising two children and teaching high school math. Flying seemed destined to remain a hobby for me as long as I had no clear goal. I applied for 99s scholarships several times and was told privately "they should be saved for those who would be professional pilots."

I was hired by United Airlines in 1989 when I was 46. Although I am reluctant to state my age, I love telling people that I not only changed careers at that time, but I started flying jets when I was almost 50. Awesome!

It has not been an easy job. The training is harsh, and time away from home requires changes in relationships; flight and training schedules rule your life.

There are still some pilots who do not appreciate women in their positions. But in spite of this, I have chosen to bid for the left seat and will have six of my 14 years with United as a captain. It is worth the trauma. It is the best seat on the plane.

DEBBY CUNNINGHAM

SkyWest Airlines, Santa Clara Valley Chapter

I joined the Santa Clara Valley Chapter in May 1979 after receiving my private in February. I have been an active member serving as secretary, vice chair, chairman and numerous other activities and committees.

When I first learned to fly, I had no intention of pursuing an airline career. Yet the skies beckoned and in 1987, I became a CFI. I taught until March 1999 when I was hired by Ameriflight to fly freight.

On January 5, 2000 (the day before my birthday, what a present!). I started ground school for SkyWest Airlines. I am now based at Monterey, California, flying the Embraer Brasilia—a 30-passenger turboprop. It's a great plane and a great company to work for.

The 99s have played a large part in the skies that I have been able to fly. I received an AE Scholarship in 1988 for my CFII. The best

thing about The 99s is all the support I have received from all the gals who encouraged me along the journey. You are the *best*!

TERRI DONNER

United Parcel Service, Kentucky Bluegrass Chapter

I started flying lessons at 17 and started attending Wisconsin 99s meetings. By age 20 I had acquired my instrument, commercial and certified flight in-

structor training. I had also served as chairman of the Wisconsin Chapter, active in its flying activities and air derbies.

In 1980 I landed a job with the Wisconsin Department of Aeronautics as the state airport inspector where I worked for four years while attending the University of Wisconsin. As a meteorology major, I traveled all over the state measuring runways and interviewing airport personnel for the FAA airport facility directory.

I won an AE Scholarship in 1981 for my multi-engine rating.

My family and I moved to Louisville, Kentucky, in 1983. I worked as a flight instructor and became active in the Kentucky Bluegrass Chapter as chairman and newsletter editor.

I started flying charter Beech Barons and King Airc in 1987. United Parcel Service hired me in 1989 as a flight engineer on the Boeing 727 and I became a captain in June 1995. I now fly both cargo and passenger flights for UPS.

Being selected for the AE Scholarship was the turning point in my getting a job at a flight school that helped me build my hours to get on with UPS. The friendships and the camaraderie with 99s has been invaluable. I have been giving back by mentoring Girl Scouts and other young people and giving talks at schools. (Terri's daughter is named Amelia.)

CATHERINE DWINNELL-MOORE

Federal Express, High Country Chapter

I earned my private certificate in January 1987 just for something to do. Later that year, I quit working as a geologist in California, and seven months later I was a CFI. On weekends, I flew skydivers for \$1 per person to earn hours.

In 1989 I married my husband Tom and moved to Colorado where I joined the High Country Chapter and made some lifelong friends. I



Ninety-Nines Laurie Reeves, Terri Donner, Nichole Kegel, Kathleen Malone and Lucy Young.

instructed in Leadville, Colorado, America's highest airport with an elevation of 9,927 feet.

In the fall of 1991, I was hired by American Eagle based at Kennedy NYC. Eight months later, I was furloughed, then hired by Simmons, another American Eagle airline flying ATR-72s out of DFW.

Since 1995, I've been flying for Federal Express, starting with all-night trips on the B-727. More to my liking, I now fly all international routes on our largest airplane, the MD-11. As I write this, I am preparing to fly from Indianapolis to Paris, then on to Dubai!

I have been honored to give talks to groups of young women who aspire to a career in aviation. Although I live in Anchorage, I am still a member of the High Country Chapter. My participation in The 99s has helped me network with other women pilots in other places.

I recently met with more than 300 Girl Scouts and their sponsors in Anchorage at an international career convention. This year's focus was on aviation. I called 99s Headquarters to request some hand-out information, and they sent three boxes of the *60 and Counting* anniversary edition. It was the hit of the Girl Scout conference!

I am proud to be a member of such a professional and modern organization. I'm willing to help young women in their aviation careers anytime—and I can fly anywhere for free. Although I have applied for 99s scholarships, I have not yet received one—so I just keep trying.

CATHY FRASER

Air Canada, Houston Chapter

I joined the Montreal Chapter shortly after receiving my private pilot's license in 1979. An AE Scholarship in 1986 directly contributed to my getting a job flying cargo in a PA-31. I then flew charters and corporate and was hired by Air Canada in 1988. I am now a B-767 first officer.

I have held various positions at the chapter and section level, including governor of the East Canada Section (1992-94). I live in Houston, Texas, with my husband Dave (an astronaut and physician) and two children.

LOU ANNE GIBSON

American Airlines, Dallas Chapter

Lou Anne Gibson had her first flight lesson at Hawthorne, California, in a Cessna 172. Her instructor engineered a tailor-made program which was very intense. By hitting the books hard, with no fancy learning tools of today, she went from zero flight time to CFI in eight months! She put herself through the full flight engineer 727 course. Besides the 727, she has flown 737s, MD-80s and the all-glass Fokker-100.

Lou Anne is a unique, exciting person who has an intense drive for learning and achieving goals in a competitive manner. She has flown for four general aviation companies and two commuter airlines. She flew for Braniff until it folded, then moved to first officer at American Airlines where she flies today.

Lou Anne is very active in women's aviation organizations such as The 99s, Women in Aviation and ISA+21. She finds time to help deserving young persons get a head start in aviation, so if you want to learn more about getting a job with American, talk to her.

—Wally Funk

BAMBI GREENE

Delta Air Lines, North Georgia Chapter

I started flying in 1986, the same year I joined The 99s. There were several women airline pilots who mentored me. I was a Delta flight attendant for 12 years and worked several jobs on the side to build my flight time. I also ran an aviation wholesale company and got my multi-engine, commercial, instrument, seaplane, CFII/MEI and ATP.

I flew charters, corporate flights, seaplane fire patrol, scenic flying, night freight and did flight instruction. I'd fly on my off days and on layovers, too. Finally, I had enough flight time to fly for Executive Jet Aviation in Ohio where I flew Citations in the fractional world. I made captain and loved what I did.

I applied for some Women in Aviation scholarships. Not only was I selected, but I was offered a job with American Airlines where

I worked for a year as a copilot on the B-727.

My husband Dane Karns worked at Delta as a flight dispatcher. When the nepotism rule was lifted, I went back to Delta. As much as I enjoyed flying for American, it was great to get back home to all my old friends there. I'm now on the B-737 based in MCO.

It was a long road with many struggles and challenges, but

well worth the rewards. I'm still very close to my 99s sisters. I can't be with them at all the meetings, but I manage to keep up with what they're doing through the magazine and networking.

ESTHER A. GRUPENHAGEN

American Eagle (retired), San Luis Obispo County Chapter

I learned to fly in 1962 and joined The 99s in 1966. I started flying for Imperial Airlines in 1979 and retired from American Eagle (Wings West) as a SAAB captain in Los Angeles. I hold type ratings for the Shorts 360, Swearingen SA226/227, Jetstream 32 and SAAB 340.

I am an anomaly: a *retired* commuter pilot. Most of the younger gals have gone on to the major airlines, but because of a waiver for distant vision, I could never go beyond the commuter level. However, it was a great career. No one will dispute the fact that commuter pilots are the best there are. We are always in the weather, we shoot multiple approaches by hand on a daily basis, and work almost always in the low altitude en route structure.

I am now a part-time simulator instructor in the Metro and SAAB at the St. Louis Airline Learning Center for FlightSafety International. The rest of the time, I am center director of standards.

I finished my line flying with more than 22,000 hours and I still fly for fun. Cross-country racing is my passion. I have three sons, one of whom I taught to fly.

My goal is to be the oldest active pilot in the world, and I want to solo one of my descendants on my 100th birthday.

ESTHER HORN

American Airlines, Orange County Chapter

When I started flying lessons in the late 1960s, one attitude I encountered was that "girls can't do it." While I was busy raising three children and trying to make a living as a manicurist, comments like these only made me more determined to prove these notions as fiction.



Ninety-Nines Pam Leone, Cathy Fraser, Angela Allen and Donna Miller.

I had always been athletic with a keen sense for setting goals and accomplishing them. Flying was no exception.

I joined The 99s in 1967 after my instructor put me in touch with the noted pilot, Fran Bera. Fran was a broker at Mission Beechcraft in Santa Ana and a successful role model for women pilots. I continued my instrument, commercial and CFI training and benefited from flying several Baja California races and various air derbies.

In 1974, I was hired as a flight instructor and three years later became a 737 pilot for Western Airlines. In 1981, I flew for AirCal, which was later bought by American Airlines. I am now a captain with American flying my favorite airplane, the Boeing 757. I would like to obtain my seaplane rating and am looking forward to flying VFR again when I retire.

Airlines today are looking for candidates with college degrees in aeronautical engineering. I encourage all aspiring women pilots to learn your limits and not let ego hamper your development. If something is potentially unsafe, stand and speak up.

Attitudes toward women have changed a great deal in the airline industry since I started flying, but when you are inspired by a dream and a passion, everything is possible.

MICHELLE HOVEY

American Eagle Airlines, Fort Worth Chapter

I learned to fly in San Diego, California, at Montgomery Field. Then I flight instructed and flew charter while I worked on my college degree. After receiving my private certificate on February 24, 1994, I joined the Mission Bay Chapter in San Diego. I enjoyed (and still do) the zeal of The 99s and the support of its members. In 1997, I received the Amelia Earhart Scholarship to obtain my ATP.

Armed with my newly minted ATP, I started flying for American Eagle Airlines in September 1998. I originally flew the ATR 42/72 out of the San Juan, Puerto Rico, junior base that has the most beautiful flying of any I have seen so far. I have been flying out of DFW Airport until recently when I began upgrade training to captain.

I am so excited to be a captain and so grateful to The 99s for my inspiration and motivation to complete my training. Thanks to everyone, and if anyone would like more information on flying for the airlines, e-mail me at mhovey@earthlink.net.

KAREN KAHN

Continental Airlines, Santa Barbara Chapter

I joined the 99s in 1970. My first flight was with a \$5 introductory, learn-to-fly airplane ride at Gnosco Field in Novato, California, north of San Francisco, in November 1968. I now hold all ratings through ATP, including an MD-80 type rating and I was the first woman to be type-rated in a Lockheed JetStar.

Prior to starting my airline career in 1977, I instructed at a large flight school in northern California and operated my own weekend ground school teaching private, commercial and instrument courses. In airline service, I've flown the Boeing 727 and DC-10 on domestic and international routes and currently fly as captain of the MD-80 based in Houston, Texas.

I transferred my original 99s membership to the Santa Barbara Chapter in 1975 and have served as chapter chair and longtime membership chair during the last 25 years. I spearheaded a drive to establish a Santa Barbara 99s scholarship fund to benefit a deserving local pilot. I am a charter member and past president of ISA+21 and am a former airport commissioner in my hometown. On my days off, I enjoy non-scheduled flying in our Beech Baron with my husband, a captain for a regional airline.

Through the Aviation Career Counseling company which my husband and I started, I provide career guidance and counseling for pilots interviewing for career positions in aviation. I really enjoy motivating other pilots and helping them achieve their goals with straightforward,

no-nonsense advice. Information about my book, *Flight Guide for Success: Tips and Tactics for the Aspiring Airline Pilot* can be found on the classified ads page in this magazine. (Karen served as the Career Committee chairman 1998-2000.)

NICHOLE KEGEL

SkyWest Airlines, Greater Seattle Chapter

I began flying during my senior year of high school and earned my private pilot certificate just after graduation. One year later, just after completing my instrument rating, I joined the Greater Seattle Chapter. For the next four years, I finished college and continued to build my hours in a family aerial photography business, while serving as vice-chairman and chairman of the chapter. In 1998, I was awarded the Amelia Earhart Scholarship for my multi-engine rating.

This scholarship "jump-started" my flying career. Upon hearing that I had won the award, I finished commercial and MEL ratings and started right away training for my CFI. I became a CFI in March 1999 and a CFII/MEI in April 1999.

I've worked very hard for the last year with many long hours and very few days off. But it paid off when I was hired by SkyWest Airlines and entered the April 2000 Embraer Brasilia ground school and am now a fully qualified EMB 120 first officer!

I am very thankful to The 99s for their support and encouragement, and especially thankful for the AE Scholarship which started me off and running towards my goal of becoming a commercial airline pilot.

MICHELLE ANN L'HOIR

United Airlines, Santa Barbara Chapter

I think I began flying long before I ever left the ground, but real lessons began in 1985 at age 24 in Santa Barbara, California, where I was a draftsman drawing electrical systems for an aircraft modification center. I joined The 99s after completing my private certificate. Over the next six years, my training continued slowly. I used the "pay-as-you-go" method, but the aviation bug had bitten me.

My *real aviation education* began when I became a CFI. I taught tailwheel, private, commercial and ground school for two years while attending college part-time. In 1994, I had 1200 hours, with a mere 100 multi-engine. Scenic Airlines hired me to fly Twin Otter tours to the Grand Canyon.

After nine months and 650 hours of getting tossed about, I was hired at American Eagle in Los Angeles and I flew the 19-passenger Jetstream all over California for the next 18 months. I also got my ATP and completed college. In 1996, United Airlines called and I was hired on the 737 in Los Angeles. As I write this, I am packing my bags for a seven-week training session in Denver, Colorado, for the 747-400.

Being a representative of women aviators through The 99s is a pleasure and an honor. This is an extremely supportive and enthusiastic group, with a wide range of interests and lifestyles that come together with a common bond—a love of aviation. The 99s has helped me in so many ways, through friendship, camaraderie and support.

Fifteen years ago, I determined that a career in aviation was definitely what I wanted. It has not been an easy path to take, but an extremely rewarding one. I believe that preparation, education and a positive mental attitude are vital components of a successful career.

My advice to those who are pursuing a career as an airline pilot: Always remember that persistence is the key to success.

PAMELA OWEN LEONE

American Airlines, Fort Worth Chapter

Since my first 99s' meeting in 1982, they have been a major part of my life and aviation career. My mom, BeBe Owen, is a member of the Florida Gulfstream Chapter and dad is a 49 1/2.

I was treasurer for the Spaceport Chapter, am now secretary for the Fort

Worth Chapter, and have been an active member of several other chapters.

In the early 90s, I received the Griner Scholarship from Florida Goldcoast and got my CFII. I was privileged to learn to fly in the Annapolis area and finished all my ratings in Florida.

After 1500+ hours of flight instruction and seven-plus years at commuter/regional airlines, I now am in my second year of flying first officer on the MD80 at American Airlines. What a great feeling! Thank you, 99s.

KATHLEEN MALONE

American Airlines, Bakersfield Chapter

California born and raised, I attended San Jose State University and learned to fly with the university flying club. I joined the Santa Clara Valley Chapter 99s in 1980, the same week I earned my private certificate. While in school, I participated in NIFA competition, completed an internship with NASA in planetary geology at the NASA-Ames Research Center, and earned a BS in aeronautics, graduating with honors in 1981.

Subsequently I worked as an assistant chief flight instructor, taught ground school, and managed a flight school, earning a Gold Seal flight instructor certificate. I

flew as a charter pilot and gave aerial tours of the Grand Canyon. I was hired by SkyWest Airlines in 1986 and flew as first officer and captain on an SA-227 Metroliner. Since 1988, I have been with American Airlines and have flown as flight engineer and first officer on B-727, B-757, and B-767 aircraft, in domestic and international operations throughout the United States, Central and South America, and Europe.

The mutual support and encouragement I have found, and the friendships I have made with 99s throughout my career have been invaluable. I was honored and grateful to be selected as a recipient of the Marion Barnick Scholarship by the Santa Clara Valley Chapter in 1983, which I used toward my advanced ratings. I have been a member of the Bakersfield Chapter for 19 years now. Quite an inspirational group. Aviation has been an enjoyable and rewarding career, and I encourage anyone interested in flying professionally to pursue her dream.

ANGELA MASSON

American Airlines, Florida Gulf Stream Chapter

Born in Los Angeles, California, Angela graduated from Collegio Monte Rosa in Territet, Switzerland. She received her BFA, MA, MPA and Ph.D. from the University of Southern California, graduating as president of the graduate student body.

Encouraged by her parents, Angela began flying lessons at 15. She soloed at Clover Field in Santa Monica where Amelia Earhart soloed. A crusty, old seat-of-the-pants pilot advised her to read Amelia's book, *The Fun of It*. That was her first close encounter with a 99.

Shortly after getting her license, Angela began air racing. At age 21, during the Powder Puff Derby, she inadvertently set a record as the youngest person to fly solo coast-to-coast in a high performance airplane. That record still stands.

Claire Walter's Flight Academy hired her as an ROTC flight instructor in 1971 to train Air Force, Navy, Marine and Army cadets.

When Claire and several others chartered the Santa Monica Bay Chapter 99s, Angela was elected vice-chairman. While flying at Claire's, Angela built up 1,000 hours in 10 months and was hired by Express Airways to fly a twin Bonanza on civilian contract for the Navy out of LeMoore Naval Air Station.

Frustrated to see her ex-students at the base flying jets while women were legally barred from the military, Angela went to school. In between working as a company pilot for a land investment company and a bank, she completed her doctoral dissertation, "Elements of Organizational Discrimination: The Air Force Response to Women as Military Pilots." Her paper was presented during the Congressional Hearings on admitting women into the U.S. military academies, and a copy can be found in the Congressional Library.

Bob Crandall, then president of American Airlines, had read Angela's paper. She was hired by American in 1976 and is now their

senior female pilot. In 1984 she became the first woman type-rated on the Boeing 747. She is also type-rated on the 757, 767, 777, DC-9, DC-10, MD-11 and A-310.

Angela and her 11-year-old daughter Athena were re-

cently treated to a tour over South Florida in a Cessna 172 by Chapter Chairman Cheryl Cichocki. Athena has had three flying lessons and is

clearly smitten. She wants to be an astronaut, report the news from a space station and visit Mars!—*Starr Mizuna*

SUSAN MAULE

USAirways, Maryland Chapter

I grew up in a flying family, the grand-daughter of June and B.D. Maule, co-founders of Maule Air, Inc. I had my first flying lesson at age 7 from my flight instructor father, Ray Maule, and soloed on my 16th birthday in 12 aircraft. I earned my private land and sea ratings on my 17th birthday.

My family moved from Michigan to Georgia in 1978 where the Maule factory had moved 10 years previously and I spent the summer working in the factory's fabric department. At Valdosta State College, I earned a BS in social sciences education. Some friends and I rebuilt a 1938 Taylorcraft and I worked to be a flight instructor.

In 1981, I joined the 99s Deep South Chapter and flew in my first Air Race Classic. The next year, I finished in the top 10!

The 1983 ARC took me to San Diego, where I saw many flying opportunities, so I delivered a Maule out west and during the next 16 months in San Diego, I taught enough students to qualify for a Gold Seal instructor certificate. I was a member of the El Cajon Valley Chapter. I raced in the Pacific Air Race; sold and delivered Maules; and in 1984 received an AE Scholarship for my ATP.

In 1985 I flew for Wings West Airlines as captain on Metroliners. Piedmont Airlines hired me in '86 to fly first officer on the Fokker F-28 out of Syracuse, New York. A year later, I transitioned to the Boeing 737 out of Baltimore and transferred to the Maryland Chapter. In January 2000, I earned a 737 type rating and began as captain on the 737-200 for USAirways Metrojet.

During my days off, I'm a promoter for musicians in the Baltimore/Washington area. My latest project is a CD called "The Sound of Wings....songs in the spirit of flight."



Ninety-Nines Laura Takacs, Heather Brown, Morgen Reeb and Patty Mitchell.

DONNA MILLER

Air Midwest, Colorado Chapter

I earned my private certificate at Osan Air Base in South Korea. Five years later, as part of my desk job at the United Airlines Flight Training Center, I rode several legs in the jumpseat with 99 United Captain Nancy Aldrich, and decided I had to become an airline pilot.

A good friend once told me, "You can't steal second base with your foot on first." So I worked out a strategy. To fly for the majors, I needed a multi-engine rating, lots of hours, experience—and luck.

Luck has been in my right seat from the start. In 1996, I received the AE Scholarship, which I used to earn a multi-engine rating. I was on first. In 1997 at a 99s section meeting, 99 Captain Vicky Wingett with Southwest Airlines—who also operates a charter service out of El Paso, Texas—gritted her teeth and offered me my first real flying job—and a chance to steal second.

For a year, I flew cargo, passengers and patients throughout the West, from Canada to Mexico, flying aircraft from single-engine Cessnas to Learjets.

Jumpseating back home to Denver with Bev Sinclair, Colorado Chapter, I got a tip on taking third. Bev had paid her dues with Air Midwest, a commuter airline flying the mighty Beech 1900. She offered to walk my application through, cautioning me it might be reserve schedules, stand-up overnights, crash pads full of itinerant first officers and scraping through on low pay stuck in the middle of nowhere. But lucky me, I wound up on the Emerald Coast, Fort Walton Beach, Florida, and I had a line—no reserve! So there I was, flying the coast, home every night in my own place, and relaxing on Florida's sugar beaches. The pay still had me dining on air sandwiches, but that was OK. So now I'm on third and looking home. I recently upgraded to captain, and I've got my applications in. First Officer Karen White, a 99 active in United's Women-Mentoring-Women program, has offered me wonderful support and advice.

I am very thankful for the help and encouragement of other fellow 99s, and hope I'll be able to return the favor to another player struggling on first.

PAMELA MITCHELL

Northwest Airlines, Florida Spaceport Chapter

I learned to fly in Chicago, Illinois, at Schaumburg Airpark in 1977—and promptly ran out of money! I ferried aircraft through a small company I started with a partner called "Deliverance, Unlimited." We flew everywhere and everything. We even flew 150s across the pond, stopping everywhere to buy fuel, including Iceland and both coasts of Greenland.

I joined The 99s in 1978. In 1980 I became a production test pilot for Cessna in Wichita, Kansas, where I got my jet type rating in a Citation. When layoffs began, I was offered an opportunity to fly a retractable C-172 around the country promoting Cessna's new "Learn to Fly" program through TV, radio and print media. I gave "first flight" lessons to reporters all over the U.S. sending the message, "If the blonde can do it, anyone can!"

Republic Airlines hired me in 1983 to fly the Convair 580 as copilot and 727 second officer; but toward the end of my probationary year, I was furloughed. After a couple months, I went to work for Northwest Airlines—and I was in heaven. I loved working for an international carrier; the dream of flying 747s across the Pacific became a possibility. Sixteen years later, I am captain of a Boeing 747 flying all over Asia.

The 99s helped me with their strong support and encouragement. Marilyn Copeland and Charlene Falkenburg, the "greats" in my eyes, took time to talk with a brand new member, encouraging me all along the way.

I have a new project spawned by my airline career. I import fine pearls and pearl jewelry from Asia through my company, The Global Nomad. Not much time for 99s meetings, but I read 99 News to keep up. I encourage pilots I meet who are interested in an airline career to keep trying. I encourage nonmembers to join The 99s and take advantage of the experience, support and networking available by associating with these great women.

PATTY MITCHELL

United Airlines, Idaho Chapter

Since fifth grade, I wanted to be an airline pilot. But in those days, no one had heard of a *woman* airline pilot—or a woman corporate pilot either. I learned to fly in 1974 in Houston, Texas. My husband said I was spending too much time at the airport and must choose between him and the airplane. I got my private in three months, my commercial, instrument and CFI and the divorce—in that order. Sold my house to get my multi-engine rating and my car to get the instrument.

I got a job flight instructing in Houston, then flying charters in a Baron 55. I got on with Metro Airlines flying a Twin Otter, the first woman there. I married my student, Robert Mitchell, and we moved to Montana where I flew a Twin Otter for the Forest Service—a first for them. Opening an FBO with another 99 in Bozeman, Montana, led to a job as captain in the Cessna Citation 500. I went to grad school while flying the Citation.

In 1988 I was hired by United Airlines, first as a second officer in the 727, then DC10 international routes to Asia for four years before upgrading to first officer in the Boeing 737 in Denver.

I longed for the Pacific runs so I got a type rating in the Boeing 747 in SFO, upgraded to first officer in the 747-400 (the biggest airplane United has) and flew Pacific routes. I wanted to retire as a captain, so I came back to fly the 737-300 (glass instruments).

That is the short story of 20 years of flying. Along the way, I was turned down by corporations, airlines and the military because I was a woman. Now I give talks to young ladies and school age children about getting into aviation. I have spoken at 99s conventions and expect to speak this fall at the World Aviation Education & Safety Congress in Nepal. I will do anything I can for any young person wanting to get into aviation.

ANDREA MOELLER

Lufthansa Airlines, German Section

My first contact with the flying business came in the summer of 1979 when I was invited to go along on a PA 28 while I was still in school. I started with glider flying. In November 1983 I passed my PPL-A examination and participated in Europe Rallyes with Cessna.

In 1985 and 1986, I completed my IFR training, got a CPL license and worked as a sim instructor. In 1989, I got my ATP. Then I was selected for examination by Lufthansa/German Airlines.

Following that training I became a first officer on a Boeing 737. In 1995 I was type rated on Airbus A-340 and became a senior flight officer regional pilot for South America. I got the license as an instructor pilot on the Airbus A-340 in January 1999. I am presently in training for captain on Airbus A319/A320/A321. I have 7,000 hours.

In December 1997, we founded the German Section of The 99s. At first, my function was as secretary and treasurer. Since the summer of '99, I have been the governor.

DIANE MYERS

Continental Airlines, Orange County Chapter

My night job as a computer programmer left my days open, so I started flying for fun—without a thought about the airlines. It took six months for each certificate/rating—private, instrument and commercial—at John Wayne Airport in Santa Ana, California.

Orange County member and racer Shirley Cote told me about The 99s when we were attending soaring ground school. I was in awe of Shirley's 1,000 hours! I joined in 1974 after listening to the ladies talking about *flying*, not diapers or wallpaper!

I earned my seaplane rating in the Salton Sea, California, and flew a reverse-pitch seaplane in the 1977 Palms to Pines Race. After teaching at an FBO at SNA, I flew charters. Being at the right place at the right time landed me in a corporate position flying Learjets and training through FlightSafety.

As the corporation changed, I started looking elsewhere and landed at Continental in 1983. For 18 months I was based in Honolulu (three months as a flight engineer, the remainder as a first officer) flying 14-hour days on the Air Micronesia route—that's six legs on to 7,000-foot landing strips in a 727. A dream job!

Before the end of my second year, I had upgraded to captain on the 727 based in Houston. A year and a half later I crossbid to fly captain on the 737 based in Denver (four years), then I downbid to fly first officer on the DC-10 from LAX. I also taught pilots in the 737 while flying the DC-10.

This year, with more than 11,000 hours, I am flying the new Boeing 777 to London—my fifth type rating. But I still love flying a Cessna 414 with my friend and husband, Ralph.

I am a presenter at our chapter's Flying Companion Seminars and active in other Orange County events. I really enjoy helping mentor airline "wannabees."

KIMBERLEI NORTHROP

Southwest Airlines, Lake Tahoe Chapter

I soloed on my 16th birthday at Tahoe Truckee Airport. When I was 17, I earned my private certificate and went to the U.S. Air Force Academy. Following graduation (with glider training and a flight screening program), I started undergraduate pilot training at Reese AFB, Texas.

Upon earning my wings as a military aviator, I was sent to fly KC-135s, air refueling tankers. I progressed through the military ranks as an officer and pilot, becoming an aircraft commander and instructor pilot in the KC-135. I flew in many locations around the globe, including three months in Saudi Arabia during the Gulf War.

Following eight years of active duty, I resigned to pursue a career with the airlines. I was hired by Southwest in January of 1997, having already achieved a type rating in the B-737. I presently fly as a first officer in the B-737 200/300/500/700.

I joined The 99s in October 1989. Because I obtained my ratings in the military, The 99s were not of direct assistance to my career, but my mother and sisters (also 99s) were a great help along the way, offering encouragement and inspiration. I will forever be indebted to The 99s who were also WASPs because they forged the initial path which eventually made my military aviation career a possibility.



Ninety-Nines Aileen Watkins, Valarie Thal-Slocum, Anneliese Tomlinson and Suzanne Pettigrew.

JANET PATTON

American Airlines, Ambassador Chapter

As a little girl, I was enamored with the thought of flying an airplane. I sought guidance from the local Civil Air Patrol which I joined at 14, and was selected to receive the Mary von Mach Scholarship, sponsored in part by the Michigan Chapter 99s. It allowed me to attend the CAP's annual Flight Encampment. This led to my first solo at 16, my private before the end of high school, and passing both commercial and CFI checkrides by age 19.

I continued to build time by flight instructing and flying DC-3s on FAR part 91 legs, flying mostly in the dreaded Michigan weather—a great experience. Juggling college by day and flying freight several nights a week was a challenge, but I managed to get a degree in aviation management from Eastern Michigan University. Flying jobs at that time were hard to come by, so I took a position at the Detroit Metropolitan Airport and continued to instruct on my days off. That's

where I met a fledgling aviator and my future husband, Kyle Patton, who came for flight training.

I went to work with Zantop International Airlines and traveled to England on pilot rotations where my affiliation with The 99s really paid off in making

new friends and contacts overseas.

One day Spirit Airlines approached me with an offer to fly for them, and I became their first woman pilot. A year and a half later, I upgraded to DC-9 captain and flew Spirit's first all-woman crew with 99 Robin Kidder as my co-

pilot. Robin is now a captain with Northwest Airlines. Both of us are members of The 99s new on-line Ambassador Chapter.

I am enjoying my second year with American Airlines flying first officer on the Boeing 737-800. It was a long hard road, but it was enjoyable. I am so very thankful to The 99s for their support and to my friends and family who have always encouraged me to spread my wings and fly.

SUZANNE PETTIGREW

Air Canada, Montreal Chapter

I started flying when I was in diapers. My father, an air traffic controller and private pilot, has owned over two dozen aircraft in the last 50 years, mostly small two-seaters like Piper Cub, Taylorcraft and Champion. His last purchase was the very same Fleet Canuck he had gotten his license in 50 years ago in Victoria, B.C. At the age of 74, he flew it solo across the Rockies, all the way to the Atlantic coast to accomplish an old dream.

I started my training at 17 at Chicoutimi College where I graduated with a commercial-multi-IFR. I worked in a maintenance shop to learn English and complete my instructor rating. I instructed in various flying schools across the province of Quebec and ended up a Class 2 instructor at Chicoutimi College within three years. I was then hired at Air Inuit as their first woman pilot to fly the Twin Otter and Hawker Siddeley 748 across northern Quebec to remote villages and fishing and hunting camps.

In July 1989, I was finally hired at Air Canada as a first officer on

a Boeing 727 based in Toronto. I was laid off during the restructuring of the industry in 1993, and flew the Dash-8 on the East Coast until being recalled as a first officer on the DC-9. I have flown the Airbus 320 and 319 and currently fly the Boeing 767 to Europe and the Middle East.

I have been a 99 since 1989 when Denise Egglestone, Montreal Chapter Chair and my instructor during initial training at Air Canada, introduced me to them. I have met many wonderful ladies through The 99s, which is why I continue to support this organization. I have held the Montreal Chapter Chair for three years now and it has been a wonderful experience. The 99s have given me the opportunity to promote aviation and give back to the community what has been given to me.

MORGEN A. GRESCHEL REEB

American Airlines, Old Dominion Chapter

I started flying in 1977 at the age of 16 at Manassas Airport in Virginia. I earned my private certificate right after my 17th birthday. While attending college, I obtained an instrument rating and started on my commercial certificate. The flight instructor certificate and multi-engine rating soon followed. Then I taught flying and did some multi-engine charter flying at Leesburg, Virginia. I also flew parachute jumpers at Hartwood, Virginia.

While working at Leesburg and Hartwood, I earned my instrument, multi-engine instructor and ATP. I went to work for Colgan Airways, which was bought by Presidential Airways. I flew the Beech 99 and 1900 and was captain on the Jetstream BA-3100.

In April 1988, American Airlines hired me as flight engineer on the Boeing 727, then upgraded me to first officer two years later. For the last seven years, I have been flying the 727 internationally to the Caribbean and Latin America.

I joined the Washington, D.C. Chapter in 1985 and served as vice-chairman and chairman in addition to several appointed positions. I am currently a member of the Old Dominion Chapter.

LAURIE REEVES

United Airlines, Connecticut Chapter

I joined the Florida Goldcoast Chapter in April 1970. I had no idea how far I would fly or how high my interest in flying would take me. It was the enthusiasm of friendships in The 99s that gave me the courage to pursue a career in a male-dominated field. I dared to become a flight instructor. When air carriers began to hire women, I dared to compete.

After 17 years with United, I have accumulated flight time as an engineer in B-737, B-727 and DC-8, as copilot in B-727, and have type ratings in B747-400. I currently serve as captain on B-757/767.

As a 99s member, I have served in every chapter office, as chairman three times, and have served as section treasurer. I was a section nominee for an AE Scholarship. I did not get the award, but that did not deter me from my goals.

TERRY LONDON RINEHART

Delta Air Lines, Long Beach Chapter

Airplanes and air travel were my family's lifestyle when I was growing up. My younger sister Kristy and I thought nothing of throwing our dolls and crayons in the back seat of a small airplane and going some-

where. We thought that was what everyone did. My mother, Barbara Erickson London, a 99, was a pilot for the Woman's Auxiliary Ferrying Squadron (WAFS) and the Women Airforce Service Pilots (WASPs) and commanding officer of the 6th Ferry Group based in Long Beach, California. She was the only WASP to receive the Air Medal. My father, Col. Jack London, was a ferry pilot and a transition instructor for the Air Force.

I got my private certificate at 17. Shortly afterwards, my mother and I completed the 20th annual Powder Puff Derby together from Seattle, Washington, to Clearwater, Florida. At 19 I decided to be an airline pilot and proceeded to receive a BS in aeronautical operations at San Jose State University.

In 1976 I was the first woman pilot hired by Western Airlines. There were no more than 10 females flying for all the airlines in the United States at that time. A decade later, Western was purchased by Delta Air Lines. I fly as a captain for Delta on the Boeing 737 based in Salt Lake City. I am a charter member of ISA+21.

I joined the Long Beach Chapter in 1967. The friendship and the encouragement from The 99s have been a big influence on my aviation career.

VICKI BRUCE ROSS

Southwest Airlines, Phoenix Chapter

I joined The 99s about 1972, a new private pilot. I learned to fly while a student at Arizona State University in Tempe; flight instructed for a year then went back to school to get a master's in social work. I had a great time with The 99s doing Kachina Doll air races and flew three times in the Powder Puff Derby—once when I was six-months pregnant. That boy is now almost 20 years old!

We had great fun flying to break-fast in Sedona and other spots. Most of us were flying because our husbands owned airplanes, as did mine. Although things got more complicated for me with the birth of three children, it actually brought me back to flying since I needed to do something part-time and instructing fit the bill. During that time, I was introduced to some women students pursuing airline careers who pushed me into that as well.

Coincidentally, Stateswest, the PHX-based commuter, had just started flying. I turned down a chance at United but felt I had to at least try the commuter and see what airline flying was like. Of course, I loved it. Managing it with three kids was the trick. I flew with Stateswest for three years, then Southwest and upgraded in 1996. My passion is now encouraging other women to go for the airlines. It is such a wonderful job and I am incredibly happy with my career and my family!

As a member of The 99s, I have made some wonderful friends and love the opportunity to fly for fun. I am grateful, too, for the scholarship efforts that are made for women interested in an aviation career.

SUZANNE LYNN SKEETERS

Northwest Airlines, Aloha Chapter

I was born in Santa Maria, California. I have a BS from California Polytechnic State University in San Luis Obispo. In March 1977, I saw an ad for a \$10 introductory flight and I signed up. It was "love at first flight." I received my private certificate in January 1978 and immediately joined The 99s.

With help from a \$125 scholarship from the San Luis Obispo Chap-

ter, I completed my instrument, commercial, CFI and multi-engine ratings in 1979. I worked as a flight instructor, charter pilot, air ambulance pilot, corporate pilot and commuter airline pilot until I was hired by Northwest Airlines in 1984.

I flew as Boeing 727, DC-10 and Boeing 747 second officer, and B-727, B-757 and DC-10 first officer, then became a DC-10 captain in June 1998. I also served as an instructor for DC-10 second officers and B-757 captains and first officers. I am based in Honolulu, Hawaii.

LAURA TAKACS

USAirways, Washington, D.C. Chapter

I received my private certificate in Utica, New York, in 1991. I was a full-time flight instructor for four years before going to work at Continental Express Airlines as a first officer based in Newark, New Jersey. I upgraded to captain in March 1999 then moved to first officer for USAirways in August where I fly a Boeing 737-3/400.

Growing up in Switzerland, I had no women pilot role models. I joined The 99s in 1991 where I found the inspiration and support I needed to make flying my career choice.

Over the years I belonged to the Central New York, Florida Gold Coast and Finger Lakes Chapters. Whether we are giving rides to Young Eagles, speaking to young women at summer space camps or flying to Monticello together for the day, The 99s provide a female social outlet in an industry dominated by men. I am grateful for these friends.

VALERIE THAL-SLOCUM

Federal Express, Memphis Chapter

I started flying in 1975 in Phoenix, Arizona, and had my private certificate before I graduated from high school. I attended Cochise College in Douglas, Arizona, where I obtained an AA in pro-pilot technology along with commercial and instructor ratings.

While attending Arizona State University in 1979, I joined The 99s. It was incredible to be able to visit with such amazing women aviators. I loved to go to chapter meetings just to listen to the stories some of the senior members shared about their early days.

In 1980, I received my degree in aeronautical engineering. I flew skydivers in Beech twins and DC-3s; flew corporate in King Airs, Cessna 402s, and Navajos; and flew cargo in the Virgin Islands for Four Star Aviation in DC-3s along my career path to the airlines.

In 1987, after attending a career day seminar, I was interviewed and hired by Flying Tiger Line, starting as an engineer on the DC-8. I quickly moved to the 747. In 1988, Federal Express bought Flying Tiger. Under the Federal Express name, I flew as 727 and MD-11 first officer, then upgraded to 727 captain, exactly 20 years from the date of my first solo. I now fly mostly international routes as an MD-11 captain. My favorite flights are to Asia and the South Pacific.

I am a member of the Memphis Chapter and I still love getting together to share flying stories. The networking, information and knowledge shared through being a member is invaluable. I would not trade my life as an airline pilot or a 99 for anything!

ANNELIESE TOMLINSON

SkyWest Airlines, Santa Barbara Chapter

I was 17 when my dad, who was an airline pilot, took me to an uncontrolled field in Santa Paula, California, for a demo ride in a Cessna 172. I signed up for flying lessons and earned my private certificate six months later. Then my goal was to earn my ratings and build up hours as a flight instructor to eventually reach the airlines.

I worked for FBOs to raise money while in high school and college. I graduated from the University of California at Santa Barbara with a marine biology degree—and my CFI certificate! I began instructing as soon as I graduated.

When I was writing an article about women in aviation in high school, I had interviewed 99 Karen Kahn. She was instrumental in my joining the Santa Barbara Chapter. Karen and her husband John have helped me in all aspects of my life, and I am forever indebted to them.

As a struggling flight instructor with little extra money for further ratings, I applied and won the Marion Barnick Memorial Scholarship in 1994 and earned my multi-engine rating. I then applied for an AE Scholarship and won twice—once in 1993 for my CFII and again in 1995 for my ATP. These scholarships helped me

achieve my aviation goals and eased the financial burden.

In 1997 I was hired as a first officer with Skywest Airlines based in Santa Barbara where I have worked for three years. I continue to instruct on my days off.

I love teaching students to fly and the rewards that come from giving back my love of aviation. The friendships and scholarships I have acquired through The 99s have been the biggest help in my aviation career. I cannot imagine a more supportive, wonderful group of pilots.

AILEEN WATKINS

Continental Express, Houston Chapter

I began my flying career in 1989. Through a combination of school and work, I was able to obtain my private certificate and joined The 99s. The Griner Scholarship from the Florida Goldcoast Chapter helped me obtain my instrument rating, then I continued to work multiple jobs toward additional certificates.

I completed my CFI with an AE Scholarship in 1994. In St. Petersburg, Florida, I taught at several flight schools specializing in aerobatics/emergency maneuver training, flew competition aerobatics, worked as a jump pilot, towed banners, and flew reserve corporate, logging time in an HS-125 and DC-3. Over the years I have logged PIC time in over 60 different aircraft models.

With the help of Capt. Linda Friedman (also a 1994 and 2000 AE Scholarship winner), I was hired by Continental Express in 1997 and flew as first officer until upgrading to captain in March 1999. I have flown "the line" together with Linda and another close friend, 99 Laura Takacs.

Serving as Vice Chairman and Scholarship Chairman of the Florida Gulfstream and Suncoast Chapters fostered many friendships and networking opportunities. As a member of the Houston Chapter, I am active with EAA Young Eagles and AOPA's Project Pilot, and I speak in



Ninety-Nines Bambi Greene, Rebecca Anderson, Catherine Dwinnell-Moore, Sally Weichert and Nancy Waylett-Berra.

schools about aviation careers. After finishing my bachelor's degree at Embry-Riddle in March 2000, I received the ultimate graduation gift, a Boeing 737 type rating AE Scholarship, which I completed June 19. On July 24th (Amelia Earhart's birthday), I begin training with Alaska Airlines. A friend once advised me, "If you can dream it, you can do it!" I took that advice and flew with it.

The 99s have been my cheering section since my first meeting. My career as an airline pilot is all that I'd dreamed it would be, and the trust and faith my crew and passengers place in me is one of the greatest rewards of all.

My thanks to The Ninety-Nines for your support and belief in my dreams.

NANCY WAYLETT-BERRA **USAirways, Potomac Chapter**

Born in Butte, Montana, Nancy received her early education all over the world since her father was a Foreign Service officer. She spent four straight years in college at Gettysburg, followed by a year in U.S. Navy schools to become an intelligence officer. She went to work on an aviation squadron in San Jose, California, and while watching the men flying, she thought, "I can do that."

In rapid succession, she earned her pilot certificates, including commercial and instrument ratings, CFI and began work as a flight instructor, then piled up several hundred hours working for a petroleum company. In a few months she was captain of a complex jet airplane flying western routes.

Since 1983 Nancy has flown with USAirways and has been flying the Boeing 737 for 13 years, beginning as a flight engineer. In only three months she was flying as first officer and later as captain. Joining U.S. Airways was the culmination of her training and heart's desire. "It's the best seat in the house," she says.

She carries on her flights a thick book containing USA normal and non-normal operations information. She memorizes much of this material and takes a checkride every six months. If required, she can fly up to six days in a row, but normally does 30 hours of flying in four to five days.

Nancy has worked with the Potomac Chapter to encourage young people to take an interest in aviation and also mentored young women who called on her for information.—*Vera F. Rollo, Ph.D.*

SALLY WEICHERT **American Airlines, Reno Area Chapter**

I started flying just for fun; obtained my private certificate in September 1987, a week after my 40th birthday. I built time and experience during the next year, using my flying to help cover my territory as a sales representative and a volunteer pilot for Angel Planes.

I joined The 99s in 1989 after learning about them from a publication at the FBO in Reno where I was working on my instrument rating—although I had no intention of ever flying in IFR weather. My instructor convinced me to go for a commercial, CFI and CFII. I liked teaching so much, I quit my sales job and became a full-time instructor. With two scholarships I was fortunate to receive from The 99s, I got my multi-engine commercial instrument rating and MEI.

While teaching, I was checked out as an FAR 135 pilot to supplement my teaching by flying charters, then moved to flying freight at night for IFR time and experience.

Next I was hired as a first officer in DC-9s for a charter airline. Two years later, after a short stint for a start-up that didn't last, I was hired as an MD-80 first officer for Reno Air. It was bought by American Airlines in December 1998, so now I'm a first officer with American.

I am still amazed at my rise to airline pilot. When I got my commercial, people told me not to even think about an airline job, that I would be too old and not have enough experience, and no one would hire me. Yes, flying jets for a major airline was beyond my wildest dreams, but I am living proof that anything is possible. Not a day goes by that I don't marvel that I get paid for doing something I truly love.

I am a past chairman and vice chairman of the Reno Area Chapter.

LUCY YOUNG **USAirways, Eastern New England Chapter**

I first became acquainted with The 99s when I was a student pilot my senior year at Purdue University in West Lafayette, Indiana. I flew the C-150 between classes and participated in the Navy ROTC flight program. The 99s invited me to a meeting and I was immediately touched by the camaraderie and fellowship.

I graduated, got my private certificate three days later, and went off as an ensign in the U.S. Navy. I got my Navy wings of gold in October 1977. I was first stationed as an A-4 pilot at NAS Barbers Point, Hawaii, where I joined the Aloha Chapter and had wonderful adventures. I especially enjoyed Apuepuele, an all-female proficiency flying event, which I flew with LaDonna Shea, now a United pilot in Colorado.

After separating from the Navy, I joined the North Georgia Chapter in Atlanta. I was hired by Piedmont in 1986 in North Carolina, which was bought by USAir in 1989. I had 16 years of great flying, aerospace education and airmarking projects with the wonderful, diverse group of women in my chapter. They were a continual source of friendship and inspiration. Their talent and abilities were incredible, and several became airline pilots.

I am now a 737-300 captain at Ronald Reagan National Airport and just joined the Eastern New England Chapter.

ISA+21

The International Society of Women Airline Pilots (ISA+21) is an association of licensed women airline pilots flying as cockpit crewmembers for the world's passenger and freight airlines. It was founded in 1978 by 21 women pilots from various airlines.

Members of this educational and charitable nonprofit corporation based in Las Vegas, Nevada, provide mutual support via networking and publications. They seek to stimulate and encourage other women to enter the airline pilot workforce.

The organization has almost 600 members representing 96 airlines in 36 countries. For more information about ISA, check their website <www.iswap.org>.



Members of ISA+21 attending the Forest of Friendship induction ceremony in Atchison, Kansas. Posing beside the lifesize bronze statue of Amelia are Laurie Reeves, Susan Pettigrew, Terri Donner, Susan Maule, Becky Howell, Angela Masson and Melissa Ward.

The 80th anniversary of Intercollegiate Flying Competitions was held at Grenada Municipal Airport in Grenada, Mississippi, May 16 - 20. This year's SAFECON, hosted by Delta State University, was one of the best ever with 340 outstanding contestants. In addition, there were the coaches, advisors, staffing personnel and other support staff representing 30 schools.

The top teams from regional competitions held throughout the U. S. gather at the National Intercollegiate Flying Association (NIFA) meet in late spring each year to demonstrate proficiency, skill and safe flying in multiple air and ground events.

The 99s furnish a large number of the SAFECON judging staff, sponsor the Women's Achievement Award, and co-sponsor the Top Woman Pilot Award, along with the All-Ohio Chapter, which also presents an engraved silver plate to that winner. Brook Davidson, Louisiana Tech University, was recognized as the Top Woman Pilot this year. The Women's Achievement Award winners were Lori Edwards, Central Missouri State University; Dagny Lowery, Kansas State University; and Angela Magney, Central Washington University.

The 99s also sponsored a special Learn-to-Fly Scholarship with the help of a fellow 99 and distinguished past judge, Pat Roberts. This award was presented to a very accomplished member of the Embry-Riddle Prescott team, Kristi Kleinhesselink. She will also receive a Future Woman Pilot membership as soon as she is eligible.

The Grenada Airport was built during World War II as the Grenada Army Air Field. Daily operations, team briefings, scoring for each event, some interviews, the communications center, daily food service, and many vendor displays were centered in the vintage hangar under its perfectly preserved tongue-and-groove ceiling. This massive hangar is the only original building left on the field.

SAFECON 2000

BY LOIS ERICKSON
Immediate International Past President

Pre-flight planning for the navigation events took place in the huge air-conditioned tent adjacent to the hangar, which also served as the site for the Saturday evening Awards Banquet attended by approximately 750 people.

Personnel from the 248th Air Traffic Control Squadron out of Key Field in Meridian, Mississippi, operated a new concept in mobile towers mounted on a Humvee with its own independent generator. Before the flying events were over, they had recorded more than 10,000 operations.

Many participants were offered opportunities in aviation as soon as they graduated. Corporate, commuter, airline, private companies and military representatives were all interested in these young pilots participating in the future of aviation.

Next year's competition will be hosted by the University of North Dakota, the 2000 NIFA champions. Ninety-Nines and many former competition alumni will be there to serve as judges, ancillary personnel and coaches.

If you think air racing is the ultimate high, then come join those of us who know there is no better way to spend a week than watching these university and college teams compete for the national championship.

Next year's competition will be hosted by the University of North Dakota, the 2000 NIFA champions.



Ninety-Nines judges Joan Mace, Jerry Anne Jurenka and Wally Funk at Awards Night banquet.



Ninety-Nines judges Jody McCarrell and Lois Erickson cruising the flight line on Jody's four-wheeler.



Ninety-Nine judge Bonita Ades checking out display aircraft.

FOREST OF FRIENDSHIP

On Friday, June 16, Executive Director Lu Hollander, Shirley Brown (Oklahoma Chapter) and her twin sister Sharron and I set off for Atchison for the 24th annual induction of honorees into the International Forest of Friendship. This year's theme was "Blast off into 2000!"

The Forest was established as a bicentennial project by the City of Atchison and The 99s. From the beginning, Charter Member Fay Gillis Wells has been chairman, and Atchisonian Joe Carrigan served as co-chairman until his death in 1997.

Our drive through the gently rolling hills of northeastern Kansas brought us to Atchison just in time to check into our motel and walk to the Mount Conference Center for lots of visiting and a buffet supper.

The next morning we drove to the Forest nestled on a gentle slope overlooking Lake Warnock on the outskirts of the city. Flags from all 50 states and 35 countries carried by Girl and Boy Scouts were placed along Memory Lane, a sidewalk with embedded granite plaques engraved with the names of more than 700 honorees.

Honorees included women and men who have contributed dedicated service, leadership, friendship, and other supportive efforts to achieve aviation goals. Although most of them are pilots, there are other non-pilot pioneers in aviation and aerospace honored here, such as aviation writers and educators who spend their lives encouraging others to fly, as well as those who have made significant contributions to the development of aviation or have established recognition for setting world aviation records.

On our way to the gazebo where the ceremony is held, we passed

by a life-size bronze statue of Amelia gazing toward her one-acre "earth" portrait composed of permanent plantings, stone and other natural materials. The gazebo was built as a dedication to Fay in honor of her leadership role with the Forest.

It was a beautiful Kansas morning and there were approximately 200 guests sitting on folding chairs or lounging on the grass. The honorees and Fay waited their turn seated inside the gazebo while the mayor completed introductions and instructions. Then Fay rose and began reading the biographical material for each honoree. Cameras clicked as friends and relatives captured the moment.

Following the presentation of certificates, guests picked up their chairs and cleared the area for group picture-taking of this year's honorees. The 99s quickly gathered for their group shot as did other special groups who had come for the event. Some groups then strolled along together on the winding walk, taking pictures of honorees alongside their engraved stones or searching the stones for past honorees.

After lunch at the Mount, we went to an Open House at the Amelia Earhart Birthplace Museum. We surveyed the hundreds of bricks in the sidewalks, reading names of those whom they honored. Each brick serves to further fund the restoration of the house. Marilyn Copeland happily greeted everyone and helped me find my brick. At the front door, the smell of home-baked cookies and fruit punch welcomed us into the absolutely beautiful house. I couldn't sort out all of the many improvements that have been made since my last visit.

We went downtown to Ball's Drug Store for a chocolate ice cream soda, a tradition begun by Charter Member Betty Gillies. At the sight of our Forest name badges, the pretty young high school girls in their bright colored aprons knew exactly what we were there for, having already served more than 40 sodas to 99s that day!

There were approximately 300 guests at the banquet that evening. Fay introduced 12-year-old Sara Rimmerman, author of *Hidden Heroine*, a book about

Fay's life. Other guests were acknowledged and a lot more visiting took place. It was an absolutely wonderful weekend!

For information about the Forest of Friendship, including registration forms or sponsor forms for 2001, write Kay Baker, P.O. Box 99AE, Atchison, KS 66002 or fax 913-367-3752.

NINETY-NINES INDUCTED INTO THE INTERNATIONAL FOREST OF FRIENDSHIP

Terri Donner
Helen Holbird
Roberta Johansson (deceased)
Geraldine Kemichick
Connie Luhta
Susan Maule
Gladys McCaslin
Elaine Morrow
Laura Reeves
Bobbie Roe
Poochie Rotzinger
Beverly Sharp
Carol Sokatch
Alice-Jean May Starr
Constance Wilds
Gaye Wohlin
Mary Wunder



Seventy-four 99s in attendance at the induction of honorees into the International Forest of Friendship in Atchison, Kansas.

Photos by Don Martin, Atchison, Kansas

I recently continued my quest to journey into space by joining a very small delegation of space enthusiasts who were invited to train with the current cosmonauts at the Yuri Gagarin Cosmonaut Training Center in Star City, Russia. I was the only professional pilot of the group.

This invitation would have been impossible a few years ago when Star City was a top-secret military installation, not open to Westerners. It houses the cosmonauts and their families as well as all of the training facilities necessary to prepare cosmonauts for space travel. About 5,000 people live there. It is still behind a huge set of locked gates and only cosmonauts or invited officials were allowed to enter—until we came.

June 2000 was a wonderful time to be in Star City among the many training buildings. Flowers were in bloom and a forest of tall trees contributed to a very quiet and serene atmosphere. Everyone was extremely generous and helpful and seemed happy to meet us.

We underwent one intense week of training, sometimes for as many as 10 hours a day. The Radisson Slavjanskaya Hotel was fantastic.

Our cosmonaut training went way beyond my expectations. Our instructors were wonderful. Of course, since none of us spoke much Russian, everything had to be interpreted. We underwent full medical testing where we were poked and wired for EKG several times for different events.

The training consisted of orientation briefings for all the full-size modules of space vehicles in use: The Soyuz-TM, MIR and the International Space Station (ISS). We rode the largest centrifuge ever built where I experienced the weight equivalent to five earth gravities, as well as climbing inside a Soyuz-TM spacecraft simulator and flying it to dock with an orbiting space station.

We also tried on and were taught to function in the Sokol spacesuits and the bulky ORLAN-M space suit designed for EVA work outside in space. It weighs 300 pounds and has to fit one's body perfectly for you to be able to function. To fully understand all these incredible experiences, we had many classroom hours of training on the different systems of the space vehicles.

The one test I had really looked forward to was boarding a specially equipped Ilyshin-76 airplane for a parabolic flight 35,000 feet above the earth. The aircraft noses over into a series of parabolic arcs, diving down to about 15,000 feet, then pulling up again, in order to let the occupants inside experience a 30-second state of weightlessness. I experienced Zero-G 10 times during these exhilarating dives. I did tumbling acts, pinwheels, rolls, traveled through space flying horizontally (just like Superman). I had the greatest time of my life. All of the men got sick but none of the

TRAINING WITH THE COSMONAUTS

BY WALLY FUNK, Dallas Chapter,



After 40 years, Zero-Gs at last!

women had any ill effects. I would do it again in a heartbeat!

We received our "diplomas" at a graduation ceremony where I met Sergei Zalyotin and Alexander Kaleri, the two cosmonauts who had just returned from MIR getting the space station ready for tourists. We also met Dennis Tito, a successful businessman from California who may be the first tourist to blast off in the Soyuz spacecraft to MIR for a visit—after training similar to ours, but longer. An invitation was extended to me to go to MIR and I said, "I will be ready!"



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*

AIR BEAR PROGRAM



Air Bear's uniform is decorated with medals, wings and ribbons, an indication of his lofty status.

When Air Bear visits a classroom, the students travel on a make-believe airplane flight to Disneyland or Disney World. Presenting aviation education to children at an early age has proved valuable in stimulating a child's interest in math and science, introducing exciting career choices for both girls and boys, and helping to eliminate fears children may have about flying.

"Air Bear Goes to School" is fun and has shown that children remain excited about aviation and tend to remember lessons presented long after Air Bear has left the classroom. Children receive Air Bear coloring books, balloons and badges.

The Air Bear Program was originally sponsored by the FAA, the National Association of State Aviation Officials and The 99s. Here are a few responses from some Chapters that present the program:

WHEN AIR BEAR FIRST came to our Montana Chapter, we stumbled along a few times, then we got smarter and we made our own script. Air Bear's traveling luggage grew and grew.

One of our members made two yokes that turn and go forward and backward. Old microphones and headsets were donated to us, along with oxygen masks and seat belts, aprons, trays and hand-out mints. For linemen, fuel nozzles were crafted out of aluminum foil and cardboard. Wrenches and screwdrivers were added to the mechanics' kits. For security guards, magnets were included to detect contraband (large nuts and bolts) packed in carry-on packages and luggage. Boarding passes, tickets and folders were laminated to prolong their use.

Our air traffic controller sits on a high stool with a mike, maps and binoculars. Our flight engineer has maps, a flight computer and plotter and sits in the cockpit with the pilot and copilot. A huge photo of a King Air instrument panel is mounted on cardboard providing a life-like look to our cockpit.

We have presented Air Bear's program to countless school children, Teacher's Aviation Education workshops, church groups and others over the past decade. It has become an addition to the annual Montana Aviation Conference. Last year, Air Bear delighted 47 first-graders, their teachers and parents on a flight from Butte to Disneyland. The presenters had as much fun as the audience. The program can be custom-tailored to suit a wide range of age groups, limited only by one's imagination. Air Bear encourages young people to stay in school, study hard and love those math and science classes. This bear is truly an aviation ambassador! —*Tina Pomeroy, Montana Chapter*

I HAVE PRESENTED AIR BEAR at least 10 to 12 times per year to local schools, libraries and nursery schools for Illiana Cardinals Chapter for the past 10 years. On three days in April this year, I presented

nine Air Bears to first, second and third grades and six chart presentations to fourth, fifth and sixth graders in Hammond, Indiana.

—*Charlene Falkenberg, Illiana Cardinals Chapter*

THE YAVAPAI 99s HAVE STARTED the Air Bear program at Lincoln Elementary School. Three of us presented it to a kindergarten class and we learned more about how to do our job than I'm sure the kids discovered about flying. I worked this program up with the assistance of Pat Crocker from the Maple Leaf Chapter who is always providing me with feedback and great suggestions. In return, I've sent her copies of our Flight Plan and Flight Itinerary (PRC to LAX) I provided for the children to take home.

I am excited that other chapters are doing the same activity and hope to hear from some of them soon. Fax me at 520-772-2788 or e-mail: nurban@cableone.net —*Marilyn Urban, Yavapai Chapter*

NANCY WRIGHT AND I devote one Friday per month to present the Air Bear Program to second grade students in Pinellas County, Florida. After the children choose the cards for their jobs, each job is explained so that each child is aware of his or her individual responsibilities as well as the other jobs. The children really enjoy the role-playing. With everyone using their imaginations, our trip to Disney World is a huge success. —*Marie Grein, Florida Suncoast Chapter*

I WAS INTRODUCED TO THE AIR BEAR PROGRAM at a North Central Section Mid-Winter Conference in Chicago in 1991. Afterwards, I contacted some members of the Chicago Chapter to come to an Indiana Dunes meeting to demonstrate the program. Then I began gathering the necessary props for the presentation.

In the spring of 1993, assisted by other 99s and friends, we presented our first Air Bear Program in Valparaiso, Indiana. In the fall, we gave the Air Bear Program at several other schools. Now, during a school year, I generally hold an average of 16 presentations.

Some schools schedule my visit around the time of a field trip to the local airport. Teachers say their trip to the airport is so much better after the children have experienced the Air Bear Program.

My six years of giving the Air Bear Program have been very, very fulfilling. It requires some work to prepare for each program, but the inner rewards more than outweigh the effort.

I encourage any 99 with time to pursue the Air Bear Program to get involved. If there is anything I can do to help someone get started with this fantastic program, please contact me at 3803 Adams St., Gary, IN 46408. Phone: 219-884-8043 or e-mail CollinsJVI@aol.com.

—*Loretta Collins, Indiana Dunes Chapter*

MEMBERSHIP

I want to thank all those Sections that returned a positive membership contribution to our organization during the 1999-2000 fiscal year. The highest percentage increase in membership were the Finnish and German Sections with a 33.33 percent increase. Both placed a high priority on membership recruitment and retention. Our members represent the heartbeat of our organization and your positive

motion has helped our international numbers grow.

After my four years of providing you with membership support, Andrea Chay of the Houston Chapter, is taking on this role. Her address is 22910 Koback Corners, Spring, TX 77373, USA. E-mail: andrea40@juno.com. Phone 281-350-6327. You can obtain all your membership supplies from Andrea.—*Ilse Hipfel*

NINETY-NINES HEADQUARTERS has a new membership application which includes the Future Woman Pilot category. Current dues are \$65 US, \$57 Canada and the Caribbean, \$54 overseas, \$30 for Academic or Future Women Pilots memberships. All in U.S. funds. Renewals are \$10 less than these amounts.

• A reminder: Future Women Pilot applications must be accompanied by a copy of the student medical certificate or equivalent document in order to be processed. Ninety-Nines applications must have a copy of pilot certificate.

AMELIA EARHART SCHOLARSHIPS FOR FWPs

Starting in 2001, the AEMSF is awarding five \$1,000 scholarships to qualified FWPs to enable them to complete their training for a private certificate. The FWP must be a member of a Chapter, have at least 20 hours, must have soloed and passed the FAA written exam. Application forms may be obtained from International Headquarters.

Contributions to the scholarship program for both Career Scholarships and/or FWP Scholarships may be sent to Charlene Falkenberg, 618 S. Washington St., Hobart, IN 46342-5026.

POWDER PUFF DERBY REUNION

Don't forget about the reunion of all PPD participants which is scheduled for October 9-13 in Atlantic City, New Jersey. If you know anyone who participated in this historic race over the years as a pilot, ground support or other PPD helpers, please be sure to let them know they are invited. Contact Barbara Evans at 4307 Quail Run Lane, Danville, CA 94506, fax 925-736-1270 or e-mail quailr@aol.com.

VIDEOS AND BOOKS

New AE Birthplace Museum Video

"Tribute to a Pioneering Spirit," produced July 2000, is available for showing to organizations and schools. Includes historic pictures with some comments by Amelia and a tour of the restored house where she was born. (12.5 minutes). Send mail order or check for \$15 (includes s&h) to Marilyn Copeland, 117 SW Winterpark Lane, Lee's Summit, MO 64081. Proceeds go to AEBM Restoration Fund.

Prairie Runways: The history of Wichita's original municipal airport

A new coffee-table style book of 130 pages is a beautifully illustrated, well-researched history by Susan Thompson. Human interest vignettes dramatize the role aviation played in individual lives. Order from Kansas Aviation Museum website <www.jatos.com/aircpress/> or call 316-683-9242; fax 316-683-0573. Price \$29.95 (plus s&h of \$4.95)

GENERAL AVIATION

EMBRY RIDDLE Aeronautical University will be sponsoring the Industry/Career EXPO 2000 in the University Fieldhouse in Daytona Beach, Florida, November 1 and 2. Participants will have an opportunity to explore careers and interview with more than 100 aviation/aerospace, business, engineering and high technology employers. Many airlines will also be represented. For more information, call the Career Services Office at 904-226-6050.

THE CESSNA FOUNDATION has committed \$250,000 to endow the Cessna Leadership Scholarship at Kansas State University. The scholarship will provide financial support to juniors and seniors studying piloting or aviation maintenance. It is expected to cover a substantial portion of cost of turboprop or jet transition course.

AIRLINES ARE RECRUITING more women and minorities into their workforces. The FAA reports that almost 6 percent of the approxi-

mately 700,000 active pilots in the United States are women. Of the more than 540,000 non-pilot aviation related jobs, including airline mechanics and dispatchers, 2.13 percent are held by women and the number is steadily increasing.

Check out the website of Sierra Academy of Aeronautics in Oakland, California <www.sierraacademy.com>.

AIRLINE PILOT hiring continued at record levels in June with 1,659 new jobs for the month. AIR Inc.'s hiring forecast predicts 5,154 new jobs at the majors, 6,290 at the nationals and 19,264 new pilot jobs overall in 2000.

PHOENIX EAST AVIATION Academy has created a new professional flight training program designed to take students from no flight experience through the private pilot certificate, multiengine rating, commercial certificate and instrument rating for less than \$18,000. Check it out on <www.pea.com>.

THE NINETY-NINES ENDOWMENT FUND

The Ninety-Nines Endowment Fund is designed to fund world fellowship through flight, networking opportunities for women, aviation education in the community and preservation of the unique history of women in aviation. It collects, maintains and manages tax deductible donated funds in a permanently restricted investment account. Nothing can be spent until the fund reaches \$1 million.

The Ninety-Nines Endowment Fund has a new Treasurer, Hilda Ray, a member of the Alabama Chapter. The new address to send contributions or request information is: 601 Third Place, Jasper, AL 35501. Phone 205-221-2518 - fax: 904-322-9937. E-mail: hrray@bellsouth.net. Hilda will be glad to discuss methods for setting up a trust fund or work with a corporation for donations to benefit the Endowment Fund.

GENEROUS REQUESTS FROM DOTTIE SANDERS

Darlene "Dottie" Sanders, who flew to New Horizons last year, was an active member for 50 years. She joined the San Diego Chapter in 1949 and formed the El Cajon Valley Chapter in 1961. She served as Southwest Section Governor, flew in 20 Powder Puff Derbies, as well as other races. She was inducted into the International Forest of Friendship in Atchison, Kansas, in 1985.

Dottie dedicated much of her time and energy toward flying. To show her appreciation to other women pilots, she left several generous bequests.

Among them were \$40,000 to The International 99s, \$80,000 to the AE Birthplace Museum, \$80,000 to the AE Scholarship Fund, \$40,000 to three San Diego Chapters and \$40,000 to the Women in Aviation Room in the San Diego Aerospace Museum.

We are very grateful for these generous gifts to benefit women who fly.

—The International Board of Directors



Members of the Australian Section at the Annual General Meeting in Sydney, Australia, in May.

AUSTRALIAN SECTION

We held our Annual General Meeting in Sydney on May 12. This is always the largest gathering of Australian 99s and a great chance to catch up on what everyone is doing. We awarded our annual Nancy Wells Scholarship to Karen Tresize.

Our Section had a fantastic year: a growth in membership, successful fundraising, a new web page and our greatest achievement, completing our first compass rose. The airmarking was coordinated by Kath Flynn who is based in Darwin. This was a major milestone for our Section and we hope it was the first of many to come.

—Lee McKerrocher

NORTH CENTRAL SECTION

The North Central Spring Section Meeting was held in Akron, Ohio. Seventy-two 99s and two 66s representing 14 Chapters attended. Women With Wings, host for the event, met everyone at the airport on Thursday afternoon; a reception and an AOPA Seminar followed that evening. Tours on Friday were followed by food and fellowship at the Military Aviation Preservation Society Museum. On Saturday we elected new officers; Donna Moore is our new Governor.

After the meeting, Carol Starre-Kmieciak recreated Amelia Earhart's life by telling her story in fascinating detail. Our banquet that evening was capped off with a speech by Andy Zavodney, a wheelchair pilot who flies a twin plane for business and also flies Angel Flights. —Charlene Falkenberg

SOUTHEAST SECTION

Two winners of the Bonnie and Archie Gann Memorial Scholarship were announced in Mobile, Alabama, at the Spring Southeast Section Meeting. They are Julie-ann Nydegger from Tampa, Florida, and Robert Dougherty from Mohawk, Tennessee. —Shirley Zillig

MID-COLUMBIA

Various recent activities include airport marking, flying companion seminars, education about flying for the Girl Scouts and other school groups and just flying to a new meeting place for fun.

Our members are located from south central and eastern Washington to north central and eastern Oregon. Our meetings are scheduled at a different airport each month to encourage members to fly.

We welcome all to visit our website created by Chairman Mary Cooke. She has posted pictures, a calendar, our newsletter and other items of interest at <http://flyer99.urx.com>. —Vicki Gassoway



Greater Seattle members Jeanne Perkins, Nancy Jensen, Eva Parks and Marian Hartley; flight team faculty advisor Teresa Sloan; and team members, Angela Magney, Sunny McCaleb, Clint Watt and (back row) Jay Shields, Matt Mullinax and Josh Wiederhold.

GREATER SEATTLE

Our chapter presented the Central Washington University Flight Team (The Hellicats) with a check for \$1,000 to help with the team's expenses in attending and participating in the NIFA SAFECON event in Mississippi. Proceeds from our Flying Companion Seminar in February were used for the donation. The CWU

Flight Technology Center on Bowers Field in Ellensburg, Washington, is the only four-year aviation course in Washington State. The flight team was the only one from the Pacific Northwest taking part in SAFECON this year and the first from the area in several years.

—Marian Hartley

ORANGE COUNTY

On June 3, our chapter hosted another one of our now famous Flying Companion Seminars with the same great gusto, thoroughness and success as our previous ones.

Thirty-five eager and fascinated flying companions left the seminar visibly excited and energized with their new understanding of radio procedures, reading the charts, plotting the course, interpreting the instruments and knowledge about weather. As in the past, Pat Prentiss—with her usual enthusiasm, dedication, focus and aviation expertise—led the way for the rest of us.

And Pat will lead the way for the rest of the Southwest Section when she takes on her new position as Governor. Our chapter members have been experiencing the benefits of Pat's superlative leadership skills ever since she joined us.

Those attending our Spring Section meeting in Reno, Nevada, to see Pat installed as governor and Lianne Oakes as treasurer enjoyed perfect weather, many surprises, seminars, banquets—and the slots.

—Mary VanVelzer



Pat Prentiss, new Southwest Section Governor, tutoring at the Flying Companion Seminar.

INTERNATIONAL HEADQUARTERS E-MAIL ADDRESS: ihq99s@cs.com. Please update your records and include this current address in your correspondence and newsletters.

TENNESSEE

To raise money for our Chapter Scholarship Fund, we sold a kit containing 12 clues. Participants had two months to search out the answers which were to be found at various airports. The winners were Ruth Ann Trotter's parents, who received a Learjet trip to Abingdon, Virginia, with lunch served on board, plus two tickets to the Barter Theater. Second prize of \$49.50 went to Sandy Sowers, a member of our chapter.

—Evelyn Bryan Johnson

COLUMBIA CASCADE

In a continuing effort to promote aviation safety, our chapter hosted a safety seminar presented by Judith Redshaw, Safety Education Chairman of the Northwest Section, at the Pearson Air Museum in Vancouver, Washington. Her subject was "Problem Solving/Decision Making. The seminar was approved by FAA to qualify as a "Wings" program. Upwards of 125 persons attended.—Jean Schiffmann

LOS ANGELES

We have been trying for some time to get the Museum of Flying at Santa Monica Airport to set up a display representing the role of women in aviation. A few years ago we presented two framed photos to the museum, one showing the women who participated in the first All Women's Transcontinental Air Race from Santa Monica to Cleveland in 1929 and the other showing the planes lined up prior to taking off.

Last year, a member of the museum staff asked our help in preparing a more extensive display which you can see in the accompanying photo. The museum has also presented several programs featuring women fliers, including our ever charming Charter Member Bobbie Trout; Catherine Cheung, the first Chinese licensed woman pilot; and our own Sally LaForge, who until her recent retirement was a helicopter engineer for Hughes Aircraft.

Our members have also been active in the Young Eagles Program. Sally LaForge and Eugenia Rohrberg have offered their C182 to give children walk-arounds and on one occasion we were able to take the children through the Berkut facility on the field. Berkut makes the fiberglass kits for the Very EZ and the Long EZ.

—Dorothy Limbach



Visitors viewing the display of "Women in Flight" at the Museum of Flying at Santa Monica Airport.



Rachel Bonzon, Eugenia Rohrberg, Sally LaForge and Doris Robertson at a Young Eagles activity at Santa Monica Airport, California.

AIR RACING

U.S. AIR RACE

Thirteen 99s participated in the U.S. Air Race, Inc. and the destination for the first day's flying was the Amelia Earhart Birthplace Museum. The US Air Race purchased its second brick in support of the Museum. The goal of the U.S. Air Race is to promote the sport of general aviation through events that build pilot skills. This year's race covered 1,875 miles.

Marilyn Copeland was the Day Boss for Monday's flying and organized the events and volunteers. The racers also toured the Forest of Friendship.

Northeast Kansas and Greater Kansas City Chapter members who volunteered for timing throughout the week of racing were Dorothy Dickerhoof, Judy Benjamin, Donna Burrows, Ann Shaneyfelt, Virginia Colbert, Caroline Kalman, Margaret Daflucas, Bev Huffman, Karol Kliewer, Pam Ratliff and June Wolff. Additional details are available on the race web site at <www.us-airrace.org>.



Ninety-Nine Jeanne Willereth, Kansas City Chapter, and Cathie Bordner placed eighth in the US Air Race. Photo by Pat Keefer

ACHIEVER

Marilyn Copeland, chairman of the Amelia Earhart Birthplace Museum Board of Trustees since 1994, recently was honored by the Atchison Area Chamber of Commerce when she was presented its annual Tourism Award. Under Marilyn's guidance, thousands of dollars have been raised through donations and grants and the historic home has been extensively renovated. Marilyn is responsible for the inclusion of Atchison as a stop in this year's U.S. Air Race which came to AE Airport on June 5. She is also chairing an International 99s Conference to be held in Atchison in 2002.

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

Tax deductible contributions for the 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.



RATINGS

Sue Ballew
Orange County
Citation V

Linda Blodgett
All-Ohio
Commercial

Susan Coco-Gensheimer
New Orleans
CFI, CFII, MEII

Kimberly Harper
Delaware
CFI

Katherine Lehmann
New Orleans
Instrument

Catherine McClamrock
Memphis
Commercial

Diane Meyers
Orange County
777 Type

Patty Murry
Orange County
Tail dragger

Lise Pedersen
Mid-Columbia
Instrument

WINGS

Chris Creamer
All-Ohio
Phase IV

Judy Humphries
High Country
Phase VI

Elaine Morrow
Minnesota
Phase V

Cyd Busko
All-Ohio
Phase VIII

Susan Coco-Gensheimer
New Orleans
Phase VIII

Karen Reed
Women With Wings
Phase IX

Ellen Nobles-Harris
Delaware
Phase X

AIRMARKING

CONNECTICUT

The Chapter has another airmarking under its belt. Danielson Airport in Danielson Connecticut, was the latest airport to benefit from The 99s' pledge to provide location information for pilots flying overhead.

Airmarking chairman Maryellyn Page and her husband spearheaded the rest of the group. Maureen Snider, Denise Dostoler, Laurie Reeves, Peggy Loeffler, and friend of the 99s, Debi Ferguson, wielded paint rollers and brushes to paint the 20-foot-high letters, which just happened to measure 99 feet in length.

Airport Manager Gary Boroughs provided the bright yellow traffic paint and was completely satisfied with the results. —Carol Phelps

SAN GABRIEL VALLEY

The members met in April at the Rialto Airport to paint RIALTO - ELEV. 1455' on the taxiway. The following members and FWP's participated: Dianne Fredrick, Carrie Garner, Virginia Harmer, Diane Hershkovitz, Eve Hunt, Kathy Malinski, Bonnie Naas, Rita White along with me. —Judee Wilson

KATAHDIN WINGS

Chapter members painted "WISCASSET" in huge letters on the taxi ramp of the Wiscasset, Maine Municipal Airport (IWI). The layout was done by Ann Walko, Lisa Reece and Mary Tait. Painting was done by Jenny Jorgensen, Ann Walko, Pat Harris, Sharon Locke and me. The local FBO hosted a barbecue lunch. The next time you are flying on the beautiful coast of Maine, be sure to check out our handiwork. This is the second airmarking our chapter has done in the last four years, the first being Auburn-Lewiston Airport (LEW). —Debbie Lynne

- In 1998, out of the total 618,298 pilot licenses, 35,762 were women. How can we get more of those women to join The 99s?

- What is your Chapter doing to promote gaining new members and retaining current members? A stable, growing membership is our life blood, and your efforts at the local level are extremely important.



Anne English, Karen Hill and La Rue Bell at Sunnyside painting.

MID-COLUMBIA

The Chapter airmarked the Sunnyside, Washington, taxiway in May. Anne English coordinated the layout and chalking of lettering. The rest of the group "supervised" city employees as they sprayed the paint. Those who traveled by air and ground to Sunnyside for the occasion were Karen Hill, Mary Cooke, Marjy Leggett, Lisa Peterson, Karen and Mike Wiemers, Paulette and Phil Rivera, LaRue Bell, Sue Johnson along with me. —Vickie Gassoway



Standing on the new 80-foot-wide compass rose at John Wayne airport are Nonie Dietz, Patty Murray, Pat Prentiss, Mary VanVelzer, C.J. Dietz, Vicky Anderson, Sue Ballew, Shirley Tanner, Linda Eldridge and Eleanor Todd.

ORANGE COUNTY

The Chapter completed a huge compass rose at John Wayne Airport (SNA) in May. After a year of planning, many members participated in painting a colorful 80-foot diameter compass rose.

Vicky Anderson was the liaison between the airport administration officials and The 99s who arranged the necessary negotiations and details with this large and busy commercial airport. This included hiring a professional, licensed surveyor to set magnetic north; and finding a time when there was minimal interruption to airport flight schedules and ground traffic. She also engaged the help of a professional painter to help us complete the job as quickly and efficiently as possible.

Shirley Tanner's assistance was invaluable in laying out the design, as well as overseeing and guiding the painting procedure.

The new compass rose helps GA pilots accurately set their compasses and also provides an "airplane holding area" for them, allowing 757s on the taxiway to pass. —Mary VanVelzer

NEW HORIZONS

SANDRA SMITH-LYNCH. Central Illinois Chapter, passed away April 20 at the University of Iowa Hospital in Iowa City. When the city of Monmouth decided to close their airport about 10 years ago, Sandra was among those who led the fight to keep the airport open, and won.

Sandra was always willing to share her love of flying with others. She volunteered her Cessna Cardinal and her piloting skills to introduce Illinois teachers to the joys of flight at the Motivation Through Aviation Courses sponsored by AeroSpace Illinois and offered through Western Illinois University's Continuing Education Program.

She was one of the leaders of Monmouth Flying Club's Flight Training program, and she participated as a pilot in the Young Eagles program.

—Jayne Schiek
Central Illinois Chapter

Tom Harmann, husband of Marie, San Diego Chapter died May 17 after a battle with a brain tumor. Tom was a former controller/supervisor



Sandra Smith-Lynch

at Chicago Center who worked for the FAA for 35 years. He and Marie enjoyed golfing, sailing and flying their Piper together. On April 1, they attended the Challenge Air aviation day for ill and handicapped kids to lend their enthusiasm for flight.

—San Diego 99s

Bernie Campbell, husband of Tennessee Chapter Member Betty Campbell, died in March. He was a great supporter of The 99s but had been in poor health for several years.

99 News display advertising is handled by John Shoemaker at Village Press in Traverse City, Michigan, where the magazine is printed and mailed.

To place an ad or to request an advertising rate sheet, call John at 1-800-773-7798, ext. 3317

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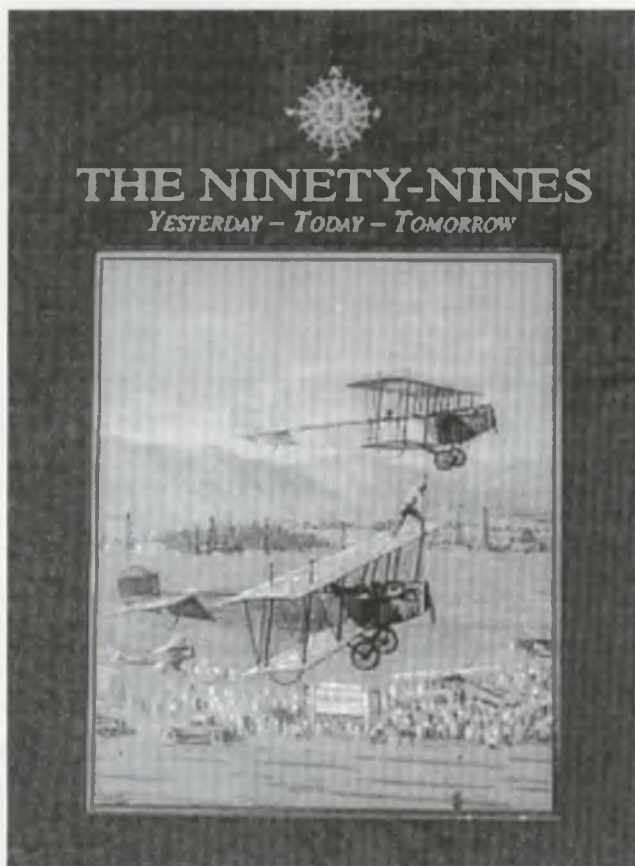
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Dec 2	Fly USA/Bridgetown, Barbados (Transfer to Marco Polo)		
CRUISE SCHEDULE			
Dec 2	Bridgetown	embark	10:00pm
Dec 3	Castries, St. Lucia	7:00am	5:00pm
	Cruise Soufriere Bay	6:00pm	7:00pm
Dec 4	St. Georges, Grenada	7:00am	7:00pm
Dec 5	Pigeon Point, Tobago	7:00am	2:00pm
Dec 6	Cruise Atlantic Ocean		
Dec 7	Devil's Island	7:00am	6:00pm
	French Guiana		
Dec 8	Cruise Atlantic Ocean		
Dec 9	Enter Amazon River		
Dec 10	Amazon River	cruising	
Dec 11	Santarem, Brazil	7:00am	1:00pm
Dec 12	Boca da Valeria, Brazil	8:00am	1:00pm
Dec 13	Manaus, Brazil	8:00am	overnight
Dec 14	Manaus (disembark; transfer to airport for flight to USA)		



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