



99 NEWS

INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES, INC.



Networking in The 99s

TWIN SENSOR ALTI-THERMO

Barometer • Altimeter • Thermometer

You're safer when you know your altitude and the surrounding temperature.

PATHFINDER



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PAL20V-3V
Double-layer cloth strap

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PAT50B-5V
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TWINCEPT

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CONTENTS

COVER: Boeing 737 First Officers Linda Friedman (Continental Airlines) and Aileen Watkins (Alaska Airlines).

PRESIDENT'S MESSAGE

By Vicki Lynn Sherman 5

NETWORKING IN THE 99s

By Aileen Watkins 6

OTHER SCHOLARSHIPS

..... 9

LIVING THE DREAM

By Sue Ballew 10

CAREERS

By Karen Kahn 11

MOVING OUR MOONEY FROM TEXAS TO FRANCE

By Marilyn Wolff 12

LONDON TO SYDNEY AIR RACE

..... 14

AMELIA EARHART BIRTHPLACE MUSEUM

By Marilyn Copeland 16

THE NINETY-NINES ENDOWMENT FUND

By Judy Bolkema-Tokar 17

THE 99s MUSEUM OF WOMEN PILOTS

By Anita Lewis 18

FROM THE ARCHIVES...

..... 19

"ATOP" SIMULATOR TRAINING

By Barbara Para 20

ROOM WITH A VIEW

Christy Larson 21

CONFERENCE 2001

By Mary Oswald 22

NEW MEMBERS AND MEMBERSHIP

By Andrea Chay 20

GRASS ROOTS: Section and Chapter News, Airmarking

Youth Education, Ratings, Wings, and New Horizons 23

CLASSIFIEDS

..... 24

STATEMENT OF EDITORIAL POLICY

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ATTENTION: GOVERNORS AND CHAPTER CHAIRS

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

Elaine Morrow
International Date
Coordinator
10006 Fenner Ave. SE
Delano, MN 55328
U.S.A.
Fax 952-955-3188
emorrow99@cs.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.

NIFA and you

Here's how you can help

The National Intercollegiate Flying Association (NIFA) has been supported by The 99s for a number of years through both financial donations and help with flying competitions. For those new to The 99s, schools with aviation programs have flight teams that compete with each other on regional and national levels.

SAFECON, the national competition, will be held at Grand Forks, North Dakota, May 14-19 with the University of North Dakota hosting.

We need your help with judging, but getting to Grand Forks is not easy. Fargo, North Dakota, is one of the closer cities served by the airlines.

If it is not possible for you to come to Grand Forks to support this activity in person, please consider sending a donation to help defray some of the cost to one of these co-chairs: Bonita Ades, 5441 S. Blue Sage Drive, Littleton, CO 80123 or Sharon Schorsch, 27314 85th Place, Salem, WI 53168.

PERPETUAL CALENDAR

2001

APRIL

6-7 — Northwest Section Spring Meeting, Portland, Oregon. Beverly Fogle, 360-695-5512 or e-mail bevfogle@pacifier.com

6-8 — Southeast Section Meeting, Gatlinburg, Tennessee. Nancy O'Laughlin-Dougherty, 423-235-4621 or e-mail flyer@greene.xtn.net

7 — Annual Flying Companion Seminar, San Jose State University Aviation Department (8 a.m. - 5:30 p.m.), San Jose, California. Sponsored by Santa Clara Valley Chapter. Susan, 650-254-8744, e-mail scv99s@hotmail.com or see website at www.pilotsguide.com/scv99s/.

8-14 — Sun 'n Fun, Lakeland, Florida. Barbara Sierchio, 727-347-8045

20-21 — North Central Section Spring Meeting, Gurnee, Illinois. Hosted by Aux Plaines Chapter. Sharon Madaus, 847-731-0919 (evenings) or see website <http://auxplaines99s.bizland.com>.

26-05/01 — The 99s International Get-Together, Friedrichshafen, Germany and Monte Baldo, Italy. Hosted for all 99s, FWPs and guests by the German Section. Andrea Moeller Amberge, 49-6126-91212, fax 49-6126-988463 or e-mail German99s@t-online.de

27-29 — South Central Section Meeting, Oklahoma City, Oklahoma. Hosted by Oklahoma Chapter. Margie Richison, 405-364-6661

27-29 — New York-New Jersey Section Meeting, Syracuse, New York. Hosted by Central New York Chapter. Martha Buller, 315-451-1304 or e-mail dmbuller@juno.com

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

TBA — Mid-Atlantic Section Spring Meeting, Allentown, Pennsylvania. Sally Hiestand, 610-282-2137 or e-mail hiestand@fast.net

MAY

4-6 — Illi-Nines Air Derby, Whiteside County Airport, Sterling-Rock Falls, Illinois. Phone 847-729-1309

4-6 — Pinch Hitter Course, Ann Arbor Municipal Airport, Ann Arbor, Michigan. Sponsored by Greater Detroit Area Chapter. Nancy Hecksel, 248-549-5383 or e-mail 99qb@home.com; or Susan Siporin, 888-770-3660 or e-mail ssiporin@bignet.net

15-19 — SAFECON 2001 - NIFA National Championships, University of North Dakota, Grand Forks, North Dakota. Bonita Ades, 303-795-6564 or e-mail 76627.1225@compuserve.com, or Sharon Schorsch, 414-889-4940 or e-mail sas@techheadnet.com

JUNE

15-17 — International Forest of Friendship, 25th Anniversary, Atchison, Kansas. Kay Baker, PO Box 99AE, Atchison, KS 66002 or phone 913-367-1419

22-29 — 2001 Air Race Classic, El Cajon, California, to Batavia, Ohio

JULY

14-18 — Gold Cup Air Rally, Guelph, Ontario, Canada, to Calgary, Alberta, Canada. Organized by First Canadian Chapter. Marilyn Dickson, 416-236-2127 or e-mail dickson@pathcom.com

17-22 — The Ninety-Nines International Conference, The Westin Hotel, Calgary, Alberta, Canada. Rosella Bjornson, phone/fax 780-922-4918 and e-mail bpratt@Telusplanet.net; or Mary Oswald, phone 780-469-3547, fax 780-461-9066 and e-mail oswaldrm@telusplanet.net

20-21 — Amelia Earhart Festival, Atchison, Kansas. Marilyn Copeland, 816-554-2567

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

AUGUST

3-5 — Palms-to-Pines Air Race, Santa Monica, California, to Bend, Oregon. Claire Walters, phone/fax 310-397-2731

18 — Maple Leaf Chapter Poker Run. Jane Atkinson-White, 519-644-2374

SEPTEMBER

7-9 — 45th Michigan SMALL Rally, South Haven, Michigan. Sponsored by Michigan Chapter. Rebecca Duggan, 810-415-7266 or e-mail RebDpilot@cs.com

13-16 — Reno Air Races, Reno, Nevada

18-20 — NBAA, New Orleans, Louisiana

20-24 — Northwest Section Fall Meeting, A Flight Odyssey, Embassy Suites, Portland, Oregon. Shirley Twigg, 503-628-1015 or e-mail leshir@acs-web.net

21-23 — North Central Section Fall Meeting, Fort Wayne, Indiana. Hosted by Illiana Cardinals and Three Rivers Chapters

28-30 — 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

OCTOBER

TBA — Mid-Atlantic Fall Section Meeting, Ocean City, Maryland. Ginny Carlin, 410-879-9503 or e-mail vcarlin@att.net

NOVEMBER

8-10 — AOPA Expo 2001, Fort Lauderdale, Florida

DECEMBER

31 — By-law revision deadline

31 — Deadline for applications for AEM Scholarships and Future Woman Pilot Scholarships

2002

JULY

16-21 — The Ninety-Nines International Conference, Kansas City, Missouri, and Atchison, Kansas. Marilyn Copeland, e-mail mcflys99@hotmail.com or fax 816-554-3239

OCTOBER

8-10 — NBAA, Anaheim, California

2003

OCTOBER

7-9 — NBAA, Orlando, Florida

TBA — The Ninety-Nines International Conference, Huntsville, Alabama

2004

OCTOBER

8-10 — NBAA, Las Vegas, Nevada

The year 2001 opened with a bang for The 99s on January 13 at the 21st Annual Oklahoma Aviation & Space Hall of Fame's Induction Ceremony at the Kirkpatrick Science and Air Space Museum in Oklahoma City. More than 30 Ninety-Nines and 49 1/2s attended the ceremony at the Omniplex facility. The Ninety-Nines, Inc. and the Boeing Company were two institutional Hall of Fame inductees; I was honored to accept on behalf of The 99s.

In this same ceremony, The 99s were further honored when two 99s—Past President Lu Hollander, presented by Vice President Jody McCarrell; and Christine Lawrence, presented by her husband and father— were inducted into the Hall of Fame.

Your International Board of Directors met for a retreat January 25-28 at the Miami home of Cecile Hatfield, our General Counsel. With much debate, discussion and planning, a number of recommendations were developed which will be formally presented to the Board of Directors and shared with the Council of Governors at our regular board meetings. International Safety Chairman Ursula Davidson and our International Flying Activities Chairman Tamara Sheffman attended for matters relating to their areas of responsibility.

The board continues to make progress in the areas of membership, financial responsibility and relationships with other flying organizations. As an example, our organization will host NIFA's fall board meeting at our beautiful headquarters and museum.

Vicky Anderson and Susan Theurkauf, co-chairs of the International Trade Shows and Merchandising Committee, have designed our new exhibitor booth which will represent The 99s at trade shows and aviation events. It will serve to improve the visibility of our organization and contribute to the development of our membership. This booth was created with funding donated by the Southwest Section to whom all 99s owe a debt of gratitude.

The first appearance of our booth will be at the Women in Aviation Conference in Reno, Nevada, March 21-24. Several board members and I plan to attend and we hope to see you there. Please be sure to drop by our new booth to say "Hello!"

Our membership is growing nationally and internationally, for which we can thank our hardworking Membership Committee and Chairman Andrea Chay. But remember, in a broader sense, we are all representatives of The 99s and part of our membership effort. Be sure to identify prospective women pilots so we may work with you in bringing

PRESIDENT'S MESSAGE

BY VICKI LYNN SHERMAN

them into our organization.

As I mentioned earlier, we are also working to further develop our relationship with other aviation organizations. As part of this endeavor, we are supporting The Ninety-Nines' Get Together in Friedrichshafen, Germany, and Monte Baldo, Italy. The German Section, with Andrea Amberge as Governor, is hosting this exciting event April 26-May 5, which will include a visit to AERO Friedrichshafen, Europe's most famous general aviation exhibition and trade fair.

Let me remind you that we will continue our "Flight to the 21st Century" by joining hands with the West Canada Section in Calgary on July 17-22. Be sure to make your reservations early.

With so many exciting events on the horizon, I look forward to lots of flying, fun and fellowship. Remember, it isn't the destination, it's the journey....

—Vicki Lynn Sherman



Vicki Lynn Sherman



With Vicki Lynn Sherman at the Oklahoma Aviation & Space Hall of Fame's Induction Ceremony are honorees Lu Hollander and Chris Lawrence. Other 99s and friends include Charlene Davis, Phyllis Hensley, Verna West, Shirley Brown, Anita Lewis, Phyl Howard, Donna Shirley, Gladys McCaslin, Gene Nora Jessen, Bonita Ades, Terry Peudell, Marge Richison, Susie Sewell, Sue Halpain, Lisa Spencer, Poochie Rotzinger, Jody McCarrell and Lisa Cotham.

NETWORKING IN THE 99s

BY AILEEN WATKINS, Houston Chapter

With the growing presence of women in the aviation industry, our organization has the potential to help anyone who wishes to pursue a career in aviation with an Amelia Earhart Memorial Scholarship, Future Woman Pilot Scholarship or Research Scholar Grant.

The parade of past winners at the International Amelia Earhart Memorial Scholarship Banquet each year is an inspiration to many, as it certainly has been for me. The impact of kind words of encouragement from a fellow scholarship winner became the catalyst for friendship and mentorship that began as a networking opportunity for me—networking that accelerated my flying career.

“How do I get there?”

In 1993, after spending five years working multiple part-time jobs in conjunction with my full-time position as a senior graphic illustrator with Pratt & Whitney, my career see-saw had finally stopped. I was a successful artist with a great resume, but the burning desire in my heart to fly was overwhelming. I had known my entire life that I was destined for the sky, but the big question was “How do I get there?”

I tried juggling two careers. Graphics to pay the bills, and working various part-time aviation jobs on the side in an attempt to “get my foot in the door.” I completed my private pilot certificate in

1989 and canvassed local airports looking for work in aviation—hoping to be at the right place at the right time.

Making a connection

I had applied for, and won, a 1994 A.E. Scholarship for my initial CFI. At the reception following the awards luncheon, Linda, a fellow recipient with a big smile, commented on my emotional acceptance speech. I felt like I had been understood, like there was someone else who had walked in my shoes. A friend took a photo of the two of us, and we exchanged business cards.

When I returned from Norfolk, I pored through the luncheon program reading about the different winners. I read Linda Friedman’s profile, and the similarities were amazing. We were both living in Texas, both former computer graphic illustrators, both A.E. Scholarship winners and both passionate about flying. Linda and I had made a connection.

In 1997 at the Women In Aviation Conference in Dallas, I bumped into Linda again. Since our first meeting, we were now employed by the same company; she was a pilot on the ATR for Continental Express, and I was a part-time reservationist for Continental while flying corporate, flight instructing, banner-towing, and dropping skydivers—an amazingly similar path to Linda’s.

We spent time catching up, and I had a million questions about how to get on with Continental Express. She offered to help me apply. Her enthusiasm was infectious, and I returned from the conference driven toward a goal: Get the job with Express.

Networking to get that job

We kept in touch by e-mail. She researched the interview process with fellow crew members and sent me the minimums the company was looking for. I worked over the summer to build my multi-engine time and financially engineered my resources and credit to come up with the \$10,000 mandatory pay-for-training requirement for all new hires. It was the best 10 grand I’d ever spent.

The day I reached the competitive stats (it was a Wednesday), I overnighted Linda my resume and letters of recommendation from two other Continental pilots. She wrote an incredible letter to add to the package, presented it to a recruiter friend on Friday, and the following Monday I was called for an interview!

With Linda’s moral support and encouragement, I made it through the interview process and



Aileen Watkins, Houston Chapter, and Linda Friedman, Dallas Chapter, at 1994 International Convention in Norfolk, Virginia.

was offered the job—my choice of aircraft! I wanted the ATR—the biggest turboprop I could get into. She was there for me throughout training to answer any questions and guide me through the “training ordeal.” It was wonderful! I even got to jump-seat with her while I was in ground school.

Crewing with Linda

I was based in the Northeast for awhile, then tried my hand at Houston. The day finally arrived to fly with my mentor. I was about to experience a flight I would always treasure as one of the proudest moments in my flying career—a moment that would not have been possible if it hadn't been for the A. E. Scholarship. As I walked into the crewroom, Linda was reviewing the paperwork and signing the release—with *our* names on it. We had a terrific flight attendant, Monica Bell, and the three of us set out for our three-day “Maiden Voyage.”

At first I was nervous; I wanted to be perfect. After completing preflight and beginning cockpit setup, Capt. Friedman sat down in the left seat and began a calm, professional crew briefing, setting the tone for one of the most rewarding flying experiences imaginable.

When Linda became an EMB-145 regional jet captain, I arranged to be her first officer for her last ATR trip. What a great captain! We'd flown the line together several times and I'd learned so much from her. She prepared me well for when I'd become a captain—just two months later.

Winners again

We paralleled again for the next career step by receiving Boeing 737 Type Ratings at the 2000 A.E. luncheon—Linda, through United Airlines and me through the Career Scholarship. Linda opened her home to me when I completed the program at Higher Power Aviation in Dallas, and we received our medals together at the San Diego conference.

Parallel careers

Now we fly for the majors on the same airplane, the 737: Linda with Continental Airlines and me with Alaska Airlines. We've achieved our goals and enjoyed an incredible journey together through a common bond as Amelia Earhart Scholarship winners and 99s.

Making a difference

Each of you can take the first step and get involved. This is the perfect time to reach out, as Linda did for me, and make a difference in the lives of



First Officer Aileen Watkins and Captain Linda Friedman with Continental Airlines ATR42-500 in 1998.

women who love to fly. The opportunity to build lifelong friendships and networking contacts is one of the incredible benefits of being a member of The 99s.

With the growing presence of women in the aviation industry, our organization has the potential to help anyone who wishes to pursue a career in aviation with an Amelia Earhart Memorial Scholarship, Future Woman Pilot Scholarship or Research Scholar Grant. The more we work together, the stronger we become.

Paying it Forward

My story is only one of many told by A.E. Scholarship winners who have built friendships through the program. For detailed information on our new “Past Winners Perpetual Scholarship,” please refer to the article, “Pay it Forward,” in the January/February issue written by Jenny Beatty of the Ambassador Chapter, another A.E. Scholarship winner.

Jenny and I are preparing a booklet with testimonials received from many of the AEMSf winners. If you want to share your story about how a scholarship you received through The 99s has helped you in your career, you can e-mail your testimonial of not more than 300 words to me, Aileen Watkins, aepast.winners@verizon.net or mail to 6902 Foxmar Lane, Humble, TX 77338, USA. Please include the type of scholarship you received and a photo if you wish.

“I loved the parade of past winners! What an inspiration! What a great way to make the members aware of what a career-maker an AE Scholarship can be.”

—Rhea Bastian
Crater Lakes Flyers Chapter

AE Memorial Scholarship Fund

Applications for Amelia Earhart Memorial career scholarships and research grants will be available May 1 with a deadline of December 31, 2001, for the 2002 scholarships.

Look for them on the North Central Section website <www.ia.net/~aviatrix/ncs99/index/html>, the International 99s website <www.ninety-nines.org> or you may request them from International Headquarters at 1-800-994-1929.

The AEMS F Trustees will be funding five \$1,000 scholarships to go to Future Women Pilots to aid them in completing their training for a private pilot certificate. The applicants must have logged 20 hours, have soloed and passed the FAA private pilot written test. Applicants must also be affiliated with a chapter.

Application forms for both FWP and Career Scholarships are available from Headquarters. All contributions to all scholarships are greatly appreciated.

We are looking forward to all our past winners joining us on Friday, July 20, in Calgary, Canada, to participate in our annual fantastic Parade of Past Winners.

—Charlene Falkenberg
Chairman and Permanent
Trustee, AE Memorial
Scholarship Fund.



The AE Memorial Scholarship Fund provides aviation career and research scholarships for members of The 99s since 1941

The amount of money available for scholarships this year depends upon the amount of funds received from June 1, 2000, to May 31, 2001.

Contributions: Half of all contributions received are put in the principal to earn interest permanently. One half of contributions received go for scholarships to be awarded at the International Conference to be held in Calgary in 2001.

Memorials: All funds received as memorials or grants go directly into the principal to earn interest permanently.

One Time Scholarships: The scholarship is awarded in a person's name when a contribution of \$2,500 or more is received. These are set up for various reasons, such as in memory of someone, to honor someone, for special anniversaries, etc. Several Chapters have given a one-time scholarship in the name of the Chapter.

Perpetual Scholarships: Twenty thousand dollars is required for this scholarship. The money is put directly into the principal to earn interest and means a scholarship is given every year for eons in this person's name.

The total amount earned from the interest, one-half of contributions, one-time scholarships and one-time awards constitute the amount of funds available to be given in scholarships each year.

The AEMS F pays a winner the *entire amount* needed to earn her certificate/rating. In addition to scholarships for ratings/certificates, scholarships are available for academic degrees, aircraft mechanics, etc.

Keep in mind that these are Career Scholarships which are given to aid a woman pilot to advance her career in aviation. This does not necessarily mean to advance to be an airline pilot. There are many other aviation careers.

AMELIA EARHART MEMORIAL SCHOLARSHIP FUND

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

My tax deductible contribution is \$ _____

Payment: Check _____ Credit Card: VISA _____ MC _____ AMEX _____

Card No. _____ Expires _____

Name _____

Signature _____

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

Make checks payable to Amelia Earhart Scholarship Fund

Griner Scholarship

The winner of the Griner Scholarship this year was Beth Schoppaul of the Florida Goldcoast Chapter. She shares the following with the membership:

I was exposed to aviation at a young age. By the time I was nine, my father had my brothers and me restoring a crop-duster in our back yard which we later learned to fly. This early experience "bucking" rivets eventually led me to acquire Airframe and Powerplant and Flight Engineer licences.

I initially entered aviation as a flight attendant at Arrow Air. My father, stepmother and two brothers were also flight crew members at Arrow. My first opportunity to work in the cockpit was as a flight engineer on the DC-8 at Rich International Airlines. The owner was a woman and she felt it was important for women to help each other in this male-dominated field.

I earned my private pilot certificate in 1992, shortly after Hurricane Andrew claimed the Cessna 150 my father and I had spent the summer restoring. This major disruption of losing my house and my plane sidelined my aspirations of furthering my career for a few years.

On a happier note, I meanwhile met my husband and now have two sons and two stepsons, ages one through 13. To this day, I try to set an example for women interested in aviation as I am successfully incorporating a family and career I love. "Having it all" has been a combination of careful planning, hard work and having an understanding and competent partner.

Currently, I am a 727 check airman for flight engineers at American Trans Air where I have worked since 1990. Of the more than 1,000 flight engineers and pilots at ATA, I am the first female FE and check airman. During my second pregnancy, I was tasked with creating a flight engineer pre-flight video. The project was nearly completed when it was announced we would be replacing our B727s with new B737-800 airplanes.

Now, I am in a unique position. I have an opportunity to become a pilot with a major airline where I already have 10 years of seniority. But it all rests on my ability to continue flying and complete my ratings. I will have to take leave of my present job as the period is less than two years before I must obtain my instrument, commercial, multi-engine and ATP ratings.

OTHER SCHOLARSHIPS

Rosella Bjornson Scholarship

BY LOU MILHAUSEN, Manitoba Chapter

The annual Rosella Bjornson Scholarship was presented to Daphné Boothe at the Winnipeg Flying Club Wing's Banquet held in November. Daphné plans to complete her commercial license. She received \$900 on her account at Interlake Aviation to be applied to flight training and a membership to The 99s

Flying has certainly been a big part of Daphné's life. Prior to working on her commercial license, she was a glider instructor and obtained her private license. Daphné easily demonstrated a love for flying and will no doubt be a good role model for other young women aspiring to a career in aviation.

The Manitoba Chapter organizes a Poker Derby and undertakes other fund-raising activities to award a flying scholarship each year. The scholarship fund itself is maintained with The Winnipeg Foundation. Anyone wishing to donate to the fund will receive an income tax receipt. Donations may be sent to the Manitoba Chapter Ninety-Nines Scholarship Fund, c/o The Winnipeg Foundation, 301 - 161 Portage Ave., Winnipeg, Mb R3B 0Y4, phone 204-944-9474.

"When a great adventure's offered you, you don't refuse it—that's all."

—Amelia Earhart



Scholarship Chairperson Bette Holtman and Chapter Treasurer Lou Milhausen with Bjornson Scholarship winner Daphne Booth (center).

LIVING THE DREAM

BY SUE BALLEW, Orange County Chapter



Sue Ballew

The 99s have truly been my support group, especially members of my Orange County Chapter—as well as many others. You know who you are. This group has had a tremendous influence on my life over the past four years.

How is it possible? I'm living steps from the sand in my cute little beach apartment with touches of pastel yellows and cool blues, the waves gently rolling in the background and a warm breeze blowing through my open windows and front door. I have my espresso machine for cappuccinos in the morning and my blender for tropical fruit "smoothies."

Just a short walk from my doorstep is snorkeling, wave running, wind surfing and sailing on the glassy, crystal-clear blue-green Caribbean water. The average temperature ranges from 85 degrees during the day to a comfortable 75 degrees at night. It's definitely shorts weather year round.

The best part is that I get to fly to 24 exotic Caribbean island destinations as first officer in an ATR. Most of the overnights are at quaint beachside hotels or to classic West Indies-style plantation getaways. This is supposed to be work? Yes, I think I have died and gone to heaven.

All this started with an idea just four and one-half years ago when I began taking flying lessons with a desire to do something adventurous and fun, possibly in the bush in Africa on environmental expeditions, fire fighting or island-hopping to some Caribbean island. When I finally had my private ticket in my hand, clarity happened. I knew I could fly—and one thing led to another.

I made the commitment to make a career change, sold my company and never looked back. Over the next couple of years, I added ratings, participated in air races, fly-ins, flew to Section meetings, flew for lunch, flew for lunch and flew for lunch. Any reason to add hours in the logbook.

Then reality hit. The only way to *really* build hours to get to my goal quickly was to begin flight instructing! If I have to attribute my development as a pilot to any one thing, it would have to be the year I spent flight instructing because nothing taught me more about flying, about myself and about interacting with people.

Coming off 20-plus years as a business owner, I had no idea how to interview. I flew all over the country to several interviews and got many rejections. I thought it was never going to happen in this lifetime, so I contacted Karen Kahn of Aviation Career Counseling. I cannot recommend her highly enough. She knows her stuff and will guide you to get that flying job you want.

Then at 47, as all the pieces fell into place, American Eagle gave me the opportunity to fulfill a dream. Without the rejections, I never would have ended up here in the Caribbean living out the near-perfect plan. It is the one I dreamed about!

With the promise of a Part 121 job at hand, the work had just begun. All of those long hours of study for all of those ratings, even the Cessna Citation Type Rating that I completed in May, did not prepare me for the transition from flight instructor to first officer and the volume of advanced material I was expected to absorb in a short period.

I spent six weeks in "boot camp" without a break, then two more weeks training in the actual aircraft in Shreveport, Louisiana, and Corpus Christi, Texas. Then followed Initial Operations Experience (IOE) in San Juan, Puerto Rico, with the "captain from hell." (The demanding instructors are always the ones you remember and learn the most from. And he was the one who wrote "Kudos to the FO for a job well done!" on my evaluation after equipment failure forced us to hand-fly the airplane and navigate the old-fashioned way for 400 miles.)

Already 43 when I began flying lessons, I had no time to waste getting to my goal. Going from the beginning flying lessons to changing careers in mid-life to fast-tracking it to get all of the ratings and hours as quickly as possible to that first airline job is a long, arduous, expensive process—coupled with massive amounts of study and dedication. Many times I questioned myself about whether I could really make the transition.

Don't let anyone, including yourself, tell you that you can't do something. You are not too old, it's not too late, you are not too fat, or too thin, etc., etc. By being focused, committed and really having a goal, and if you really remember there is always a reason why things happen, then you can make it through all those low times when despair hits and the light at the end just isn't in sight. And if you have friends, they can make you get to the other side. If I can land a regional airline job at 47 and keep up with all the young kids, there is hope for you, too.

If you were trying to hire pilots, perhaps you might run the following ad: "PILOTS WANTED: Looking for good employees who lead well and get along easily with others." In 15 short words, this advertisement is the crux of what pilot employers are looking to hire. Trying to find safe, experienced pilots who can demonstrate during an interview that they possess these requirements may be a bit more difficult than it first appears.

Let's start with the "good employee" part. That covers a lot of territory from an employer's standpoint. Do you show up for work—on time and ready to do the job with a good attitude and a positive outlook? Do you follow company policies and procedures?

Many of the questions in the interview process are designed to determine your attitudes toward work in general and toward their specific company in particular. "Tell us about a time when you weren't able to live up to your own expectations at work. How did you deal with it?" (And the unspoken, "What did you learn from it?") "What do you do when you disagree with a company regulation that seems trivial and insignificant?"

You'll need to demonstrate, with examples from your working past, how you have handled these types of situations, from the ordinary to the extraordinary. Being able to discuss them in a dispassionate, mature manner will show your personality rather than your emotions and provide them with evidence that you possess the skills they seek.

The next part of our "want ad" is really the most important one for every pilot coveting that left seat job. Are you a good leader, and can you show us what you have done in the past to demonstrate your abilities in this area? Even if your PIC time is limited, what kind of leadership skills do you possess? How do you react when you're suddenly thrown into an unexpected leadership role? Can you learn from those around you and be selective about which qualities you adopt for your own style?

The last part of our "calling all pilots" announcement deals with getting along well with others—both in and out of the workplace. Because of the high visibility nature of the job, pilots are always on display and expected to use their myriad people skills to handle everything from a disgruntled passenger requiring special attention to a recalcitrant crew member who can't or won't do his or her job in an emergency situation.

Knowing how you've dealt with specific situations in the past will give the interviewers a good idea of how you'll react when confronted with the inevitable cockpit conflict situation. Saying that

CAREERS

Have you got what it takes?

BY CAPT. KAREN M. KAHN, Santa Barbara Chapter

you've never experienced anything like this is *not* believable and makes them wonder how much effort you really put into your interview preparation.

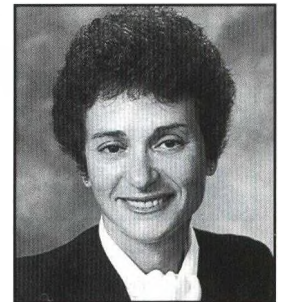
We've covered some of the areas you'll be expected to discuss in a believable manner during a pilot interview. You've worked hard to accumulate the required certificates, ratings and flight time, and so, in the same vein, prepare a detailed plan to demonstrate your intangible abilities.

Look back through your logbook to find events that demonstrate your abilities. Read up on leadership techniques and tactics to remind yourself of events in your past that may provide you with interview ammunition. Scouting or volunteer work—or even a job you once held at a local burger joint—may well provide examples to demonstrate your skills.

Remember, the example you provide may not be the most momentous of events in your mind, but simple ones that provide a good demonstration of your abilities. Have you ever tried to convince someone to do something they didn't particularly want to do? Lobbied to get some procedure or regulation changed? Headed a committee or group to advance a worthy cause? Or just used your head to accomplish a desired goal? All of these are *bona fide* examples of your skills in each of the areas we mentioned.

Leadership can be defined in many ways. You may even think of learning to fly as an example of learning to be a leader. Think back on your own past (and keep your eyes open for future opportunities) and recall those events. An interviewer doesn't know about your skills unless you can describe them in a clear and concise manner. Relax and smile, and you'll soon find that "want ad" describes the real you.

Reprinted from the book, *Flight Guide for Success: Tips and Tactics for the Aspiring Airline Pilot*, by Capt. Karen Kahn. More information about her book and counseling services can be found at www.aviationcareer counseling.com.



Karen Kahn is a Captain for a major US airline. Type-rated in the MD-80 and Lockheed JetStar, she holds an ATP, Gold Seal CFI:AIM and is rated in gliders, seaplanes and helicopters. In addition to being an FAA Aviation Safety counselor, she runs Aviation Career Counseling (805/687-9493), a pilot career guidance and airline interview counseling firm based in Santa Barbara, California.

MOVING OUR MOONEY FROM TEXAS TO FRANCE

BY MARILYN WOLFF, Houston Chapter



Marilyn Wolff

Our trip seemed to be over before it started and we wondered what all the fuss had been about—but perhaps that was the way it should have been, and less planning might not have given us such a smooth flight.

In October 1999, my husband Martin and I learned we were being transferred from Houston, Texas, to France. There was no time allowed for us to sell our Mooney Rocket, so we left it behind.

After a short time in France, however, we realized we were central to a lot of neat places, and that our plane would be a fun, if expensive, way to get around. We found an excellent hangar (Farman at Toussus-le-Noble Airport) and insurance (Pentagon Brokers from the Island of Jersey). A check with the French Civil Aviation authorities convinced us that flying a U.S.-registered airplane with our U.S. pilots licenses from Texas to France should be no problem.

PLANNING THE FLIGHT

Between February and July 2000 we set about planning everything for our July 21-26 trip. We started with some research on the AOPA website to gather information and read about other crossings. We then made a long "to do" list and ticked off the items one by one.

For our trip, we chose "The Northern Route," opting to fly via Goose Bay, Labrador; Narsarsuaq, Greenland; Reykjavik, Iceland; and Glasgow, Scotland.

We obtained appropriate charts for the route which ranged from TACs, sectionals and WACs to high and low altitude NOS charts and plates as well as Jeppesen Trip Kits (Eastern Canada, the Atlantic, the UK), our French Jeppie subscription, plus ONCs and French VFR charts. Our chosen route was plotted on all the charts—large and small scale, high and low altitude.

Ed Carlson, who runs Flying the North Atlantic Ground School based in Nashua, New Hampshire, sent us a workbook, which we diligently studied for several months. The workbook emphasized plane preparation, weather familiarity and equipment requirements and contained many interesting stories about past attempts (successful and otherwise). Also included were airport diagrams and route charts. Ed went through the workbook materials with us and checked the flight plans we had developed during our one-day course, just prior to departing the United States.

Equipping the plane - In addition to the usual equipment on board our Mooney (two NAVCOMs, DME, GPS, and Stormscope), we added battery-powered redundancy in the form of a handheld NavCom (ICOM AC-A22) and GPS (Garmin eTrex Summit). We programmed the GPS with the entire route to back up the panel GPS and it worked fine, despite only being a little waterproof hiking model. We also carried plenty of spare batteries for everything including the flashlight and our Nonin pulse oximeter (to measure our blood oxygen levels since we planned to fly at high altitudes).

Survival equipment - Survival equipment included a covered, four-person life raft (Winslow), two personal EPIRBs, and survival suits, all rented from Ed. He showed us how to put on the survival suits which we partially wore on the long over-water legs. Speaking of legs, other survival equipment included several packets of M&Ms down one leg of each suit, and a couple of small bottles of water down the other, just in case we went down and did not have time to grab supplies from the back seat of the plane.

THE FLIGHT BEGINS

Texas to Goose Bay, Labrador - Our flight from Brazoria County, Texas, to Nashua, New Hampshire, was entirely uneventful, but we had a little problem with Manchester Approach's airspace upon leaving Nashua. We discovered mandatory IFR apparently kicks in at 12,000 feet in Canada, as opposed to FL180 in the U.S., which necessitated us doing a couple of 360s just inside the U.S. border while the Canadians gave us a clearance to continue at 17,000 feet. We had our first encounter with position reporting, since we were mainly out of radar coverage over Quebec and Labrador.

Goose Bay to Narsarsuaq, Greenland - We heeded Ed's warning to not take off if the weather in Narsarsuaq wasn't solid VFR (IFR flight plan or not), and sat in Goose Bay watching the NATO jets at work while waiting for the barometric pressure and clouds in Narsarsuaq to rise.

Ed also stressed stopping in Greenland to refuel—even if we thought we had the range to make it all the way to Iceland. Ninety-five percent of all accidents crossing the North Atlantic are attributable to flying into poor weather and running out of fuel. We finally left Goose Bay around lunchtime.

Upon reaching Greenland, we were glad we had waited so long for everything to clear up. The descent to the airport was directly over 4,700-foot mountains between 15 and 12 miles from the sea-level strip. The hills were still obscured by clouds so we stayed high to make sure we didn't smack into any lurking solid stuff.

Our final approach into Greenland was definitely

the most spectacular part of the trip. Steep-sided mountains surround the strip on three sides, including a glacier at the far end, and a fjord at the approach end. The water in the fjord was a gorgeous blue with scattered icebergs. The Narsarsuaq controller had a nice packet of weather information ready for us.

Narsarsuaq to Reykjavik, Iceland - Weather in Reykjavik looked great. Our first check of ATIS revealed good conditions for landing. Closer to Reykjavik we heard ATIS for Keflavik mention mist rolling in over that airport. About 40 miles out, the approach controller asked if we were aware the weather was going down at Reykjavik. We picked up ATIS to learn mist was rolling in over our airport. Note: Late departure from Goose Bay and Narsarsuaq can result in the evening weather coming down in Iceland! Nothing to do but make the approach into Reykjavik. Thank goodness for my instrument-rated 49 1/2—although he told me after a perfect landing that it was his first-ever approach to actual minimums.

We broke out of the clouds/mist at 250 feet (decision height was 230 feet)—although we could see the runway lights at 300 to 400 feet because Reykjavik Tower had turned them up bright. A reminder to all pilots: No matter how well prepared you think you are for the weather, it can still play dirty tricks on you.

Reykjavik to Glasgow, Scotland - After our late arrival, we thought it wise not to overtire ourselves and so did not get back in the air until mid-day on the 25th. By then, the fog was lifting, although we still entered it at 400 feet but were on top by about 1,000 feet. Late-July/early-August is peak season for the Northern Route since terrible weather makes it tough without deicing just about any other time.

We had smooth weather all the way to Glasgow. Plenty of flying company around 61N 10W which seems to be a major intersection in the middle of nowhere. Unable to get an oxygen refill at Reykjavik, we were flying at 12,000 feet and relaying a position report via one of the jetliners above us. Flying that high saw our blood oxygen levels drop to the upper 80s on our oximeter, which is still acceptable, but it can make you a little light-headed if you're not used to living at high altitude.

Shooting the ILS approach at Glasgow was easy after Reykjavik. We broke out well above 1,000 feet. Customs was even more cursory than Iceland. Nobody checked our passports, bags, or even asked about them, but the handlers did tell us about the Concord that had just crashed. We were treated like air crew since they don't have the huge general aviation population the U.S. does—it's just too expensive to fly here!

They fueled our plane and tried (unsuccessfully)

to get us oxygen. (Note: British O2 fittings use left-hand threads.) Most importantly, they assisted us in filing a flight plan for the last leg of our trip to France with Eurocontrol through very complicated British and French airspace.

Glasgow to Paris (Toussous-le-Noble), France - After a good night's sleep in Glasgow, we were picked up by the handlers (Execair, excellent service but at a price—\$70 for handling, \$54 for landing, navigation and departure charges, and over \$390 for 72 gallons of Avgas) and ferried back to the airport. A check of the weather at Toussous-le-Noble revealed that we would have to wait a little while before starting out on our last leg because of some low clouds and thunderstorms. The weather moved off around 11 a.m., and we got underway

Although we had filed all-airways IFR over UK airspace, we weren't allowed to follow much of the plan. One minute we were following an airway, the next minute we were told to maintain a radar heading, and then we were back on the flight plan or directed to a checkpoint we'd never heard of. Praise the GPS database!

There were still some buildups along the route and we did quite a bit of dodging around the largest puffs. There were no hits on our Stormscope while bumping our way through some light turbulence in the thinner ones. Straight and level is the key! We got a load of ice at FL110 (they use low transition altitudes) so we got permission to drop a few thousand feet to melt it off since we were near freezing temperatures.

A fabulous smooth landing finished off the trip with a short taxi to Farman Hangar. Once we got there, we realized we were supposed to clear customs, so we called ground control again, restarted the plane and taxied back to the arrival hall. Customs people were nowhere to be seen; neither were those who collect landing and parking fees. So we filled out the forms provided and put them in the honor boxes.

Our trip seemed to be over before it started and we wondered what all the fuss had been about—but perhaps that was the way it should have been. Less planning might not have given us such a smooth flight.



Martin Wolff with Mooney Rocket in France.

REFLECTIONS

I highly recommend Ed Carlson's course to anyone considering a first crossing of the Atlantic. There is nothing like the advice of someone who has done it many, many times before to help you with all those little things that are tough to find otherwise.

We feel IFR is definitely the way to negotiate the very complicated airspace here in Europe, which has led my 49 1/2 to renew his CFI and me to start on my IFR rating.

We got the plane washed as a reward for a job well done, and I gave it a big hug for being so good.

Between us, we logged 25.2 hours of cross-country flight time during the trip. My 49 1/2 added plenty of actual IFR with some interesting new approaches to his experience.

Now we're looking forward to being transferred back to the United States so we can do the return trip!

LONDON to SYDNEY

99s fly in centenary air race



SkyTrekks Pricilla Myers, Jean Turnbull, and Margaret Ringenberg and the Beech 58 Baron they are flying in the London to Sydney Air Race.

"The concept of this race has really captured the imagination of both amateur and professional pilots overseas, as it is rare that they get the opportunity to undertake such a challenging event," said the London/Sydney Air Race 2001 Director Wilf Barker.

Pilot Jean Turnbull, Eastern New England Chapter, copilot Margaret Ringenberg, Indiana Chapter, and crew member Priscilla Myers, senior vice president at The Prudential Insurance Company of America are joining an elite group of 49 other teams of professional and amateur pilots in a re-creation of the historic London to Sydney Air Race of 1919 and "The Great Race" of 1934. These intercontinental adventures paved the way for what has come to be known as the Kangaroo Route.

The 28 legs of the race will loosely track the original route, leaving from Biggin Hill aerodrome near London on March 11 and arriving 28 days later in Sydney with stopovers in Europe, Egypt, the Gulf states, Pakistan, India, Thailand, Singapore, Australia and some other locales.

The 12,000-mile race over the longest air route in the world is being conducted under the Rules of the Federation Aeronautique Internationale. Teams include entries from Australia, the United Kingdom, the United States, Canada, the Netherlands, Switzerland, Portugal, Hong Kong and New Zealand. To

level the playing field, each aircraft will be given a handicap based on its maximum speed measured against actual speed.

Jean, Margaret and Priscilla are flying a 1995 Beechcraft Baron 58 and are known as the SkyTrekks. Jean has almost 20 years of flying experience and participated in her first Air Race Classic last year. She has recently retired from a career in investment banking where she developed a national reputation for expertise in the field of energy co-generation. Jean resides in Cape Cod, Massachusetts.

Margaret, the team's copilot, served as a WASP in WWII and became a flight instructor in 1945. She has been racing since 1957 in events including the Illi-Nines Air Race, the Powder Puff Derby and the Michigan SMALL Race. From the time she first soloed in 1941 until she completed the "Round the World" Air Race in 1994 at age 72, she has logged more than 40,000 hours. In the last few years, Margaret has been busy lecturing about her aviation experience and has also written a book, *Girls Can't Be Pilots*. Her remarkable aviation story was also chronicled in a chapter of Tom Brokaw's recent bestseller, *The Greatest Generation*.

Priscilla is a senior vice president with the Prudential Insurance Company of America. She is responsible for all the administrative aspects of the trip, including maintaining the website and securing sponsors. At Prudential, she leads the company's demutualization efforts, overseeing the extensive coordination, review and monitoring of all activities involved in its transformation from a mutually held company into a public company. She lives in Morristown, New Jersey.

The Prudential Foundation—in partnership with The Living Classrooms Foundation in Baltimore, Maryland—will offer an interactive educational opportunity for middle school children to experience SkyTrekks and the race in motion.

Using web-cams and laptops, the SkyTrekks are bringing the world into classrooms each day to share the historic significance of the flight and to highlight the unique cultures of the countries they visit.

The Living Classroom Foundation will provide educational Internet activities and lessons, matched to national educational content standards and other resources for teachers to use in the classrooms. The first activities were posted a week before the race. New lessons and activities are being posted every week throughout the race. Teachers can access the free educational materials by visiting www.livingclassrooms.org/sky/announce.html or the Skytrekkers website at www.skytrekkers.com.



Barbara Gard and Gwen Bloomingdale

Two more 99s from the Eastern New England Chapter flying in this race are Barbara Gard and her copilot Gwen Bloomingdale. Both are aviation enthusiasts with 30 years of combined experience in the acquisition, restoration, maintenance and piloting of aircraft.

"Barbara and I have raced in five Air Race Classics and I think tearing about the countryside full throttle is the most fun we can have in a plane," said Gwen, a retired attorney who earned her private pilot certificate at age 50. Gwen races for the thrill of it and the camaraderie of other adventurers.

Barbara, too, likes a challenge. She has a commercial certificate and also boasts an Airframe and Powerplant Mechanic's license. She is a veteran of the U.S. Marine Corps and is a retired National Guard Major. Along with that, she is an expert marksman, an experienced sky and scuba diver and has done her share of river rafting.

Barbara and Gwen are co-owners of Willie Air Tours. They plan to develop an educational outreach program with the Rockport Elementary School of Rockport, Massachusetts.

Their major sponsor is FlightTime.com, a worldwide charter service. Their website is <www.gwenandbarbflyroundtheworld.com>.

A third team of 99s in the air race are Denise Waters, an entrepreneur in New York City, and Ruth Maestre, an Air Traffic Controller in Dayton, Ohio. Denise is a Member at Large and Ruth is of the Greater Cincinnati Chapter.

They met while flying their own respective Grumman Tigers across the United States to an American Yankee Association Convention. They won first place in the 2000 Air Race Classic and have been participating together and separately in a number of air races for the past five years. Denise says they enjoy the ARC because "It annually challenges and refreshes our aviation skills. It is also great to meet and share flying with an extraordinary group of women pilots. Many friendships," she says, "have been made through this race."

Denise holds a commercial pilot, instrument license for single and multiengine aircraft and an A&P license. Ruth holds a private pilot certificate and a multiengine rating. She has been an Air Traffic Controller since 1984.

Denise and Ruth are co-founders of a company that specializes in building construction, business management, marine education and safety consulting. They purchased the Piper PA30 Twin Comanche that will carry them from London to Sydney in February 2001 and look forward to meeting everyone and extending their aviation experiences overseas.

Denise and Ruth want to help the world remember the challenges the pioneers of early aviation faced, demonstrate recent technological advances and educate today's youth, especially women, about the many possibilities in the world of aviation.

For more about Denise and Ruth, check their website <www.racedr.com>.

One other 99, New Zealand Governor Dee Wakelin, has set off for the United Kingdom ferrying a Mooney M20C with its owner who is entering the plane in the race. Dee is a race juror.

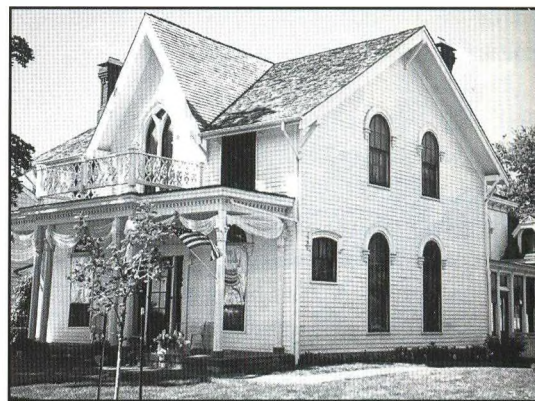
Editor's note:
This race is in progress as we go to press.
We will be reporting more in the next issue of 99 NEWS.

BULLETIN

99s Barbara Gard and Gwen Bloomingdale died when their twin-engine Aero Commander crashed off the coast of Iceland enroute to the start of the London to Sydney air race. Their bodies were pulled from the water at 6:30 p.m. March 6 by the Icelandic Coast Guard; at press time, the cause of the crash was still being determined.

AMELIA EARHART BIRTHPLACE MUSEUM

BY MARILYN COPELAND, CHAIRMAN



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.

THANKS TO ALL OF THESE FINE CONTRIBUTORS

\$80,000 or more: Dottie Sanders Trust

\$2,500 or more: Ladd and Karen Seaberg

\$1,000 or more: Lois and Bob Feigenbaum, Gary Grading, Marilyn Copeland

\$500 or more: Adair/Exchange Bank, Atchison; Anonymous donors, Mary C. Pinkney Family Trust

Other Contributions: Alabama Chapter, Rebecca L. Campbell PC, Crater Lakes Flyer Chapter, Ann Gleszer, Helen Holbird, Lu Hollander for Eugene and Ella Vanderworth, Jackson Gold Dust Chapter for Joyce Farrell, North Central Section, Julie Ann Ostendorf, Paula S. Owens, Reno High Sierra Chapter, Jane Florence Robens, Sylvia Roth and Frances Miller (for Caroline Hembel memorial brick), Anne Shields (honor brick for Helen Zubrow), Southeast Section, Mary Stoner, Nancy Waylett, Mary Wheelock, Zonta Club of Birmingham, Alabama

In Kind: H.F. Goss (original photo of Amelia Earhart), Marc and Jo Hansen (antique mirror), Faye Gillis Wells (First Day covers, letters)

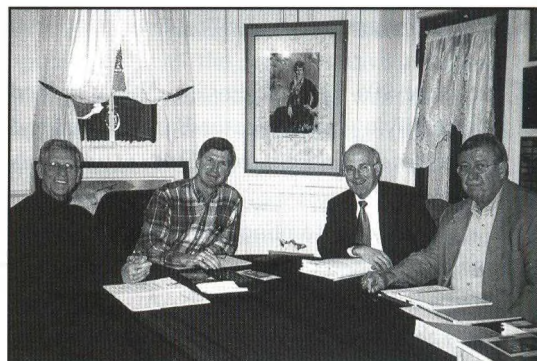
The Board of Trustees of the AEBM has established a Permanent Restricted Trust Fund in Atchison, Kansas, to be used for preserving, maintaining, improving, promoting and enhancing the AEBM. The goal is to raise \$500,000 through grants, contributions and donations to be used for the long-term purpose of the museum. Any funds over \$500,000 will be used to support and maintain the museum.

The Board of Trustees shall have full authority over the funds. This trust fund has been approved and certified by the International Ninety-Nines Board of Directors at their meeting on October 26, 2000.

The fund now has \$100,000, thanks to careful investment of the initial gift from the Dottie Sanders Trust and other contributions. Careful consideration and investigation of investments will continue under the watchful eye of the Board of Trustees of the AEBM.

Contributions from individuals, chapters, sections and others can be designated for this fund. Planned giving, pledges, revisions of trust documents as well as checks made out to the AEBM Permanent Trust Fund will be much appreciated by future generations.

A brand new opportunity for giving is available in the form of beautiful bronze sidewalk bricks, which are dedicated to those contributing \$1,000 to this permanent fund. The bronze bricks can be ordered with a contribution or a pledge.



Strong financial supporters and four of the nine-member Board of Trustees of the AEBM: Jim Taylor, Ladd Seaberg, Gary Grading and Richard Senecal.

BRONZE SIDEWALK BRICK ORDER FORM

An order or a pledge of \$1,000 can reserve for you this beautiful bronze sidewalk brick of two lines with 28 total letters.

☐ Yes! I want to order a bronze brick to secure the long term of the AEBM. Make check to AEBM Permanent Trust Fund

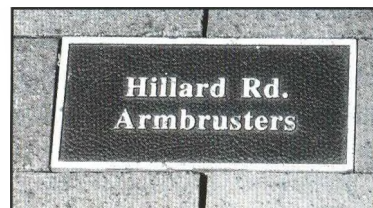
☐ Pledge to participate with \$1,000

Name

Address

City/State/Zip

Phone



Send orders to Marilyn Copeland, Chairman, AEBM Permanent Trust Fund
117 S.W. Winterpark Lane, Lee's Summit, MO 64081.

In mid-November, all chapter chairs received an envelope from the Ninety-Nines Endowment Fund asking them to ask their members to "give a gift to the Ninety-Nines Endowment Fund." We thank those who responded with signatures and donations.

Using the 99s List Serve, the Fund trustees asked for feedback on this attempt to include all members in building their Fund. We wanted to know what happened in the chapters and how chapter members reacted.

We received the following message from a chapter chair:

"I tossed it. I give only to living projects like scholarships, museums and educational programs. That is the way to keep The Ninety-Nines alive. Giving to The Endowment Fund is like hiding it under a rock."

We thanked this chairman for her input. We also noted that we were sorry she did not give the rest of her chapter the opportunity to make up their own minds about the value of supporting their Fund.

Some additional comments come to mind. First, The Ninety-Nines, Inc. IS the living organization: Without it, the educational programs, the museum, the scholarship program and the AE birthplace would not exist. Our membership funds the organization through dues and contributions, but dues alone (without a future increase) can't continue to carry the cost of operations.

Second, while giving to the Endowment Fund may appear in some minds to be "like hiding it under a rock," in our case the "rock" is an investment account at Merrill Lynch expertly managed by the same talented woman who has done so well for the growth of our scholarship fund.

Why should an Endowment Fund be necessary to our organization? The concept is one subscribed to by most non-profit entities, including membership organizations such as AOPA, hospitals, libraries, universities and churches. They've learned that revenues from contributions (and dues in our case) are simply not sufficient to support growth and longevity.

Think of The Ninety-Nines Endowment Fund as our organization's pension plan. At present, the Fund contains more than \$100,000 and this past year earned more than \$3,000 from income and dividends. Just imagine what its earnings could be when we build it to the \$1 million goal set when the Fund was established.

THE NINETY-NINES ENDOWMENT FUND

BY JUDY BOLKEMA-TOKAR, Chairman

One of the things your Endowment Trustees have learned is that we need to receive contributions from a significant number of our own members before we can successfully seek support from outside entities such as manufacturers of aviation-related products, airlines and other large organizations.

We can continue to be an organization that never has quite enough funds to do the things that would better promote women in aviation and keep our organization alive. Or, a significant number of us can give our gifts, no matter how large or small, to demonstrate support for our long-term growth. Then, and only then, will prospective donor corporations and foundations look favorably on us as recipients of their charitable dollars. Support from the larger aviation community can help us more rapidly build an income-producing fund that will finance the future of the organization we care so much about.

Please investigate the facts before you pass judgment; please discuss contributing to The Ninety-Nines Endowment Fund with your chapter members. Your organization's long-term future is at stake. Our "rock" needs your help.



*Your
organization's
long-term future
is at stake. Our
"rock" needs
your help.*

THE NINETY-NINES ENDOWMENT FUND

I want to make a contribution to The Ninety-Nines Endowment Fund of \$ _____.

I wish to pledge a monthly _____ quarterly _____ or yearly _____ contribution starting on _____ in the amount of \$ _____. This pledge shall be in effect for _____ years, or until _____, unless revoked by me earlier.

Payment: Check _____ Credit Card: VISA _____ MC _____ AMEX _____

Card No. _____ Expires _____

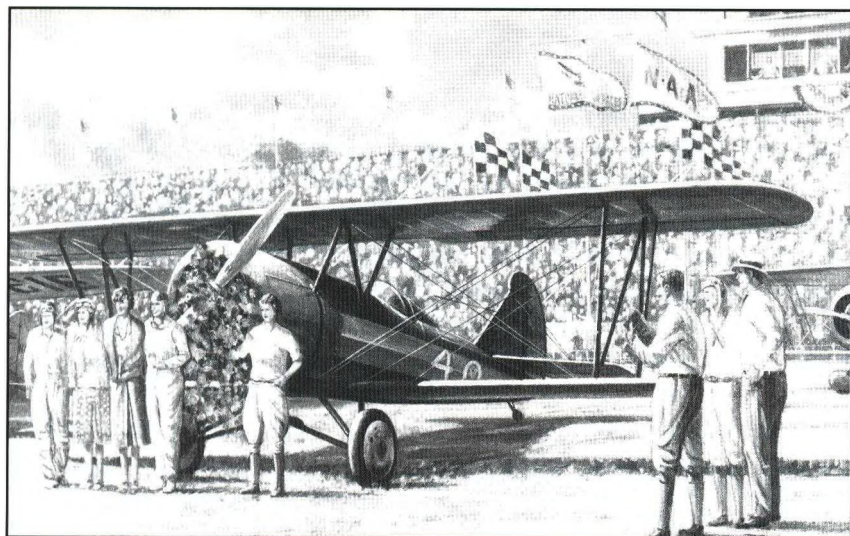
Name _____ Signature _____

Mail contributions and pledges to

Hilda Ray, treasurer, The Ninety-Nines Endowment Fund, 601 Third Place, Jasper, AL 35501

99s MUSEUM OF WOMEN PILOTS

BY ANITA LEWIS, Chairman, Board of Trustees



A portion of the painting of terminus of first transcontinental Women's Air Derby in 1929.

When you are in Oklahoma City, visit the Kirkpatrick Omniplex to see this beautiful Travel Air. You'll come away with a sense of awe and history and a responsibility to help preserve and promote who we are as an organization. You will come away with the pride of ownership.

Shown on this page is a copy of a small portion of a large painting by English painter Douglas Ettridge. The scene is the terminus of the first Transcontinental Women's Air Derby in Cleveland, Ohio, August 1929. The winner of this grueling contest, which began in Santa Monica, California, was Louise Thaden flying a big blue 1929 Travel Air. Amelia Earhart was a close runner-up.

After the air show, the women pilots met and talked about forming a group to help each other. The organization conceived that day—The Ninety-Nines—is still alive and still helping women pilots achieve their dreams.

Louise Thaden's Travel Air is now owned by the 99s Museum of Women Pilots. The lasting legacy of this beautiful aircraft will be to showcase the history of women pilots and their courageous deeds, and the MWP is dedicated to keeping this legacy alive.

There is a purpose to this aircraft that goes beyond simply owning and possessing a beautiful antique flying bird. It is the mission of the MWP to reach beyond the organization to educate and inspire girls and boys to achieve their dreams. What better tool than the Travel Air and the stories of Louise Thaden and her contemporaries.

The aircraft is now on loan and residing in the Oklahoma Air Space Museum due to lack of space to display it properly at 99s Headquarters. It has been beautifully restored by Dub Yarbrough and Bill Allen and is authentic in every detail. It has been appraised at between \$245,000 and \$265,000.

The MWP Board of Trustees is seeking funding to complete the purchase of this aircraft and to build a permanent display area. Sufficient funds were secured to build the museum in less than four years. That seemed like a tall mountain to climb in 1996 when we started, but look what we have accomplished to this day.

The aircraft is an important part of The 99s legend. It was present at the beginning of the organization and it should be with the organization into the future.

If you would like to donate to the purchase of this aircraft, send a check to 99s Museum of Women Pilots, earmarked for the aircraft. And if you would like to become a member of 99s Museum of Women Pilots, complete the application below.

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 Enclosed. _____ 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.



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

FROM THE ARCHIVES...



Cecilia Kenny



Opal Kunz

While volunteering at Headquarters in Oklahoma City, I went through some archives and found this great letter written only weeks after the organizational meeting in New York. I think it provides one woman's opinion of why a "girl pilot's club" was needed, and the possible future roles of "girl pilots." It is in many ways prescient of the future: women as commercial pilots, as ferry pilots during wartime, and how women want to add to men's contributions, not usurp them. All this—in 1929. —Jenny Beatty, Ambassador Chapter

December 31, 1929

Cecilia M. Kenny, Buffalo, New York

My Dear Mrs. Kenny:

The impression seems to have gone out that we girl pilots have some sort of conflict with the men pilots. This is exactly the opposite to the facts. We want no militant girl pilots. We are not fighting for anything. We are not striving for any more consideration than we have already received. As a matter of fact, we are trying to bring about a different attitude toward the girl in aviation, whereby, she is accepted as an equal rather than spoiled as something rare and very precious.

So far the girl fliers have received much more gratitude than we deserve in proportion to our achievements. Our slightest accomplishment is hailed as a great feat. For many years men have been doing marvelous things in the air. The aviators in the war accomplished feats and made records that surely no woman can ever hope to attain. We believe that our girls can and will learn to fly as well as the average man, better than many, but it does not seem likely that we will ever equal the remarkable skill of countless men fliers both in our own country and abroad.

In this organization of ours it is hoped that we can encourage girls to enter flying schools with the determination not to accept any special consideration because of her sex. She must make up her mind to learn to do her own work; to accept no quarter from the men, and thereby, learn to be useful. Women have a future in aviation only so long as we prove to be of value. This does not mean publicity value. At present our strong point seems to be that because there are so few of us doing this work, we receive more attention from the public and the press than men who do the same work, and better work. For this reason many girls receive high salaries and fine positions because it is thought they are more valuable from a publicity angle than a man would be in the same position. This will not always be true, for the world will gradually expect women to fly. It will no longer be news of first page interest when a woman takes to the air. When this time comes, girls will have to demonstrate their real ability on a large scale, if they expect to hold their own. This we have not yet done. Some outstanding women have accomplished notable things, but no woman has accomplished anything to compare with the many

marvelous things done by the great men pilots. We have no quarrel with the men. They have given us our training. We feel only the deepest gratitude to them for their wonderful patience and their inspiring example.

By trying to eliminate the sex idea in flying, we are not seeking advantages, but are trying to learn more by working shoulder to shoulder with our men, and by becoming self-reliant, for when we fly solo they are not with us to help in case of emergencies. We have only our judgment to rely upon and if we have not learned to do our own thinking serious difficulties will come about. For our own protection we must all learn to think for ourselves, to rely on ourselves, and to do as much work as possible on our planes.

It must be remembered that this club is for all licensed girl pilots.

The new girls have just as much right as those who flew in the Derby. We want your ideas. Won't you take an active interest in this and send us your suggestions? An envelope is enclosed for your reply.

It is earnestly hoped that this girl pilots' club can line up decidedly for national defense. In any emergency, either in peace time or war time, an efficient corps of girl fliers could be of real service to their country. In a devastated flood area or a section destroyed by fire, or any other difficulty that might arise in peace time, women could carry supplies to devastated areas, they could act as dispatch fliers, and be really useful. They could release men for work requiring greater skill than they already possess. In war time girls could fly hospital ships, ferry airplanes, do dispatch flying of various sorts, carry passengers in some cases, and the best of the girls might possibly fly well enough to carry the Government mails. Many of these things, however require the utmost skill and long years of experience. Our men have demonstrated all these fine qualities. They are flying every day thousands of miles in all kinds of weather and without the slightest attention from either the public or the press. If we would approach them in usefulness and skill, we must learn to fly in this same self-sacrificing way, without hope of big rewards. This is a high goal to strive toward, but it gives us a star to shoot at. It should be an inspiration to all American girls to learn to fly, to develop skill, and fit ourselves for the splendid work ahead in aviation.

Yours for a most successful New Year and happy landings.

Sincerely,

Opal Kunz, Acting President

"It should be an inspiration to all American girls to learn to fly, to develop skill, and fit ourselves for the splendid work ahead in aviation."

“ATOP” SIMULATOR TRAINING

BY BARBARA A. HARRIS-PARA, Garden State Chapter



Barbara Harris-Para and Karen Hopson in United's B737 simulator.

I know you've all seen ads in magazines promoting an "Airline Training Orientation Program"—ATOP for short—an unbelievable offer of ground school and simulator time in a B737/200 for only \$375. What a bargain!

My husband saw it in a flying magazine and thought it would be a great gift for me. So for my birthday (plus for every other holiday in the year), he gave me a trip to Denver, Colorado, and the ATOP training session. I mentioned this to fellow Chapter member Karen Hopson, and she decided to accompany me.

The program is run and instructed by Wayne Phillips. His wife Cindy processes most of the initial sign-up information.

On the first day of our two-day training period, we met Wayne in the lobby of the United Airlines Training Center. He introduced us to the other six students and gave us a short tour of the facilities.

Ground school started immediately with the systems of the B737/200. Materials were included with the course, but a more extensive "Cockpit Review" booklet was available for purchase. Karen and I were

lucky. My husband had found a great video about the B737 that gave us a general knowledge of the aircraft. So we weren't completely lost in the beginning.

We spent a few hours in the UAL Library, which had computers set up for all the airplanes that United flies. All you need to do is click onto a specific type of aircraft and review all the systems. Our second task was starting the aircraft, and the position of all the switches was a big hurdle to cover. Cardboard mockups were used by the teams, which put Karen and me together.

After much memorization, we were introduced to the actual B737 simulator. Our first job was to be able to get into the simulator and get the aircraft started using, of course, the checklist. Karen did a beautiful job and I managed to come away with my technique down pat. Our homework after the first day was to know how to start the aircraft and memorize some parts of the profile that we needed to use the next day.

We got up early the next morning for a 7:30 call. Wayne got half the group started with their simulator time, while the other half had time to review. Karen and I were scheduled for noon.

Karen was captain first. I acted as first officer. We took off on Runway 35 at Denver International. We had to fly a pattern and then Wayne had fun giving us the worst weather possible, making us fly the ILS.

Karen did manage to get the aircraft on the ground safely twice. On my turn, we got off and flew the pattern with weather involved, then we had a hydraulic failure. Oh my, what fun both of us had struggling to keep on the glideslope and localizer. Just before touchdown, Wayne gave us back the hydraulics. I landed and was glad to be on the ground.

Wayne had asked how many of us wanted to do a "rapid decompression checkout." Of course, everyone was in for this experience. We needed to do some ground school plus go back to the computers to review the systems on the aircraft dealing with pressurization. Karen and I performed the best of our group with the fastest and most efficient handling of the emergency (if I do say so myself). Wayne was very pleased with our progress.

Our logbooks have two endorsements for the simulator time in general. All together, we spent 12 hours on ground school, six hours in research on the computers, four hours of practice and make-ready and, finally, 1.4 hours in the actual simulator. Well worth the price of \$375!

Both Karen and I recommend this training to anyone serious about flying for a living or to those who are not sure what their future will hold. Not only does it give you insight into the complexity of a jet aircraft, but it also lets you mingle with professionals who are back at the UAL training center for recurrent aircraft training or upgrades to new ones.

I am the newest "hatchling" in the Gold Coast Chapter. I say hatchling because I am a student pilot. My last flying lesson was in 1980. I got as far as my first solo cross-country and then was grounded by lack of funds and severe mic-fright. My next flying lesson will be after my Christmas bills are paid.

Twenty years have passed and I am asking myself, "Why in the world do I want to subject myself to the humiliation and expense of relearning a skill that has long been forgotten?"

You see, I have this ego thing going. I am an Air Traffic Controller at Miami International Airport. The thought of battling mic-fright (yes, I still have it when I sit inside an airplane) and very rusty flying skills in such a public arena, is very intimidating. I can just see the controllers in the tower holding up their scorecards with every bounce down the runway. "Wow! She got her currency (three take-offs and landings) in one approach."

So where did I get the inspiration to dig out my logbook and try to bore holes in the sky? Well, just take a look in the mirror, ladies. Laurie Householder invited me to speak at a 99s meeting. First, I was impressed by the hospitality showed me. I was then impressed by the caliber and backgrounds of the members. I met living legends, women who paved the way so that my generation didn't have to fight so hard to get what we wanted in the aviation industry. I

ROOM WITH A VIEW

BY CHRISTY LARSON, Gold Coast Chapter

met women who just love to fly—the ones who, as adults, with families and careers, made the commitment to themselves to grow wings. The ones that put egos and doubts aside and said, "I can do this." So to you all, I tip my hat and say, "Thank you!"

Now to the business end of this article. As I said, I am an Air Traffic Controller. One of the deficiencies of the aviation industry is that there is not sufficient communication between pilots and controllers. Is there something you want to know about? Just let me know and I'll do the research and answer in this new column. (Your name withheld if you prefer.) And if I don't hear from you, I'll just subject you to whatever I'm thinking about in this wild wonderful world of aviation. Send your questions, observations, requests and other input to me at wally31@mail.com.

"One of the deficiencies of the aviation industry is that there is not sufficient communication between pilots and controllers. Is there something you want to know about? Just let me know and I'll do the research and answer in this new column."—Christy Larson

GENERAL AVIATION

AIR, INC. REPORTS 19,027 new airline pilots hired in 2000. They estimate another 14,500 positions will be filled in 2001.

SPRINGFIELD AIR Rendezvous presents its 19th Annual Air Show at Capital Airport in Springfield, Illinois, on May 11-13 featuring the U.S. Navy Blue Angels Demonstration Team. For more info, contact the air show office at 217-789-4400 or see the website: <www.springfield-il.com/airshow>

KANSAS COSMOSPHERE has received a \$100,000 grant from the Kansas Health Foundation for its Future Astronaut Training Program, a five-day camp based on real astronaut training. It is open to students in grades seven to 10.

The scholarship program will be administered through the Hutchinson Chapter of the Kansas

Boys and Girls Clubs. The grant will be used to help create a new laboratory focusing on research conducted onboard the space shuttle.

For more information on the Future Astronaut Training Program, call Jody Gilley at 620-662-2305, ext. 304.

BOOKS

My new website <www.motherflieshurricanes.com> has recommendations of books about women pilots in WWII and a brief history of the Air Transport Auxiliary. —E. M. Singer

Vantage Points by Ken Libbey is a new novel about a woman pilot in WWII. This is the story of Louise Mitchell who learned to fly in 1930 at 19, then spent many years giving rides at a small Iowa airfield before hearing about the Women's Auxiliary Ferrying Squadron. 328 pages/ \$15.95 or call 1-877-823-9235.

Mystery photo

This original photo of Amelia was sent to the AE Birthplace Museum by a man who mailed it to his sister in the late 1930s. He found it in her photograph book and mailed it to the AEBM. He was stationed in Hawaii at the time he sent the photo.

You can see that Amelia is sitting on the running-board of a Standard Oil chauffeur-driven sedan. Her plane was probably being fueled at the time. The driver appears to be Japanese or of other Oriental descent. We would really like to know where it was taken and by whom. —Marilyn Copeland, Chairman, AEBM



CONFERENCE 2001

Calgary, Alberta, Canada, July 17-22

BY MARY OSWALD, Conference Treasurer and Registrar



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TOUR UPDATES

Tour Option #7 - 18 holes of golf at SilverTip Golf Course - includes a very nice box lunch on the cart. Use of the driving range and chipping and putting areas are also included to enhance the enjoyment of the day. Bring a camera!

The Post Conference Tour (#10) to Banff, Lake Louise, Jasper and Edmonton includes the final overnight stop at Calgary on July 26.

Conference Speakers to date

➔ **Pilot Decision-making - Transport Canada** — This half-day program delivered by Transport Canada's Regional Safety Officer, Moe Baile, will examine the practices which promote safe flying in all sectors of aviation. He will explore several factors which impede good judgment and review a variety of past occurrences where these factors actually show a lack of good judgment. The program will increase awareness and provide motivation for you to develop and maintain improved pilot decision-making practices. This program is FAA-approved for US pilots to meet partial requirements for bi-annual flight reviews. A signed certificate will be given to participants.

Coupled with the effective use of visual aids and a sense of timing and humor, Moe is certain to attract and hold your attention.

➔ **Promoting safe flying in Canada - Nav Canada** — A "Safe flight north to Alaska" flight planning seminar will be presented by Nav Canada's FSS specialists for those who wish to continue their flights north. It will provide an opportunity to learn about the various commonly-used routes, problematic areas, local conditions, known hazards, etc., while flying through mountainous terrain.

This session will be presented on Thursday, July 19, and FSS specialists will be available throughout the remaining conference to answer questions and provide their expertise in planning.

Nav Canada is Canada's national provider of civil air navigation services, providing air traffic control, flight information, weather briefings, airport advisory services and electronic aids to navigation. Visit Nav Canada's Web site: www.navcanada.ca.

➔ **Globalization—meeting the challenge of change** — What is the future of the airline industry? What will it look like in 2005? Shane Enright, Secretary of the International Transportation Federation from London, will discuss global developments in the airlines industry. He will touch on cockpit-cabin relations, the role of unions, airline sexism, air rage, etc.

➔ **STARS** — The Alberta Shock Trauma Air Rescue Society is dedicated to providing a safe, rapid, highly specialized emergency aeromedical transport system to critically ill and injured patients. There are 11 dedicated air ambulance bases in Alberta.

A STARS crew will use an audio-visual approach to show how they deliver medical care and transport patients to the nearest medical centre.

➔ **Around Australia and Tasmania with Fran West** — Experience this solo flight with Fran in her Cessna 172P. She was the first woman pilot to accomplish this flight, starting out with only 400 hours in her log book and her private pilot licence. 145 flying hours and 90 airstrips later, this fair-weather pilot looks back on a memorable trip over some very spectacular coastline scenery.

➔ **Women Flying for the Air National Guard** — This presentation will highlight what it's like to fly for the US Air National Guard. Women who fly for the ANG will describe the history and current mission of the ANG and provide insight into their work as pilots in careers which have received little publicity.

➔ **Up-to-date With What Brain Research is Telling Us** — An educator and researcher will link the most recent brain research with what pilots are involved in on a daily basis. Carolyn King will explain the theory of Multiple Intelligences and its application to life and conclude with the importance of understanding our emotional intelligence.

➔ **Women's Health Issues** — Dr. Karen Bailey, MD, FRCCP, will present issues related to women's lives and areas in which women neglect their own health and development. It will promote awareness and motivation for women to become more actively engaged in preserving their health and will discuss some factors that affect women as they age.

UPDATED INFORMATION

• **AVIS Rent-a-Car** is offering a discount rate to 99s attending the Conference. The Avis Worldwide Discount (AWD) number is B688299. Use this AWD number when calling Avis directly at 1-800-331-1600 to arrange your car rental. These discount rates are available from July 10-29, 2001.

• While Air Canada is the "official" carrier for The 99s for this event, here is another possibility for a commercial flight into Calgary.

Call American Airlines' group travel desk at 800-433-1790. Tell the agent you're a 99 with authorization number A9771UJ. The agent will first look for the lowest applicable published fare, and if that is cheaper than the group zone rates from your area, you will get an additional 10 percent off that fare. (Zone fares do not include taxes, fuel surcharges, security charges, customs charges or any other surcharges which may apply. These fees are collected at time of ticketing.)

If booked and ticketed 60 days in advance, the following additional discounts apply:

- 10% off applicable published fares
- 5% off listed zone fare rates.

Valid travel dates are from July 10 through July 26, 2001.

THE NINETY-NINES WELCOME THESE 62 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

NINETY-NINES — Mandy Jo Abbott, *Nebraska* • Gigi Brisson, *Monterey Bay* • Ann L. Brown, *Phoenix* • Crystal Laureath Campbell, *South Central Section* • Deborah Lynn Dammel, *Intermountain* • Diane Desmarais, *East Canada Section* • Carol Reimann DeYoung, *Eastern New England* • Betty S. Foose, *Greater Seattle* • Colleen Marie Gagnon, *Reno Area* • Barbara J. Gard, *Eastern New England* • Kristine Rene Gentry, *Tennessee* • Tiffany Anne Gillis, *New England Section* • Kathleen Lea Griggs, *Houston* • Susan H. Guice, *Southeast Section* • Anne Harlan, *Garden State* • Jennifer Kyle Harrelson, *Southwest Section* • Janet Leigh Hart, *Austin* • Virginia C. Hart, *Women With Wings* • Pamela L. Ihrig, *All-Ohio* • Marion Kottwitz, *German Section* • Regina Kraus, *German Section* • Annabelle Lindley, *Brazos River* • Cynthia Isaac Macke, *Greater Cincinnati* • Colleen Elizabeth Mitchard, *Southeast Section* • Catherine E. Moore, *Greater Kansas City* • Patricia Ann Morris, *Southwest Section* • Susan Nealey, *Chicago Area* • Patricia Kay Northrop, *Lake Tahoe* • Carol Ann Redding, *Mat-Su Valley* • Mary Emilie Redding, *North Central Section* • Teresa Louise Rexus, *Mount Tahoma* • Jennifer Marie Russell, *San Joaquin Valley* • Donna Shirley, *Oklahoma*

• Norma Skoos, *Greater Cincinnati* • Teresa Leigh Stein, *Long Island* • Roxy Ann Stockberger, *Oregon Pines* • Deirdre Noble Strickland, *Carolinas* • Roberta Ellen Taylor, *West Canada Section* • Angelique Cheri Thies, *German Section* • Mary Caroline Trusler, *Houston* • Jill Marie Weber, *Mid-Atlantic Section* • Gail A. Whitney, *Orange County* • Janet Wilson, *Long Island* • Judee Winkler, *Columbia Cascades*. **ACADEMIC MEMBERS** — Samantha Indre Infield, *Santa Clara Valley* • Megan Kathleen McCabe, *North Central Section* • Andrea Michele Van Buren, *Southeast Section*. **FUTURE WOMAN PILOTS** — Kelly A. Barr, *Utah* • Keri C. Chase, *Manitoba* • Bridgette Yvette Dungan, *El Paso* • Jill Leanne Forde, *Southwest Section* • Leslie M. Frank, *Hampton Roads* • Rebel Courtney Hoskins, *Oklahoma* • Karen Beth Hunter, *New York-New Jersey Section* • Grace Ellen Korosec, *Florida Spaceport* • Pat Manning La Salle, *North Jersey* • Cynthia Wingard Miller, *Central Pennsylvania* • Edith B. Ramos, *New York-New Jersey Section* • Heather A. Riggs, *South Central Section* • Pamela C. Saylor, *Illiana Cardinals* • Rachel Denise Thomas, *New York-New Jersey Section* • Suzanne Evelyn Venecek, *Chicago Area*

Membership

We go up...we go down! We are doing great recruiting new members—but we seem to be losing some of our old-time friends! The other half of the recruitment/retention game is keeping our "old" members! Think back to what made you first join The 99s, what has kept you as a member, and share that with others in your chapter!

Chairmen, ask someone in your chapter other than your membership chairman to have the pleasure of calling inactive members to try to get them to come back. Pair a seasoned veteran with a newbie. Let's keep it interesting for all members of our chapters!

Try a party honoring your long-time members; make them feel valued.

Hope to see you in Calgary.

—Andrea Chay
International Membership Chairman

NASA offers grant money to 99s U.S. Sections

BY VICKY ANDERSON, Orange County Chapter

At the Fall Southwest Section Meeting, Celia Vanderpool of the Orange County Chapter announced that NASA Dryden Research Center had accepted her bid for a very unique project. A grant was developed by Celia as an opportunity for 99s to become partners in aviation education with NASA and in exchange, receive \$2,000 per Section. Through this project, members will be reaching out to Girl Scouts, students and teachers by promoting aviation through the use of NASA's educational materials and website information.



Celia Vanderpool

How do you become an Aviation Ambassador? All participating Sections will offer a training seminar by a NASA representative at their next Section meeting. Members who attend that training are given a generous amount of materials as well as an outline on how members can offer short presentations to math and science classes. Training materials include a video, a game on CD-ROM, demonstrations of the use of aeronautical objects for students to make in class, a NASA aircraft identification game, several catalogs to order

educational materials, web sites, posters, etc. Once trained, Section members then return to their chapters and demonstrate their new knowledge to fellow members, who will then present similar demonstrations to students. Additional bags of training materials can be ordered by members via websites or by phone.

To receive the grant allocation, each Section needs to complete the training, deliver presentations and report to NASA via the EDCATS reporting system. As outlined in the grant, the \$2,000 must be used on either scholarships or educational endeavors. Each 99 who participates will receive a NASA logo pin and a certificate for contributing to the education of future adults, while furthering her own education.

Eight Chapters in the SW Section have already received checks for \$500, a total of \$4,000 at the Section meeting in October. This was to reward the eight Steering Committee members who volunteered to help coordinate training for other Sections. The remaining money will be paid when training is completed in each Section. The Southwest Section will receive their check at the Spring Section Meeting in April. The potential exists for each Section of The 99s within the U.S. to receive \$2,000 - a total of \$16,000 to be awarded by July 1, 2001. Interested? Contact your Section Governor and let her know you'll be attending the training session at your next Section Meeting!

NORTH CENTRAL SECTION

The North Central Midwinter Section Meeting arranged by Diane Cozzi was held February 3 at Chicago's Midway Airport. Governor Donna Moore presided over a lively discussion of many topics and reports made by Section committee chairmen. A new membership packet was distributed to each chapter...and after a delicious lunch, we adjourned. It was a very worthwhile day.

The Section's Spring Meeting, "Wings of Progress," sponsored by the Aux Plaines Chapter, will be at the Holiday Inn, Gurnee, Illinois, on April 20-22.—*Charlene Falkenberg*



Back row: Sharon Schorsch; Tuskegee Airmen Milton Williams Jr. and Beverley Dunjill; Bev Greenhill; Tuskegee Airman Capt. Charles C. Nichols; Michael Streit, Chairman Lewis University Aviation Department; and Sheneda Woods-Hoskin. Front row: Gary Stevens and Dale Rust, IDOT-Div of Aeronautics.

CHICAGO AREA

Our Chapter cosponsored Aviation Expo 2001 for a two-day event on the campus of Lewis University in Romeoville, Illinois. Cosponsors included Illinois Department of Transportation-Division of Aeronautics, FAA's Du Page FSDO, and Lewis University, who donated the facility. Aviation Expo is the largest safety seminar in the state of Illinois, as was evidenced by 514 attendees this year (nine aircraft flew in). A tireless group of nearly two dozen 99s volunteered

to help event chairman Bev Greenhill during the event.

Friday night featured three Tuskegee Airmen, members of the famed squadron of African American WWII P-51 Mustang pilots who performed escort service for allied bombers into Europe. Separate IFR/VFR/Flying Companion/Wannabe Pilot seminar sessions ran concurrently on Saturday. Presenters included Barbara Muehlhausen, Carol Para and Rhonda Buss.

—*Julie A. Murray*

WESTERN WASHINGTON

The Chapter honored Past International Vice President Carolyn Carpp with their 2000 Ninety-Nine of the Year award. Carolyn also received this award in 1994 and was awarded the Northwest Section Achievement Award in 1990 and 1993 for her aviation-related activities in the public schools.

—*Christine Conrad*



Carolyn Carpp



Iowa Chapter members outside the Rockwell Collins Complex. Back row: Elaine Fitch, Camille deJorna, Joe Dusio, Bill Fitch, Phil Higgins, Don Palmer and Sarah Barber. Front row: Myrna Collins, Celma Higgins, Chris Dusio, Jean Montague and Laurie Nolan.

IOWA

Fourteen members of our chapter visited Rockwell Collins in Cedar Rapids, Iowa, for an advanced flight deck demonstration on Saturday, January 27. Our hostesses were Sarah Barber and Kirschen Seah, who work as engineers at Rockwell Collins. We had a wonderful time catching up over a buffet lunch and then headed on to the Rockwell Collins C Avenue complex.

After getting tour badges at the security entrance we trekked through many corridors to arrive at the Business and Regional Systems (BRS) Conference Room where Sarah gave a short presentation on the history of Rockwell Collins. We were joined by Mark Hepworth and Steve Wolf, Sarah's and Kirschen's managers,

respectively and were brought to the BRS Advanced Flight Deck (AFD) for a demonstration.

The AFD is a prototyping facility in which advanced concepts in human interfaces and interactions in an aircraft flight deck could be tried out. It is equipped with four large flat panel liquid crystal displays (LCDs) which are mounted on a reconfigurable framework to allow for repositioning various displays and controls to simulate different cockpits. The LCD displays were connected to PCs which had software to allow designers to lay out and animate electronic flight displays.

All in all, this was a very educational visit that exposed us to the latest in avionics and displays.—*Kirschen Seah*

INDIANA DUNES

This is the 25th anniversary of the founding of our chapter. Our five active Charter Members—Mary Ann Bellafiore, Nancy Hagans, Barbara Jennings, Carolyn Metzger and Diana Meyer—will be honored at a special celebration champagne brunch at the Morris Park Country Club in South Bend, Indiana, on Saturday, May 19. The Indiana Dunes Chapter originated from a combination of members from the Indiana and Chicago Chapters in 1976.—*Christine Murdock*

SAN GABRIEL VALLEY

Our Chapter sponsored a booth at the Pomona Valley Pilots Association at Cable Airport in January where we sold beverages and encouraged women in aviation. We sponsored our 13th Annual Poker Run on January 27. Although the weather made it impossible for our entrants to fly the route, we met at Cable Airport and drew cards for all who had entered and gave away more than 25 prizes. On February 1, we presented our annual scholarship at Mt. Saint Antonio College to Michelle Bathalter at their Flying Team banquet.—*Judee Wilson*

AIRMARKING



Sue Kerr, Donna Harmon, Barb Crooker, Mary Quinn, Deb Shammo, Diana Ward and Audrey Schulte at Benton Field. Not pictured: Donna Taylor.

MT. SHASTA

The morning of November 10, several of our Chapter members went to Benton Airpark and marked out a compass rose. The next morning we painted, starting about 10:30 and finishing at 4. It was more of a challenge because the City of Benton had tried to help us by painting the north

point. Although we appreciated their intent, it really slowed us up a bit because they had the blue and white reversed. We got it done, but with a bit of a twist on the usual color arrangements. It looks great! Next time you're overhead, check it out.

—Barbara Crooker

HAPPY ANNIVERSARY!

Congratulations to India Section and the following Chapters:

India Section	March 26, 1976	25 Years
Tulsa	April 12, 1946	55 Years
San Joaquin Valley	January 21, 1951	50 Years
Kansas	March 31, 1951	50 Years
Las Vegas Valley	January 19, 1956	45 Years
Willamette Valley	April 4, 1966	35 Years
Western New England	April 10, 1971	30 Years
Shenandoah Valley	January 26, 1976	25 Years
Imperial So-Lo	April 4, 1976	25 Years
Delaware	April 19, 1976	25 Years
Rio Grande	February 14, 1981	20 Years
Scioto Valley	March 19, 1981	20 Years
Mission Bay	March 24, 1981	20 Years

RATINGS

Sarah Barber
Iowa
Multiengine Commercial

Batina Pavri
San Gabriel Valley
Instrument

Heidi Southworth
San Gabriel Valley
Commercial Multiengine-
Instrument

WINGS

Joan Landrey
Eastern Pennsylvania
Phase IV

Karen Ness
Chicago Area
Phase III

Barbara Strachen
Eastern Pennsylvania
Phase III

YOUTH EDUCATION



Nelda Lee speaking to one of the classes she visited while promoting aviation to students.

I spoke to 60 third-grade students at University Heights Elementary School and to 90 sixth grade students at Nettleton Intermediate School in Jonesboro, Arkansas, in November. The talk was also given to 120 students in grades three through six at Pickens County Academy in Carrollton, Alabama.

The purpose was to promote aviation and tell how aircraft and other objects (such as a baseball, football, golf ball, sail boats, balloons, helicopters and kites) fly and move through the air.

The purpose also was to inspire students to study, to learn how to get the most out of their education, and to encourage curiosity in how things work and make learning fun. Visual aids were used, student participation was encouraged and stories were shared.

I shared my background in school and also my 32-year career in aviation with The Boeing Company, using two Boeing videos, and each student received give-away items from Boeing.

—Nelda Lee
Greater St. Louis Chapter

Wanted: Chapter Scholarship information

Some chapter chairmen told me that some years they receive very few applications for the scholarships they have to offer women pilots. So I prepared a scholarship questionnaire which was mailed to all chapter chairman last November in the monthly "Dispatch" from Headquarters. I asked for information regarding any "chapter level" scholarship awards that are available so we can create a listing of all chapter-level awards and their criteria to post on the 99s website. The information can also be made into a reference book at Headquarters on all the scholarships available through belonging to The 99s.

I have only received about a dozen completed questionnaires back. If your chapter has a scholarship available, please send me the name of the scholarship, whether it is an annual scholarship or not; whether it is open to all or only to a member of that chapter. You should also include the name of someone to contact for an application and more information on criteria, and the deadline to make application.

It would be helpful if you would send a sample scholarship application to put on file.

The goal is to have clear, concise, accurate and helpful information for aspiring women pilots.

Dorothy Norkus, Scholarship Database Librarian

8076 Camino Huerta, San Diego, CA 92122

E-mail to Av8trxx@aol.com

Website <www.geocities.com/av8trxx99/page2.html>

NEW HORIZONS — *The 99s extend their prayers and thoughts to the families of these 99s and 49 1/2s*

EDITH LITCHFIELD DENNY, First Canadian Chapter, passed away on January 23, at her home in Litchfield, Arizona, at age 91.

Edith was born in the United States and moved to Toronto, Canada in 1938. She joined The Ninety-Nines and re-activated the First Canadian Chapter in 1966. Without Edith's dedicated efforts, we might have remained dormant. Edith served as the first Governor for two years, chaired the International Nominating Committee in 1969, served on the International in 1970/71 and International co-ordinator through the early 70s.

She met her lifelong partner Wallace Denny, while he was training to fly Goodyear blimps in Akron, Ohio. Edith, daughter of the Goodyear president, at that time had more hours flying a blimp than any other woman. Edith and Wally were married in 1930, left their wedding reception in the "Pilgrim" blimp and celebrated their 70th anniversary last October.

In 1958, Edith conquered her fear of flying aeroplanes, in opposite ratio to her faith in blimps. By 1960 both she and Wally held Class I multi-engine, instrument ratings, land and sea. CF-SKY, their twin Piper Aztec, had flown them from the Atlantic to the Pacific, every Province in Canada, all the Caribbean islands, south to Chile, the circumference of South America and across the Andes.

A great contributor to The 99s organization, both in Canada and the U.S., she continued to sponsor overseas Sections and members at large. She was a member of AOPA, NAA, Wingfoot, Lighter Than Air Society, the Australian Airwomen's Association and the prestigious UFO's (United Flying Octogenarians). In 1978, Edith was sponsored in the Forest of Friendship and said it was the highlight of her flying career.

She never failed to marvel at the sheer joy and challenge of flying. Her legacy to us was her enthusiasm, energy and love of aviation.

—Shirley Allen

First Canadian Chapter

ELIZABETH 'BETTY' MORGAN, Chicago Area Chapter, went to New Horizons December 21. Betty was a pioneering member of our chapter, known as the Illinois Chapter until 1954. She was chairman in 1948-49 and contributed

much to the promotion of women in aviation. In 1949 Betty submitted what has become our official 99s insignia for jewelry designed by her husband to International Headquarters for approval. That was the beginning of Doc Morgan 99s jewelry which CAC sold until just this year when Elaine Morrow assumed the responsibility on behalf of North Central Section.

Our Chapter Air Meet had its origin in 1950, and Betty donated the first Perpetual Trophy which is now displayed at our 99s Museum of Women Pilots. The Chapter is proud to have had Betty as a member.

—Rita Adams

Chicago Area Chapter

Walter S. Falkenberg, 49 1/2 of Charlene Falkenberg, Illiana Cardinal Chapter, died at home on January 13 at 89. Char and Walt had been married 58 years. Walt, a pilot since the 1930s, was very supportive of The 99s and proud of his wife's achievements over the years as Permanent Chairman of the Amelia Earhart Scholarship Fund. Flying was one of his greatest joys that he shared with Char and Winston (their Boston Terrier). The North Central 99s will remember how year after year Walt joined with the group of new husbands being initiated as 49 1/2s at Section meetings. He loved being called a 49 1/2. Memorials may be made to the Amelia Earhart Memorial Scholarship Fund.

Editor's note: Charlene wishes to thank the many 99s who have sent monetary gifts for the AEMSF in Walt's memory.

Jack D. Revelle, 49 1/2 of Central New York Chapter member Joyce Revelle, passed away unexpectedly on January 2. They were married for 55 years. Together, they flew their A36 Bonanza all over the USA including Alaska, with many other trips to Canada, the Bahamas and Mexico. Jack was an Army Air Force veteran of World War II and a 1952 graduate of Syracuse University.

—Marcia Buller

Central New York Chapter

Harold Fuller Wells, 49 1/2 of International Past President and Bay Cities Chapter member Joyce Wells, took his last flight to the wild blue yonder after a stormy night on February 5, after a short period of illness. He was born in Peoria, Illinois, and grew up in St. Louis, Missouri. He served as a Lt. Commander in

the U.S. Navy. He was a private pilot since 1968 and a member of AOPA and United Flying Octogenarians. Hal was a special friend to everyone who had the pleasure of knowing him.

Adolph M. Urbas, 49 1/2 of Jean Urbas, Chicago Area Chapter, died January 24 after a long illness.

Adolph was an aviation pioneer who set a transatlantic speed record in a Lockheed Constellation in 1954. He retired from TWA as an airline captain after 34 years. He was a charter member of the OX-5 Club of America.

—Julie Murray
Chicago Area Chapter

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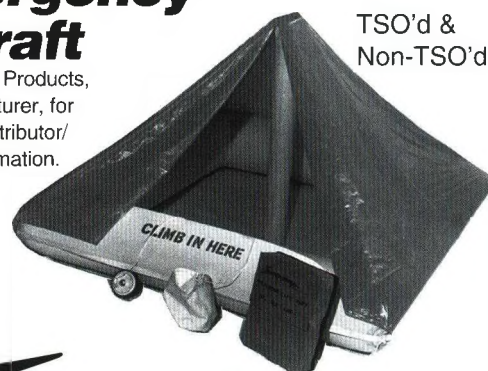
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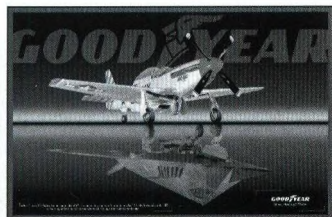
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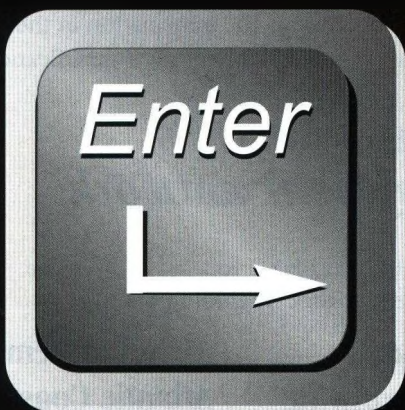
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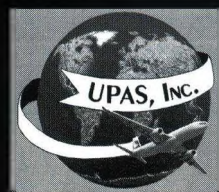
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