



INTERNATIONAL WOMEN PILOTS®

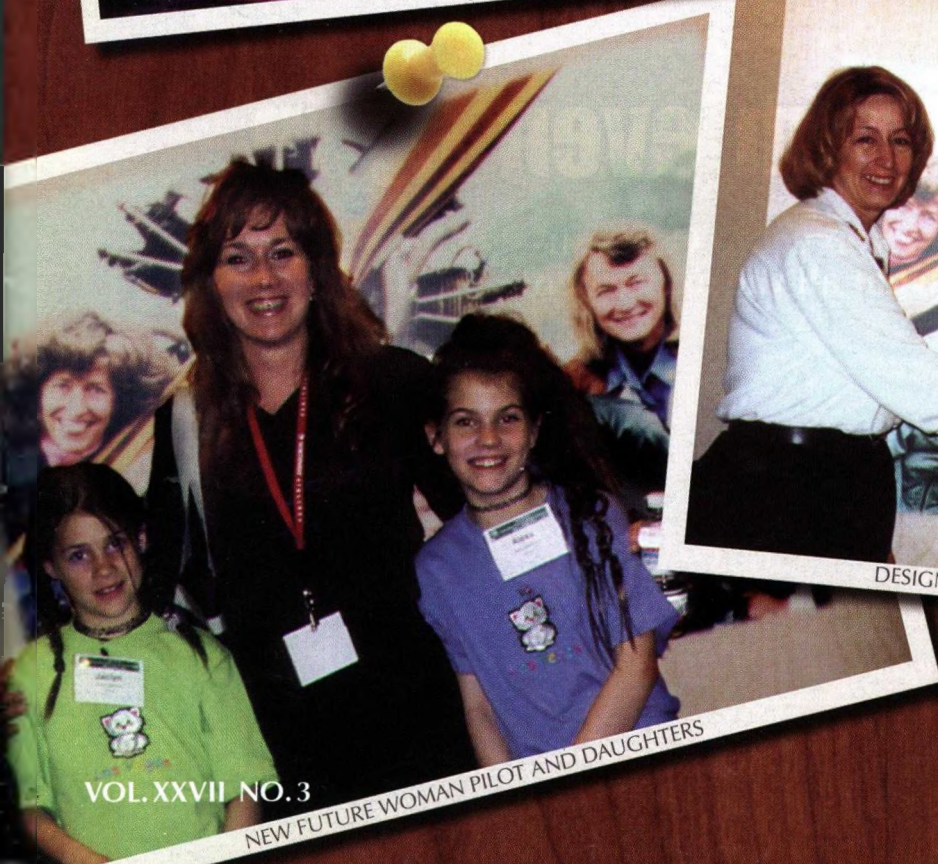
OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



NEW AMBASSADOR ON-LINE CHAPTER

Aviation
conference
creates wave
of enthusiasm
for joining
The 99s

See story on page 6.



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STATEMENT OF EDITORIAL POLICY

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

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U.S. - \$20
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On the Cover:

• Ambassador Chapter members meet for breakfast at WAI. Kneeling: Wendy Paver, Mary Latimer, Lisa Golden with daughter Andrea, Carol Timmons and Teresa Sloan. Middle row: Nozomi Yamauchi, Angela Magney, Janet Patton and Margaret Watt. Back row: Kelly Leber, Vicki Lynn Sherman, Carole Cary-Hopson, Jenny Beatty, Jeannie Dismukes, Dana Hoffman, Amy Entwistle, Donna Miller, Sabrina Valine and Crystal Gates.

• Designers of the new 99s trade show display, Vicky Anderson and Susan Theurkauf of the Southwest Section

• Future Woman Pilot Ellen DePaolo, Colorado Chapter, and daughters Jaclyn and Alexa

First to Oshkosh

"Aviation Firsts" is the official theme of EAA AirVenture 2001. The 99s have a rich history of many firsts in aviation from the beginnings to the present day. We are working on the possibility of giving a presentation in one of the Forum tents. Photos and articles featuring female frontiers will be displayed at the 99s tent.

Come join us at Oshkosh July 24-30! The tent will be just a few paces north of our past location between Hangar B and the main road, leading to the west ramp. Volunteers are needed to greet and meet other 99s and recruit new members. This is a high-visibility opportunity for The 99s and especially for promoting the Future Women Pilot membership.

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

—Rita Adams
EAA AirVenture
Coordinator

PERPETUAL CALENDAR

2001

JUNE

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

26-29 — 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 oswaldm@telusplanet.net

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

21 — Women With Wings Caravan to Oshkosh, Janesville Fly-in to Oshkosh. E-mail Abbie Friddell at abbiennair@cs.com or visit website <www.ccountry.net/~chicks>

24-31 — EAA AirVenture, 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

17-18 — 23rd Annual Okie Derby, Wiley Post Airport, Oklahoma City, Oklahoma. Phyllis Miller, 405-844-4011

17-19 — International Ladies Cup 2001, Teuge International Airport, Teuge, The Netherlands. See website <www.ladiescup.nl>

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

20-23 — Northwest Section Fall Meeting, "A Flight Odessey", 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. Plane Hoosier hospitality hosted by Indiana, Illiana Cardinals and Three Rivers Chapters. Linda Murphy, 219-632-5620 or e-mail murphy@pilot.fwi.com; or Sharon Bailey, 419-399-3047 or e-mail flysharl@paulding-net.com

28-30 — Southwest Section Meeting, Las Vegas, Nevada. Hosted by the Las Vegas Valley Chapter. Mardell Haskins, 702-394-4027 or e-mail 103002.724@compuserve.com

OCTOBER

5-7 — South Central Section Fall Meeting, Shreveport, Louisiana. Marian Piper, 318-747-1823, or e-mail mpiper1812@aol.com

19-20 — Mid-Atlantic Fall Section Meeting, Princess Royale Hotel, Ocean City, Maryland. Ginny Carlin, 410-879-9503 or e-mail vcarlin@att.net

31 — Deadline for submitting Intent to Seek Election form for International 99s office

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

MARCH

13-15 — 13th Annual International Women in Aviation Conference, Opryland Hotel, Nashville, Tennessee. 740-452-6462

APRIL

7-13 — Sun 'n Fun, Lakeland, Florida. Barbara Sierchio, 727-347-8045

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

23-29 — EAA AirVenture, Oshkosh, Wisconsin. Rita Adams, 847-913-0490

AUGUST

21-25 — Northwest Section Fall Meeting, "Warm Women-Cool Airplanes", Anchorage, Alaska. Sponsored by Alaska Chapter. Mio Johnson, 15321 Husky Street, Eagle River, AK 99577; home 907-696-3580, work 907-263-5408 or fax 907-263-5804

SEPTEMBER

19-22 — Powder Puff Derby Reunion (AWTAR), San Diego, California. Contact Barb Evans, 4307 Quail Run Lane, Danville, CA 94506; Phone 925-736-1795, to update mailing list.

OCTOBER

8-10 — NBAA, Anaheim, California

2003

January through December 2003

WorldFlight 2003 in North Carolina

OCTOBER

7-9 — NBAA, Orlando, Florida

7-27 — Aviation World's Fair 2003, Newport News/Williamsburg International Airport, Virginia. Phone 201-251-2600 or visit

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, Fax 952-955-3188 or e-mail 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.

The Winter Board of Directors Meeting was held March 1-3 in Oklahoma City. We were joined by many International committee chairs, all of whom reported considerable activity in their areas of responsibility.

Charli Lamb, speaking on behalf of Chairman Lois Feigenbaum and the Personnel Committee, presented the first recommendation of the "Policy and Procedure Human Resources" booklet which was adopted by the board March 1. It is designed to be a working guide for day-to-day administration.

Director Diane Pirman accepted responsibility for the 2001 Catalog of The 99s which will list sales items not included in the latest directory.

Our International membership Committee Chair Andrea Chay and Executive Director Lu Hollander reported on the availability of the new 99s membership poster. It is really beautiful and will help our membership campaign. Call headquarters to place your orders.

The 2001 Conference Committee reported through Co-chairman Mary Oswald who came all the way from Canada. She and her committee have done a wonderful job planning what will be an outstanding conference in Calgary.

Our Executive Director, Lu Hollander, will be leaving July 31. She will be succeeded by a Headquarters Manager (a new job description). The Board expressed its appreciation to Lu for her capable assistance to The 99s for the last three years.

Southwest Governor Pat Prentiss reported that the NASA project has really taken off. Nearly every Section in the United States is participating in this program promoting the aerospace education of our

PRESIDENT'S MESSAGE

BY VICKI LYNN SHERMAN

youth assisted by the grant money which participating Sections will receive. Our thanks to Celia Vanderpool who structured the involvement of The 99s in the NASA program and helped obtain the grants.

After the close of the meeting, many of the Directors, Governors and Committee Chairs visited the recently dedicated memorial site for the victims of the Oklahoma City bombing which had been supported by a contribution made in the name of The 99s.

A big "Thank you" is extended to Vicky Anderson and Susan Theurkauf for their work on the beautiful new 99s exhibit booth which debuted at the Women in Aviation Conference in Reno.

Our International Safety Chairman Ursula Davidson did a wonderful job of planning and directing the involvement of The 99s in a presentation at the FAA building at Sun 'n Fun. It was a wonderful week with a lot of involvement by 99s. We had a prominent display ad in the Sun 'n Fun program. Thanks to all who worked so hard.

—Vicki Lynn Sherman

My next assignment is attending the International Get-Together in Germany and Italy April 26 to May 5. I will be joined there by Directors Mardell Haskins and Martha Dunbar. And I will make a full report on how The 99s are growing internationally in the next issue.



Ninety-Nines, both Oklahoma Chapter members and representatives from the International Board and Committee levels, converged on the March 3 meeting of the Oklahoma Pilots Association to learn more about "WorldFlight 2003" in North Carolina from Bill Williams, director of Aviation for that state.

WAI CONFERENCE 2001

BY MARY VAN VELZER, Orange County Chapter



Mary Van Velzer and 99s President Vicki Lynn Sherman

Bringing our new booth to WAI allowed The 99s to reach out to all aspects of the aviation community—business, education, general aviation, careers.

The Hilton Hotel in Reno, Nevada, on March 22 through 24 found a great many 99s among those attending the 12th Annual International Women in Aviation Conference whose theme was “Leadership Strategies for Women in Aviation.”

If you were among the more than 3,300 people there, you saw fascinating displays by aviation-related companies and organizations intent on persuading women to consider some kind of career in the professional aviation industry. Many who were already working in aviation-oriented jobs had their resumes in hand, ready to climb further up the ladder to follow their dreams.

For those of you not familiar with WAI, it is a nonprofit professional organization that encourages, supports and promotes aviation careers and opportunities. Besides the large number of women pilots in attendance, there were flight attendants, ticketers, mechanics, aeronautical and mechanical engineers, fixed based operators, military personnel, and so on. You name it. They were there.

A United Airlines reception on Thursday night set the conference off with a “sit-down” cocktail party in the theater of the Reno-Hilton.

The new 99s booth designed by Susan Theurkauf, San Fernando Chapter, and Vicky Anderson, Orange County Chapter, made its debut. This large colorful booth was made possible by Southwest Section’s donation of a portion of their profits as hosts of last year’s incredibly successful International 99s Conference in San Diego.

Additional graphics on the booth were paid for by the Idaho Chapter, the



New members Tara Shelbourn, Nazomi Yamauchi, Michele Gangawone and Kimberly Larson attend 99s’ com session at WAI Conference.

Northwest Section and private contributions. All three days, the booth was a beehive of activity.

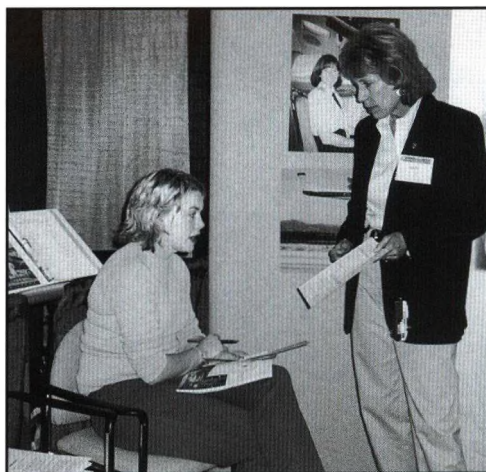
Joining Susan and Vicky to help “woman” the booth were 99s from all over the United States. President Vicki Lynn Sherman spent a great deal of time there visiting with members and talking to future members. Dozens of women pilots and Future Women Pilots took this opportunity to fill out applications for membership. Dozens more took information with them. The booth was definitely a big success. We heard comments that we needed to double the size of the booth!

In addition to volunteers assigned to the booth, many 99s strolling the exhibit aisles found themselves drawn into the flurry of activity—and were pressed into service answering questions, providing invaluable help in filling out applications and handing out 99s membership brochures.

So much action occurred in and around The 99s booth that we ran out of hand-out material. But we certainly didn’t run out of enthusiasm. The energy level stayed really high!

New members came from varied backgrounds—airline, corporate, military, helicopter and balloon pilots—but many of them are students joining us as Future Women Pilots!

In addition, we had 75 requests for 99s to speak at school career days and to other community groups. Our on-line Ambassador Chapter, led by the ever-enthusiastic Janet Patton, held a special chapter breakfast. Since then, they have about



Judy Yerian, Phoenix Chapter, talks to potential 99 while working at The 99s new trade show display.

doubled their membership.

Bringing our new booth to WAI allowed The 99s to reach out to all aspects of the aviation community—business, education, general aviation, careers. A few of the larger organizations represented with exhibit booths were: Cessna, Raytheon, Piper, LearJet, Boeing, Bombardier, FedEx, UPS, NASA, Delta, United, America West, U.S. Airways, Airbus, USAF and Garmin GPS.

Many representatives from these companies were recruiting women for careers in aviation. And did they ever have a choice field of candidates! The number of young women attending this conference was overwhelming! Lots and lots of students.

Besides the general session morning speakers—Toni Bailey, vice president-community and education relations at The Boeing Company; Captain Stephen Forte, senior vice president of flight operations for United Airlines; FAA Administrator Jane Garvey; Elizabeth Haskins, president and CEO for Signature Flight Support; and the indomitable, effervescent Moya Olsen Lear—there were 42 educational sessions on Friday and Saturday afternoons.

Special interest groups such as AWAM (Association for Women in Aviation Maintenance), WCA



WAI Pioneer Hall of Fame inductee Elizabeth (Betty) Pfister, Aspen Chapter, with Karen Kahn, Santa Barbara Chapter.



NIFA judges Jerry Anne Jurenka, Texas Dogwood Chapter, and Wally Funk, Dallas Chapter, at The 99s com session.

ing. Retired USAF Gen. Chuck Yeager, military test pilot and aviation legend, shared some of his “hangar flying” stories.

This was followed by an induction ceremony to WAI’s Pioneer Hall of Fame for Mary Barr, 99 Ann Baumgartner Carl, 99 Elizabeth (Betty) Pfister and Elinor Smith. If that were not enough, the evening ended with the awarding of \$901,925 in scholarships—and an awesome surprise burst of pyrotechnics!

Peggy Chabrian, her staff and crew of volunteers are to be congratulated for a job well done! Women in Aviation, International is the champion of women pursuing a career in all areas of aviation, just as The 99s international organization is the champion of all women who are *pilots* or who *want to be pilots*.

Next year’s WAI Conference will be held March 13-15 in Opryland Hotel, Nashville, Tennessee.

(Women in Corporate Aviation), Whirly Girls (Association of Women Helicopter Pilots), ISA+21 (Association of Women Airline Pilots) and The 99s had individual meetings in assigned rooms.

The grand finale banquet on Saturday evening was hosted by Delta Airlines, with WAI’s president and founder Peggy

Baty Chabrian presid-

SCHOLARSHIPS AWARDED TO 99s AT THE WAI CONFERENCE.

Airbus - Flight- Type Rating
Linda Sollars
North Jersey Chapter

AirLog Imaging - Career Change
Joan F. Kozdeba
Colorado Chapter

American Airlines - Flight
Denise Sisil
Long Beach Chapter

Atlantic Coast Airlines - Flight
Laura B. Buck, Florida
Spaceport Chapter
Jan Harris-Cirillo
Connecticut Chapter

Vanessa J. Jago
Ambassador Chapter

Atlantic Southeast Airlines - Flight
Gisela Brocksmith
North Georgia Chapter

Continental Airlines - Flight
Jeannie Dismukes
Ambassador Chapter

Cornelia Fort Memorial Scholarship
Julia Elizabeth Trippe,
Colorado Chapter

Northwest Airlines - Flight
Erin Krumwiede
Arkansas Chapter

Pratt & Whitney - Maintenance 2000
Wendy Boyes, British
Columbia Coast Chapter

SimuFlite - Maintenance
Denise A. Waters
Members at Large

Southwest Airlines - Flight
Renee Craig
Columbia Cascade Chapter

United Airlines - Flight
Summer Buckland
Columbia Cascade Chapter

WAI Achievement Award
Melissa McKinley
Reno High Sierra Chapter

If you are a 99 who received a scholarship and was omitted here, let us know and we will add your name next issue. —Editor



A full house at the session on Strategic Leadership Development, one of many educational seminars. Photo by Wally Funk

"Bow Wave: Women Leaders Coming to the Fore in High Tech Businesses"

PRESENTED BY TONI BAILEY, THE BOEING COMPANY

Good morning. I have certainly learned the importance of "strategic positioning." Can you imagine having to follow Gen. Chuck Yeager in anything but a "chase plane"? Or what about speaking after Patricia Cornwell has made her presentation? She is not only a helicopter pilot, but has the additional talent of being a best selling author with the wonderful imagination to create "Kay Scarpetta."

Well, ladies and gentlemen, they are going to follow me and I would like to take them and all of you on a brief journey. Suppose we have gone down to the beach on a quiet day. We are standing in the water, admiring the view. Suddenly, a speedboat zooms by at full throttle. Seconds later, we are struck by a powerful wave. This is a bow wave, and it can knock you off your feet if you aren't prepared for it.

A very large and fast-moving bow wave is just now beginning to hit the aerospace industry. This morning, I want to talk about what we, as an industry, and we, as women, should do to prepare for it.

We have two basic choices: We may choose to be passive, allowing this wave to rush under us and over us—causing only momentary panic or discomfort. Or we may choose to be active, determined to "catch" the wave, to ride it, and to make full use of the energy it contains. It is not too much to say that the choice that we make here—and it is a choice—will determine the future competitiveness of our companies and our industry.

There has been a profound shift in the desire, the determination and, above all, the ability of women to act in the fullest way as leaders in high tech businesses. This is the source of the high-energy wave I am talking about. It is the reason why the next generation of leadership in high-tech businesses such as our own will be very different than the present.

Let's look at the present generation. Looking at myself, I can tell you the thing that is most typical about me is that I am thoroughly atypical of senior management as a whole. This is not because women are from "Venus" and men are from "Mars." In my case, it is not even because I happen to be a Venusian of color.

While I have an advanced degree, it is not in engineering, math or any of the so-called hard sciences. Rather, it is in counseling. Like Amelia Earhart, I came into aviation from a background in social work. By contrast, other members of senior management, for the most part, come from scientific and technical backgrounds.

While the proportion of women in senior management in large aerospace companies is still very small (well below 5 percent), comparatively few of our small numbers are technically or financially formally trained. We have gone into areas such as community relations, public relations and advertising, human resources, and legal counsel, and while necessary disciplines, they are not usually jumping off points for the top job.

Now let's fast forward to the future, which is racing toward us even as I speak. If you want to locate the bow of a metaphorical speedboat that is guaranteed—and I do mean guaranteed—to produce change, don't look at what's going on *inside* today's business world. Look instead at what's going on *inside our schools*, beginning with the top colleges and universities. As it happens, part of my job is to be aware of trends and developments in education.

At MIT, which many consider the nation's premiere scientific and technical university, the undergraduate population is on its way to becoming 50 percent female. It has gone from 15 percent in 1975, to 27 percent in 1985, to 42 percent today.

Women now account for about a third of the enrollment at the nation's top five business schools. Harvard Business School has gone from having no women at all in 1950, to 15 percent in 1975, and to 33 percent in 2000.

Things become even more interesting if you examine trends in the primary and secondary levels of education. Over the past several decades, the National Assessment of Educational Progress, or NAEP, has charted the progress of boys and girls at ages 9, 13 and 17 in a variety of subject areas.

In 1969, when the NAEP began testing, girls scored higher than boys in reading, but were clearly behind in math and science. Guess what has happened since? Girls still do better than boys in reading, but they have pulled *even* in math at each age, and they are moving up and *almost even* with boys in science. In other words, the old saying that "girls can't do math" or "girls don't do science" is totally out the window. We are not talking about just the brightest girls who wind up at places like MIT, but straight across the board at the grade school and high school levels.

Part of what has happened here, I believe, is that women have learned to be survivors; they have learned to be fighters—and, as mothers, they have passed that along to their own daughters in letting them know, in no uncertain terms, that they must prepare themselves for a highly competitive workplace that values brainpower and knowledge above everything else.

The sharp rise in the number of women who remain—or become—single in their twenties, thirties, forties or even fifties has certainly contributed to this mentality. As women, we know that we may face the dual challenge of pursuing a career and raising a family. That may help to explain why women at a young age now seem to be as motivated and perhaps even *more* motivated than their male counterparts. They are preparing to climb a taller mountain.

Without a doubt, technically oriented female executives have begun to break through in many places. Laurette Koellner, for example, was recently named president of Boeing Shared Services Group and is now the youngest member of our Executive Council. Laurette comes from a strong business and financial background. Several of the test pilots in our commercial airplane group are female, and all have advanced aeronautical or other engineering degrees. There are many other examples that I could cite of technically qualified women moving into former male bastions.

If that's the good news, the bad news is that our industry as a whole is not yet at the leading edge of change. We are, rather, at the trailing edge, back—if you think of an airplane's wing—where you find the flaps and spoilers.

Fortune magazine's most recent listing of the top 50 women in business is highly revealing. Carly Fiorina, HP's CEO, tops the list of *Fortune*'s "Power 50," and it is clear from looking at the list that Silicon Valley is one place where a disproportionate number of smart, creative women reside. I was struck by the number of women who have launched their own businesses or joined startups. Donna Dubinsky, for instance, co-founded Palm, sold it to a larger company, stayed on for a while to run it, then left to start Handspring. Several on the list—including Heidi Miller, who quit her job as CFO of Citigroup to join Priceline—have walked out of secure jobs at giant corporations in order to experience the thrill of developing and building a business from the ground up.

You won't find a single woman from aviation or aerospace in the "Power 50." Debby Hopkins made the list a year ago as Boeing's CFO, and she's back on this year's list, but with another company—Lucent Technologies.

Does it matter if our companies and our industry are less successful than others in attracting and retaining the best female executives? Of course it does. And it matters more and more with every passing minute. It's one thing if your company has little appeal to—let us say—15 percent of MIT's latest group of graduates. It's something else again if you have little appeal to 50 percent of them. That's the bow wave that is coming our way. As Carly Fiorina says, "Companies can no longer afford the luxury of bias. Companies have to play the talent game to win."

To win the talent game, I believe our industry needs to do a better job of creating a welcoming environment for women. I do not mean *preferential* treatment. I mean making sure that women are valued and evaluated on *equal* terms with men. Where there has been a history of exclusion, it requires real action and a strong commitment to change to remedy the situation. Clearly, that must begin at the top.

If you are a CEO and you want a model for how to proceed, I would suggest examining how a far bigger company than your

own—namely, the U.S. Army—tackled a similar challenge. Under leaders like Colin Powell, the Army has done a superb job in recent decades in becoming much more inclusive—particularly in the officer ranks—while, at the same time, becoming much more highly motivated and efficient.

How did they do that? Basically, they set out purposefully to create an environment that would attract African-Americans and other minorities. They did that by offering great opportunities for personal growth, combined with a strong commitment to equal treatment. Along the way, they got rid of a lot of the people who couldn't, or

wouldn't, "get it." The same rules apply to gender as to race.

With the couple of minutes remaining, I want to address the question of what we, as women, should do to help create a more welcoming environment. Two things spring to mind.

First, we have to support, nurture and respect each other. This is fundamental, but not automatic. Not too long ago, I was interviewing for an executive assistant and one of the applicants told me that she wasn't sure that she could cope with working for a woman! What a profoundly revealing and distressing statement! While I didn't encourage details, I suspect her negative experiences were related to poor management, a gender-blind fault.

We need to utilize the qualities that are attributed to women: We should be recommending, enhancing and encouraging one another. That's why I love groups like "Women in Aviation." We can draw strength from one another (using that incredible nurturing thing we are noted for possessing).

Second, while it is not my job or your job to educate men, it is necessary sometimes to take a stand, as Rosa Parks did when she refused to give up her seat on a bus in Montgomery, Alabama. I hope to see more and more of us standing firm and speaking out when the occasion calls for it.

We can make a difference building a house from the ground floor up or we can make a difference right where we stand! And it's nice to know that reinforcements are on the way—lots of them.

(Used with permission from The Boeing Company.)

Toni Bailey is vice president-community and education relations at The Boeing Company. She is responsible for employee contributions, corporate contributions, volunteerism and external funding initiatives. She is also president of the corporate-funded Boeing-McDonnell Foundation, advancing the goals of not-for-profit organizations and educational institutions in the St. Louis area. Bailey earned her bachelor's degree in philosophy from Southern Illinois University and a master's degree in guidance and counseling at Michigan State University.



Toni Bailey

WHAT DO 99s DO?

Members share a little about their lives

MELISSA McKINLEY Reno High Sierra Chapter

I was inspired to become a pilot during college after flying with a female pilot faculty member. My dream became a passion after working two years as a flight attendant for Southwest Airlines. Sixteen years after college, my first thrilling lesson was in an Aerobat—and I was hooked. But due to personal circumstances, it was a year later when I officially began my flight training.



Melissa McKinley

I received my private pilot license in 1999 at age 35 and became instrument rated this past March. I have started my commercial training and am looking forward to instructing so I can share with others the excitement I often felt as a student. My ultimate goal is to have a career as a commercial airline pilot.

I became a member of the Reno High Sierra Chapter in September 1999 shortly after relocating to Reno, due to a strong recommendation by 99 Jenny Beatty. I was already a member of Women in Aviation and interested in broadening my membership in other aviation-related organizations.

Being a member of The 99s has been a wonderful experience. It has enabled me to make lifelong friends in my new home. (My house mate is a member of my chapter.) I have experienced pleasure and fellowship during fly-outs, while selling underwear at the Reno Air Races, and by working at The 99s booth at the recent Women in Aviation Conference.

The 99s Mission Statement includes "Providing scholarship opportunities for women." I was honored with a memorial scholarship from my chapter last year for \$610 toward an advanced rating. There are many trials and tribulations associated with flying and the money the organization contributes helps ease the financial burden.

To those FWP's and any other women considering membership, I offer these words from Leonardo da Vinci: "For once you have tasted flight, you will walk the earth with your eyes turned skywards; for there you have been and there you long to return." The support and encouragement I have received from fellow 99s has been invaluable to my personal and professional life.

JANICE WILSON Women With Wings Chapter

Like so many women pilots in The 99s, my fascination for aviation started at an early age. I always knew I wanted to fly but growing up in South Africa posed numerous problems. With eyes gazing up high under the hot African sun, my heart would leap at the sight of the South African Air Force Mirage F1 and Cheetah jets. I knew I had to find a way to fly but flying is not an inexpensive venture.



Janice Wilson

Toward the end of 1999, I came to the United States. I had difficulty finding my feet and was terribly homesick. I wanted to raise my confidence level so I took my first flying lesson in March 2000. Afterwards, I immediately called my dad in South Africa and told him, "I AM GOING TO BE A PILOT!" In August last year, I met the most wonderful ladies at an FAA Safety Seminar—Bonnie McClintock, Donna Moore and Gaye Wohlin—who told me about The 99s. They said I could join as a 66 or student pilot, which I did and soon discovered that this was no ordinary organization!

At my first meeting, I was greeted with open arms. I left with new friends who shared my passion, and a new family that provided unending support and motivation. Wendy Ackerman became my Guardian Angel (an experienced woman pilot who provides support and encouragement). She is always there when I have a question or am unsure about something.

Late last year I became a Future Woman Pilot (FWP) and was encouraged by Bonnie, Donna and Gaye to apply for one of the \$1,000 Future Woman Pilot Scholarships. I had no expectations, but winning a scholarship to help me complete my license would certainly go a long way.

When I received written confirmation of receiving the scholarship, I was ecstatic! I could hardly believe it. The award means more to me than just the prospect of completing a license; it means more than the prospect of reaching a lifelong dream; it means that a wonderful, professional group of women believe in me.

I plan to start my doctorate this year and focus on aviation. I now realize that one's dreams and career objectives can merge and become reality.

KIM WINSOR Atlantic Chapter

I am a third-generation pilot working as an instructor at a Canadian flying college in Newfoundland, Canada. Following graduation from high school in 1993, I received my private license and my commercial in my family's Cessna in 1997. As an active member with the Civil Air Search and Rescue Association, I have participated in several mid-Atlantic marine disasters involving C-130 Hercules aircraft.



Kim Winsor

I am the only member of The 99s in Newfoundland. On July 24, 1998, I re-enacted Amelia Earhart's landing in 1932 at the Harbour Grace Airstrip where Amelia took off on May 20 to become the first woman to fly solo across the Atlantic.

This re-enactment has become an annual event of the Harbour Grace Historical Society and the Conception Bay North Museum Association. Each year I fly in wearing the same type of aviator's suit that Amelia wore, land at the same time and am greeted by local dignitaries, also dressed in period attire. This event has created a lot of local interest in Amelia and The 99s.

I am also active in competitive provincial and national horse shows. For the past nine years, I have been a volunteer at St. John's Therapeutic Riding Association, working with disabled children as a coach to help empower these young people to follow their dreams.

I am currently a Class 2 Flight Instructor and teach on multi and single engine aircraft, logging more than 1,500 hours. I hope to pursue my dream of becoming a pilot with a scheduled airline and perhaps find time to take on additional challenges.

DONNA FORSYTH WILT Florida Spaceport Chapter

It was shortly after high school when I learned to fly. Since then I've added many certificates and ratings and had a great time along the way. I am a professor in the School of Aeronautics at Florida Institute of Technology (Florida Tech) in Melbourne, Florida, where I teach aviation-related courses. Through my own part-time business, I give single engine flight instruction in a flying club and in a C177RG that I own.



Donna Wilt

I am very active in the local aviation community. As an FAA Aviation Safety Counselor, I regularly organize and host FAA Safety seminars. I am Vice-Chair of the Florida Spaceport Chapter. At the university, I am faculty advisor to both the Women in Aviation and the Intercollegiate Flight

team. Also, at Melbourne airport, I represent the T-hangar tenants to the Airport Authority and am the AOPA Support Network Volunteer. I'm on the Board of Trustees of the Cherokee Flyers, Inc and Treasurer of Satellite Flying Club, Inc. In all of these activities, The 99s have helped with a support system of friends and fellow volunteers to help make our aviation community a better place.

My only regret is that I waited until five years ago to become active in The 99s. Through 99s I have made friends with other women who share my love of aviation. The 99s have provided me with an outlet for community service and camaraderie with other women who speak the same language of aviation. The 99s have helped me, not just with moral support, but also with financial support by awarding me an Amelia Earhart Memorial Scholarship for a multiengine rating.

When I was growing up, the only female role models I had in aviation were in books. Through The 99s, I've met women who preceded me in aviation and overcame more obstacles than I have in pursuit of their love of flying. Oh, how I wish I had met these women earlier in my life! They are such an inspiration. I would gladly be a role model or mentor to new 99s and Future Women Pilots and can only hope that I can inspire them as much as other 99s have inspired me.

JULIE BOATMAN **Colorado Chapter**

I started taking flying lessons during my high school years in Iowa, soloed just after my 16th birthday and had my private certificate by the fall of senior year. I decided not to go to college right away so I could spend more time flying. I acquired my instrument and commercial ratings by age 19, then went to college to round out my education. I acquired my CFI while finishing my degree at the University of Colorado in Boulder.



Julie Boatman

I began instructing at Dakota Ridge Aviation in Boulder and collected CFII and ME ratings there. In 1995, I began freelance writing and in 1997 took a job as a technical writer with Jeppesen Sanderson, and became an associate editor working on their CFI Renewal Program. In August last year I accepted a position as an associate editor with *AOPA Pilot* magazine.

The 99s have been invaluable to me in my career growth, especially my flying buddy, Gretchen Jahn, who helped me prepare for important interviews. I also found out about several jobs through the Colorado Chapter, including the position at Jeppesen and a teaching opportunity at Metropolitan State College of Denver.

My favorite moments in aviation are those when I see someone land for the first time. I also have a great time racing with friends and taking trips that somehow don't end up where we initially planned. My goal in life is to log P-I-C on my 100th birthday.

WANDA WREN STRASSBURG **San Luis Obispo Chapter**

Wanda is a charter member of our chapter. For a woman who initially had feared flying, she has excelled to great heights in the aviation industry with a diverse and exciting career. In 1961, her first flight in an Aeronca 7AC launched her towards her career in aviation. A ground instructor certificate in 1963 led to commercial, CFI, Weather Observer license and much more. Before long, Wanda was handling flight and ground instruction for Coastal Airlines and flying charter flights.



Wanda Strassburg

In 1970 the new Swift Aire Academy, a basic commercial and instrument flying school installed Wanda as their chief flight instructor and FAA examiner. After a few years she moved on to the marketing department of Swift Aire Lines and then to vice president of marketing in 1977. She was inducted into the Forest of Friendship in 1999.

Wanda is an avid air racer, participating in many Powder Puff Derbies, a Pacific Air Race, numerous Palms to Pines races and our SLO Derby. As an active leader in community organizations and events, both aviation and non-aviation related, she has garnered numerous awards and accolades. Now retired, Wanda has returned to flight instruction and enjoys traveling with her husband Don in their 182. Wanda says she is sure if she had not linked up with the great group of 99s she would not have met the same success in professional aviation that she has enjoyed.

Wanda expresses her love for The 99s this way: "I got to see female flight attendants grow into the right seat. As an FAA examiner, I have the opportunity to encourage more of our young counterparts early on in their career and it is indeed rewarding. The 99s provided for me a supportive flying peer group during the waning days of boar's nest airports, before airlines discovered that skies, planes and cockpits were unisex. They offered me the opportunity to know, study and respect the likes of Claire Walters, Pauline Glasson, Esther Grupenhagen, Barbara London and Fran Bera. Through air races and the careers of those women, I have had the chance to see them in action and to make lifelong friends. As 99s who benefited from these airborne heroes, our only recompense is to, in turn, accept every opportunity to mentor and support those who will follow us."

—Heather Heaps

KAYLYNN MARBLE **Reno High Sierra Chapter**

I have a passion and love of flying that can be expressed in one word: Spectacular! I became active in Reno in 1989 when I was learning to fly and I owe so much to the ladies in my chapter. Every time I went to a meeting, I felt new life flowing in my flying blood. They encouraged me and kept me focused on my goal.

Most exciting was how much fun I had with these ladies. We played and partied and flew. They really know how to have a good time. We still have a real spunky group and we all continue to party, play and fly!

My husband Jere was my instructor. There is something to be said for a man who can teach his wife to fly. He used to tell me, "None of my other students ever argue with me." My view on that was that he wasn't married to any of his other students. I did manage to get my pilot's license and all my best flying skills I owe to Jere. If I were ever to experience an engine failure, I *know* I could get that plane on the ground. He worked and worked endlessly on emergency procedures. He feels that is the most important thing for any student to learn.

I feel blessed to have had aviation be such a big part of my life. It has given me the opportunity to learn, grow, share and enjoy many things. I have traveled to many wonderful places. I've shared my passion with many young people. I have taught Girls Scouts and Boy Scouts how to get started in aviation and the many things you can use it for. Flying opens doors to a career, a hobby, a means of transportation and a means for adventure—my favorite part of flying. I love dancing with the clouds on a clear blue day and feeling the joy of the wind beneath my wings.

The 99s have been instrumental in keeping me flying. We plan lots of activities together and find any excuse to fly. I have gone to air races sponsored by The 99s where I put my skills to the test. I see a 99s logo at just about every airport I fly to and feel I have a sisterhood of friends wherever I go when I am flying. I have been truly blessed to have 99s be a strong part of my life. May they continue to nurture my passion for flying.



KayLynn Marble

PATTY MURRAY
Orange County Chapter

Do you remember lying on your back on the grass in your backyard on a beautiful day and watching the airplanes flying overhead? I grew up in Long Beach, California, a city immersed in aerospace and aviation. McDonnell Douglas test pilots flew over our home in brand new jets. The planes were sleek and shiny and awe-inspiring. What a sight!

During my college years, I met and fell in love with a naval officer who was a carrier pilot.

A flight on our second date hooked me on both him and on flying. I learned to fly at Lindbergh Field in San Diego, California, and earned my license at age 19. My focus since that day has been to improve my skills to make me the best pilot possible while having a wonderful time! My ratings include ATP, SEL, MEL, SES, Glider and Balloon.

Exposure to The 99s came later as I was content with hangar talk and flying, always with men, never realizing there was a whole area of my life I was missing. I attended a few 99s meetings and was impressed with this amazing group of women whose conversation never left the topic of aviation.

Now that I am immersed in this wonderful organization, I know that joining The 99s was the best thing I ever did for myself—other than having a wonderful husband and family.

As Southwest Section and Orange County Chapter Future Women Pilot Chairman, I am excited and encouraged with the caliber of pilots who are joining our ranks. We are here to support, to guide, to encourage and acknowledge their accomplishments. They are welcome as part of our family. Our goal is to have them experience the wonderful friendships we have experienced—all because of our common bond, the love of flying.

KRISTEN MANSEL
Mount Diablo Chapter

Solo, ATIS, cross-country, magnetos, Bernoulli, landings, weather... These were all common words in my household as I grew into my teenage years. Both my father and brother were taking flight lessons at the local airport, and they would often discuss airplanes, airports and aviation with my mother and me.

Therefore, it didn't take long for my interest in aviation to develop after spending countless hours at the airport with my father and brother. I was always fascinated at what made that aircraft fly. It just looked too heavy.

It all began to make sense when I was offered a seat behind the controls. I received an introductory flight lesson as a gift for my 15th birthday and it changed the rest of my life. I enrolled in the next ground school and completed the private pilot course two days before high school graduation. I was immediately recruited to the local chapter of The 99s and elected secretary. I helped organize several functions like a mystery fly-in and poker run.

I was honored to receive a \$500 scholarship from a neighbor chapter in Sacramento, which I used to help launch my instrument rating. I continued in pursuit of my commercial, multiengine and flight instructor ratings. This all took several years because I also enrolled in a full-time Aeronautics Bachelor of Science Program at San Jose State University. I flew as time permitted.

During this very busy period, the local 99s chapter was very supportive of my activities. I continued as the treasurer and vice chair and was



Patty Murray



Kristen Mansel

again honored to receive an AE Scholarship to obtain my multiengine flight instructor rating.

After college graduation, I worked as a flight instructor. I really enjoyed getting to know each of my students and watching them strive toward their goals. I then progressed into the Part 135 operation where I started to fly a Piper Chieftain and Cessna 401.

I was then recruited to the right seat on a Fairchild Metroliner that was being used as an air ambulance to transport sick newborn babies. My lifestyle was determined by a pager and being on-call. I absolutely loved it when my pager beeped. I dropped everything and was off to the airport to fly.

Now I am a captain on the Metroliner with more than 1100 hours in type and almost 700 hours of turbine PIC time. The aircraft also now supports a military Department of Defense contract. I travel up and down the Western United States and absolutely love my job. I have developed a passion for this aircraft (which most people often refer to as a "flying lawn dart"). There is no autopilot, flight director, EFIS or GPS. It is very basic, hands-on flying. That is what makes it fun. So many people today let the computer fly their aircraft and forget what it is like to fly hands-on. I really know what it's like to fly hands-on, and it's great.

Sometimes when I'm cruising at 19,000 or 20,000 feet, I'll look out at those short, stubby Metroliner wings and still be amazed at what is making this aircraft fly. It just looks too heavy.

JANIE MILTHALER
Blue Ridge Chapter

As a child I would sit and watch the sky, looking for airplanes. They seemed to be so free and peaceful. I wanted to be up there. As I was growing up, I sometimes flew with people I knew, which just made my desire stronger. Unfortunately, I had two children to raise by myself and couldn't afford the finances or the time to learn to fly. But I always kept the desire.

Seven years ago I met a wonderful man who flew. When we went places in his plane, my desire to learn to fly grew even stronger. Four years ago, he gave me a certificate for ground school which I attended and felt good about it. But when I took the written test, I panicked, and failed. After more instruction, I tried again. But the word *test* got to me and I failed again.

Two years ago we moved to North Carolina and I attended a weekend ground school, then I went straight to the testing center. Once more the "TEST" word got me but I still did not give up. Three months later, I went to weekend ground school and straight to the testing center—and I DID IT!

Then I met Lee Orr, a 99. She and my honey Ed have been very encouraging. I am now taking flight instruction from Mrs. Orr and I joined The 99s last year as a Future Woman Pilot.

My goal is to have my private pilot certificate by my birthday in October. I have received so much encouragement and information from 99s and wish to be as good a member as the wonderful 99s I have met. I truly hope to be a 99 woman pilot in 2002.

Thanks to Lee Orr, all the other great 99s and Ed Weber, the wonderful man in my life, for encouraging me to pursue my *dream to fly*.



Janie Milthaler and instructor Lee Orr (L)

COMING IN FUTURE ISSUES: 99s who are corporate pilots; 99s who work for the FAA; 99s who serve in the military. Deadlines: June 9, August 9, October 9. Send to Betty Rowley, editor, 99 NEWS, 807 N. Waco, Ste 22, Wichita, KS 67203. Fax: 316-263-7350 or e-mail editor99news@aol.com.

→ Overflow hotel: Sheridan Suites Calgary

The Westin Hotel is filling rapidly and if you cannot get a reservation there, we have made room-block arrangements at the Sheraton Suites Calgary which is just a half block from the Westin. Call toll free, 1-888-784-8370, or direct 1-403-266-7200, or e-mail at <reservations@sheratonsuites.com>.

Suites are available until June 24 at the rate of \$169 (Cdn) for double queen or king, with a fold-out couch and kitchenette. \$25 for each extra person per night. Please advise the hotel that you are part of the International Organization of Women Pilots.

→ Precision and rally flying

Come and learn more about the Canadian Precision Flying Association! Pilots, copilots, noncurrent pilots and guests are welcome to attend the CPFA Seminar and Workshop on Saturday, July 21, 8:30 a.m. to 3:30 p.m. Pilots and ground crew are invited to attend the morning seminar, followed in the afternoon by a mini ground school and planning for an actual flying event.

The CPFA is investigating the possibility of holding a mini-competition at an airport near Calgary on Sunday, July 22. If you are flying your own aircraft to Calgary, plan on joining us for some real hands-on flying fun. Everyone is welcome. Compete, be ground crew or just watch. Registration fee for the flying competition will be \$50 Cdn. and for an official ground crew member \$20 Cdn. Presenters will be 99 Kathy Fox and members of the Canadian Precision Flying Association.

→ Tour Canada with East Canada Section

The 2nd Gold Cup Air Rally will take place July 14 to 18, starting from Guelph, Ontario, and ending in Calgary in time to attend the Conference. Plan to fly in this fun event. The Canadian 99s website is updated to include an information page, entry form and rules. <http://members.home.net/99canada/ECAN/rally2001_info.htm>

→ Parking your aircraft

Parking private aircraft at Calgary International is easy. In addition to space at the Shell Aerocentre, there is abundant space at the ESSO Avitat. They offer ramp as well as indoor parking. Contact Avitat Calgary at 403-291-4426 or fax at 403-250-7726, or e-mail avitatcalgary.com.

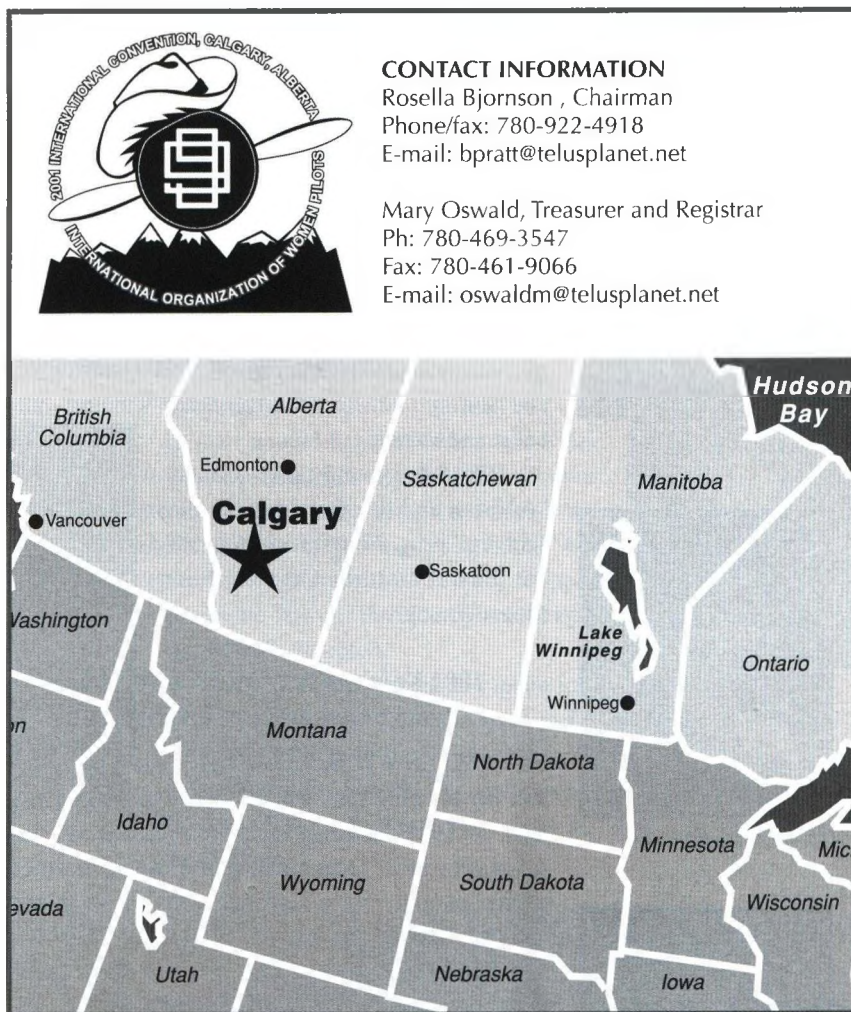
→ Nav Canada session on Thursday, July 19

This session will include general information about flying in Canada as well as flying various routes to northern Canada and Alaska. The new FICs

CONFERENCE 2001

Calgary, Alberta, Canada, July 17-22

BY MARY OSWALD, Conference Treasurer and Registrar



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(Flight Information Centres) across Canada will be highlighted. It will be an interesting as well as informative presentation. Plan to attend!

→ Volunteers would be appreciated

The West Canada Section is small in number, and we will be asking delegates to share an hour or two on our volunteer lists. Please consider signing up when you pick up your registration package in Calgary.

Correction: A correction to the information printed in the Jan./Feb. issue of 99 NEWS regarding the CANPASS program: The cost for processing the application is \$25 Cdn per aircraft, not per passenger. This is an annual fee and may be paid by credit card when the form is filled out. All other information is correct.

AMELIA EARHART BIRTHPLACE MUSEUM

Women in History Month celebrated

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.

Role Models



Fay Gillis Wells

In commemoration of Women in History Month, the AEBM honored three adult women role models and four young women on March 24. The outstanding women have exemplified the spirit of Amelia in creating and meeting challenges of worldwide importance.

Honorees were role models Fay Gillis Wells, a 99 Charter Member and international journalist; Chanda Sawant Budhabhatti, a 99 from India who has international flying experience and has accomplished organization fetes of worldwide significance; and Shirley Christian, Pulitzer Prize-winning journalist and author.

The three young essay winners who wrote on "A Vision for My Life as Lived in the Spirit of Amelia Earhart," were 8th grade student Marissa Piltz, and 7th graders Cortney Campos, Blaine Oswald and Megan Young.

2001 Spirit of Amelia Role Models honored in Atchison, Kansas



Chanda Budhabhatti

FAY GILLIS WELLS chose flying when her father told her to "Find something to do or go back to college." In 1929 she earned her pilot's license and a few days later wrote a letter inviting the 117 other licensed women pilots to meet at Curtiss Field to get organized. This was the first meeting of The 99s.

Fay served as White House correspondent covering Presidents Johnson, Nixon, Ford and Carter. She was one of three women journalists to visit China with President Nixon. She served on a NASA committee to choose the first journalist to fly in a space shuttle.

For the 1976 Bicentennial, Fay conceived the International Forest of Friendship in Atchison, Kansas. This is a living memorial honoring people who have made or are making a contribution to aviation or space. She continues to stay actively involved in the Forest as well as aeronautical and charitable groups in the Washington, D.C. area.



Shirley Christian

CHANDA SAWANT BUDHABHATTI is a native of India who started flying at age 17, renewed her interest in flying in 1965 and joined The 99s. In 1966 she organized the India Women Pilots Association and in 1967 she became the third woman commercial pilot in India. She founded the India Section of The 99s in 1976.

In 1983, Chanda received the "Order of Merit Award" from the World Aerospace Education Organization. Among the many other achievements, she has organized and chaired World Aviation Education Congresses in Bombay and New Delhi, India and Kathmandu, Nepal.

Chanda lives in Tucson, Arizona, where she is vice president of Ahmed & Associates, Inc. She spends time in her native India each year on business and aviation interests. Participation in air races gained her a speed record for "Speed over a Recognized Course: Tucson to Guamas, Sonora, Mexico."

SHIRLEY CHRISTIAN is a Pulitzer Prize-winning journalist and author who has been a foreign correspondent for *The New York Times*, *The Miami Herald* and *The Associated Press*. She holds a bachelor's degree from Pittsburg (Kansas) State University, and a masters from Ohio State University. She has lived and worked in New York and Washington and numerous Latin America countries for nearly 20 years. She won the Pulitzer for international reporting in 1981 of wars in Central America.

In 1993, she resigned from *The New York Times* and returned to her hometown of Kansas City to organize a book publishing house devoted to business and investment books dealing with Latin America. She has been Director of Publications for the Stowers Institute for Medical Research in Kansas City, Missouri, for the past three years.

AWARDS AND RECOGNITIONS

Bev Sharp receives Bessie Coleman Aviation Trailblazer Award

The 99s Past International President Bev Sharp has received two awards this spring. On February 23 she received the third Bessie Coleman Aviation Trailblazer Award presented by the Newark International Airport African-American Heritage Committee.

The presentation of the foot-high etched glass, engraved plaque and a proclamation from the Newark City Council took place at a gala dinner-dance at the Marriott Hotel at Newark International Airport. The award recognizes an African-American female who has brought distinction to her work in the field of aviation in the spirit of Coleman, the first black woman to receive a pilot certificate in 1921.

In April, the Zonta Club of Fairfax County presented Bev with their Woman of the Year Award for her contributions to the Professional Status of Women. Zonta International is composed of more than 35,000 professionals and executives dedicated to the advancement of the status of women worldwide.

Bev is president of Sygnet Systems, a computer consulting firm in Reston, Virginia. She has more than 1,000 hours flight time and holds single-engine land, multi-engine land and instrument ratings. She and her husband Ed fly a twin-engine, six-seat Beech Baron B55. She holds Phase VII Wings in the FAA Pilot Proficiency Program.

San Diego County honors 99

Noreen Crane, Chairman of El Cajon Valley Chapter, was the first recipient of the new G.A. Trophy presented to the person who had done the most to promote general aviation in San Diego County. Noreen has worked for the county of San Diego since 1972 and has been airport manager since 1990. She also supervises the maintenance program for eight county airports.—*Frankie Clemens*



Noreen Crane with G.A. Trophy (Photo by Joe Kennington)

General Aviation

AIRLINE PILOT HIRING is down a little from 2000, but still staying strong with 1,515 new jobs created for the month of March, according to Airline Pilot Hiring figures from Air, Inc.

CONTINUED EXISTENCE of the National Intercollegiate Flying Association (NIFA) is to a large degree based on the support and involvement of the women in aviation. Their significant impact has occurred in the area of judg-

ing. 99s International Vice President Jody McCarrell is the current senior chief judge. Jody is responsible for maintaining a cadre of qualified judges for the regional and annual competitions.

EMBRY-RIDDLE Aeronautical University is inviting all its alumni to its 75th anniversary celebration in November. To make sure you receive an invitation and can take advantage of special travel packages available to alumni, let ERAU know

AEBM Board of Trustees receives Award for Excellence for historic preservation

The Board of Trustees of the AEBM has been awarded the Award of Excellence from the Kansas Preservation Alliance, Inc. in recognition of exemplary accomplishments in historic preservation. The award was presented at the 2001 Awards for Excellence reception in Wichita, Kansas on April 5.

The Kansas Alliance is a not-for-profit corporation organized to further the work of historic preservation through education, advocacy and communication.



Kansas Preservation Alliance President Marci Francisco presents the Award of Excellence to AEBM board members Sondra Ridgeway and Marilyn Copeland at an awards ceremony in Wichita, Kansas.

Helicopter pilot inducted

Ilovene Potter was inducted into the Washington State Aviation Hall of Fame at their annual banquet February 24. She was Washington's first female helicopter pilot earning her rating in the early '60s. She got her fixed-wing rating in the '40s. She says a woman she met while competing in the Powder Puff Derby encouraged her to try helicopters.

In 1972 Ilovene served as captain for a women's helicopter team that went to England to compete in the World Helicopter Championships. She held an air transport rating and worked as an FAA examiner for several years. Now 83 years old, she has retired from flying.



Washington State Aviation Hall of Fame inductee Ilovene Potter

your present address. Embry-Riddle has more than 42,000 alumni worldwide who work in all areas of aviation, aerospace and high-technology industries.

The FAA has selected ERAU as the lead of a team that will form the new Air Transportation Center of Excellence for General Aviation. This team is composed of Florida A&M University, University of Alaska, Wichita State University and the University of North Dakota.

Embry Riddle will operate its

summer academy at its Daytona Beach, Florida campus from June 22 to August 17 for students 12-18. More info: <www.erau.edu/dce>.

Embry Riddle offers five web-based degree programs: master of business administration in aviation (MBA/A), associate of science and bachelor of science in professional aeronautics, bachelor of science in management of technical operations and master of aeronautical science.

THE NINETY-NINES ENDOWMENT FUND

Underwriting: What does it mean?

BY SUE EHRLANDER, Trustee

Members of The 99s Endowment Fund have been working to build a nest egg for all of us for our 99s future. The interest The 99s Endowment Fund accrues—never touching the principal's stockpile—is intended to underwrite special projects, supplement members' dues, and defray operating expenses. Your Endowment Fund can make these examples a reality and make even more possible.

What can it mean to you?

Your Endowment Fund could reach out to every area, every country, every 99, just like the Amelia Earhart Scholarships do. Just think, some day the Endowment Fund could be helping fund a project in your area; supporting an exhibit at a local museum; disseminating 99s materials for a local group or school, (including any translation requirements) and sharing your program with other 99s (including translation, printing or dubbing).

Let's get realistic and practical. Operating costs go up, not down—but the amount can be offset by the interest income generated by your 99s Endowment Fund.

Member dues could be stabilized (supplemented) instead of continually going up. Now that's a bonus we can all appreciate, especially members affected by currency exchange. U.S. members don't have to suffer the 50 percent or more exchange rate our valued international members face.

Another bonus

We all reap the benefits of our Endowment Fund multiplying tax free because contributions to The 99s are tax-deductible in the U.S. Let's be clear on where your contributions go: *All contributions are applied to the principal, unless specified otherwise.*

How the Endowment Fund sustains itself.

There is a separate operating fund—strictly to offset expenses incurred with doing business—such as administrative (stationery, mailing) and promotional (printing, brochures). Many of these expenses have been borne by past and current Trustees.

Support of the operating portion of the Endowment Fund must be specifically earmarked as such. Otherwise, donations are automatically applied to the restricted Endowment Fund.

How do we get “there” from “here”?

All of these things could happen in the future with the help of The 99s Endowment Fund. The sooner we reach our first way-point of \$1 million U.S., the sooner these dreams will happen.

The bigger the fund grows, the more money will be available, and the more projects that can be funded by you. You can arrange a regular monthly or yearly automatic contribution to the Endowment Fund. You can add a specific amount to your annual dues payment earmarked for the “Endowment Fund.” Or you can arrange a bequest to the Endowment Fund.

How much?

It can be for any amount. Consider, for instance, allotting the cost of 15 minutes of flying, or a half-hour—or even one hour of flying to fund the future of The 99s. If each 99 gave the cost of a half-hour of flying (about \$40 in my area) once a year, we would reach the first way-point in under four years.

Your donations will provide the means to have a self-perpetuating, business-healthy, out-reaching organization of women pilots. What a gift to bequeath to all future 99s! What a way to look after ourselves!

To those volunteers and pioneers who have already donated their money, time and skills to The 99s Endowment Fund, we extend a great big THANK YOU!

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

The 99s Museum of Women Pilots held an Open House on March 15 for the Oklahoma City Community. It seems it has become the usual thing that whenever The 99s plan *anything* in Oklahoma City, the weather comes crashing down. This day was no exception: Wind at 50 mph, gusting to 60. Rain was hard to see because it blew by so fast.

But Oklahomans are really great people and some very hardy souls graced us with their presence on this blustery night. The food was excellent and the atmosphere inside the museum was very conducive to good conversation and friendly discussions.

The Museum Trustees planned this get-together to further acquaint the community with the museum and its many treasures. It seems it is still a great secret in Oklahoma that the museum, located on Will Rogers World Airport, is the primary source of information about women in aviation.

One of the attractions that garners much attention is the Mathilde Moisant exhibit which will soon be 100 years old. The Smithsonian should be so lucky as to have these treasures.

Some visitors to the MWP are surprised to learn that women were flying airplanes from the beginning of this great adventure called aviation. They were the early test pilots, designers and engineers, right along with their husbands, brothers and friends. This is the surprising message the museum communicates to its visitors. It is always a pleasure to share this knowledge and this beautiful facility with the lucky feet that cross our threshold.

Then, in April, we received a collection of memorabilia from longtime 99s friend Glenn Buffington. MWP Trustee Gene Nora Jessen and 49 1/2 Bob flew to Glenn's home in Louisiana, rented

99s MUSEUM OF WOMEN PILOTS

BY ANITA LEWIS, Chairman, Board of Trustees

a truck and brought boxes and file cabinets to the museum. Glenn, with Boeing for many years, learned to fly in 1937. He lived in Kansas City in 1929 when the first Women's Air Derby contestants passed by. Glenn developed an abiding interest in women and flight, and we are thrilled to receive this collection.



Glenn Buffington in 1979



Moving day for the museum: Gene Nora and Bob Jessen watch as a mover wheels a file cabinet and numerous boxes of the Glenn Buffington collection into the upstairs library.



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

99s MUSEUM OF WOMEN PILOTS

Membership Application

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

LEVEL OF MEMBERSHIP _____ Individual \$25 _____ Family \$50 _____ Donor \$100
 _____ Gold Donor \$250 _____ Corporate \$500

_____ Check 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.

PUBLIC BENEFIT FLYING

BY JUDY BENJAMIN, Northeast Kansas Chapter



Melinda Denton

Melinda Denton, Intermountain Chapter, flies her Cessna 210 as a volunteer pilot for Angel Flight. She flies children and adults who suffer from serious medical problems and who need transportation to healthcare facilities. The families are often burdened physically, emotionally and financially.

Not all Angel Flight passengers have immediate medical emergencies, but their need is great, and to these people, Melinda is an angel!

"You don't need a big plane to be a member of Angel Flight," Melinda says. "You only need to be a pilot who cares." Melinda says she joined Angel Flight because it is something she can do to help people while continuing to run a business and care for her family—and she gets to fly with a meaningful purpose—rather than just to get the \$100 hamburger.

—Gloria Sands

Maybe it is a child down the street needing specialized treatment in a different city; a young man who can't afford airline tickets to see his dying mother half way across the country; or a dying young woman receiving experimental treatments out of state in hopes of saving others' lives even though her efforts may not save her own life.... These are the passengers of a unique form of community service known as public benefit flying.

The concept of public benefit flying began in California during the mid-70s. Organized into independent volunteer pilot organizations (VPOs), these pilots donate their time, aircraft and even fuel to provide these missions of mercy. It has now grown to several different groups nationwide with most of the groups operating under the *Angel Flight* name. In 1999, nearly 12,000 missions were flown nationwide by the combined organizations. In April 2000, an affiliation of seven of the largest regional organizations was formed which operates under the name of Angel Flight America.

Ninety-Nines have been leaders in public benefit flying for a long time. In 1984, Mary Webb, a retired widowed pilot, started a VPO in Florida, turning to her fellow members of The 99s for help. She ran the organization from her kitchen table and flew many missions herself. The organization was incorporated in Florida in 1986. This became the nucleus of the Florida group that has evolved into Angel Flight Southeast located in Leesburg, Florida.

Michele Stauffer, Northeast Kansas Chapter, serves on the Board of Directors for Angel Flight Central and frequently flies missions. Ann Shaneyfelt, also of the NE Kansas Chapter, is an Earth Angel. She meets passengers at the airport and provides ground transportation to their destination. Many other 99s across the country contribute their aviation experience, airplanes and time to participate and support public benefit flying.

There is no charge whatsoever for these flights. Because the pilots use four-to-six-seat general aviation aircraft, patients must be medically stable and ambulatory. This is not an air ambulance service. The treatment or surgery these patients seek is either not available to them locally or local treatment is not working. There must also be a demonstrated financial need or a reason why public transportation is not practical.

For the transplant recipient, the issue is "time." Many volunteer pilot organizations provide transport without regard to finances. "All the money in the world won't buy you time," says Lee Johnson, president of Angel Flight America.

Angel Flight and AirLifeLine provide liability release forms which the passengers must sign before boarding each flight. Therefore, the liability for an Angel Flight or AirLifeLine mission is no different than any other Part 91 flight involving passengers. Also, normal aircraft liability insurance will usually cover these flights since they are non-commercial.

The common trait you will find among pilots is that they will use *any* excuse to go fly their planes. The benefits of flying for charitable aviation organizations are obvious: the good feeling of helping others, building flight time and gaining a tax deduction.

Pilots who generously donate their time, airplane and flight operation expenses say that other benefits include gaining inspiration and a sense of purpose in their love for flying. Each VPO operates independently with different mission pilot requirements.

If you are interested in information about public benefit flying or other volunteer opportunities in your area, call Angel Flight America toll-free at 877-621-7177 or visit their website <www.angelflightamerica.org>; AirLifeLine at 1-877-AIR-LIFE, <www.airlifeline.org> or Lifeline Pilots at 800-822-7979, <www.lifelinepilots.org>.



Patient Melody Dorris (center) and her mother, Nancy George (left), with Angel Flight pilot Michele Stauffer, Northeast Kansas Chapter.

Florida Suncoast 99s participation in Sun 'n Fun began on Saturday, April 7. Marie Grein and Nancy Wright were part of the Educators' Aerospace Workshop. Marie presented hands-on activities, "New Ideas for Your Classroom," and spoke about the Air Bear program and "My First Wings." Nancy spoke about Jessie Woods and the requirements for the Jessie Woods Space Camp Scholarships.

Later in the day, 99s presented a program at the FAA building, moderated by International President Vicki Lynn Sherman, Spaceport Chapter. The theme was "Flight into the 21st Century." Ursula Davidson, Florida Gold Coast Chapter, former Amelia Earhart Memorial Scholarship winner and a retired professor from Broward Community College, spoke about scholarships and the history of The 99s, including the first all-woman's air race in 1929.

Regina Gualano, Chairman of the Florida Gulf Stream Chapter and a Broward Community College employee, expanded upon the importance of education in all aspects of aviation and the significance of taking advantage of the networking opportunities that come from knowing other women pilots.

Donna Wilt, Florida Spaceport Chapter and professor at Florida Institute of Technology at Melbourne, spoke about The 99s commitment to community involvement and the concept of giving back. She highlighted her own work with the National Intercollegiate Flying Association (NIFA) and the enormous contribution made each year by many 99s working at the regional NIFA competitions held around the country. She also mentioned the importance of The 99s airmarking work at local airports.

Nancy Wright, Florida Suncoast Chapter, talked about The 99s commitment to helping young people, citing the Suncoast Chapter's sponsorship of the Jessie Woods Space Camp Scholarships for two girls each year as well as programs in the elementary schools.

Barbara Sierchio, Florida Suncoast Chapter, spoke about the early days at Sun 'n Fun when The 99s were housed in a tent before receiving a permanent spot on the grounds in a used office trailer.

SUN 'n FUN

BY BARBARA SIERCHIO and JEANNIE BURKLUND

Vicki concluded the session by discussing The 99s Mission Statement and inviting attendees to visit The 99s building at Sun 'n Fun and The 99s Museum of Women Pilots in Oklahoma City.

Vicki presented her "Cockpit Cool" seminar, assisted by Lori Robishaw, International Public Relations Co-chair. Vicki spent much of the week in the 99s building, greeting guests and new members.

Some of the other volunteers who helped make this year's Sun 'n Fun at the 99s building a success were: Pat Ruth, Elinor Kline, Lisa Goodman, Dave Noran, Alice Cutrona, Peg Davidson, Judie Rancourt and Barbara Yeninas.

Another \$2,500 was raised for the building fund. The fund still needs help to meet its goal. So if you've used the building's spacious restroom facilities instead of the Sun 'n Fun porta-potties or sought respite from the blazing sun and enjoyed the cool air inside, do consider sending a contribution. Any amount, no matter how small, will be very much appreciated.



- We participated in the WASP-Tuskegee Airmen's Luncheon.

- Nancy Wright, Pat Ruth and Deb Beach participated in the Volunteer Workers' Parade. Deb is in charge of transportation for air show performers.

- A tribute to Jessie Woods and photographs from her entire life—barnstorming days through 1995—were displayed on the porch of The 99s building.

- We signed up 30 new 99s, reinstated and renewed 10 99s and FWPs and signed up 10 Future Women Pilots.

- At least 300 Ninety-Nines and 250 other guests visited the 99s building during the week.



Donna Forsyth Wilt, Ursula Davidson, Vicki Lynn Sherman, Diego Alfonso of the FAA, Nancy Wright, Barbara Sierchio and Regina Gualano. Photo by Lori Robishaw.

*Come see us next year
April 7 - 13.*

YOUTH EDUCATION



MISSION STATEMENT

PROMOTE world
fellowship through flight

PROVIDE networking
and scholarship
opportunities for women
and aviation education
in the community

PRESERVE the
unique history of
women in aviation

"She's the Pilot?!"

It has been a treat for the Austin Chapter to introduce more than 500 girls in grades 6-9 to aviation. For the past 10 years, we have participated in the "Expanding Your Horizons" program sponsored by the Society of Women Engineers, with a session called "She's the Pilot?!"

Over the years the program has changed a bit, reflecting the personalities and talents of our members. In the past, professional pilots Melinda Walton, Mary Lynn Koenig and Kat Meilahn have presented in uniform to demonstrate to the girls that aviation is a viable career path. Barb MacLeod showed a video of her 52 spins in a Cessna 150 and Becky Hempel talked about racing. We try to leave the girls with a sense that aviation can be challenging, rewarding, lucrative, and *fun*!

We split our February 24 session into three areas: cross-country planning, simulator flight and airplane components and aerodynamics. In the process of building a paper airplane, Ginger Baldwin, Nellie Abresch and I named airplane parts and explained a bit about aerodynamics. After manipulating center of gravity, wing cantilever and elevator position, the girls subjected their airplanes to a flight-test.

Then it was on to cross-country planning. Christine Gardy, Susan Witwer, Nancy Meilahn and Maggie Pilat helped the girls plan a cross-country flight using sectional charts, flight calculators and AOPA donated plotters. Finally, they flew an ATC 610 flight simulator. Becky Hempel, Dene Binnie-Ballantine and Toni Emerson played ATC directing the girls to fly various



Austin 99s at
"Expanding Your
Horizon Program."

headings, altitudes and attitudes.

Seeing the girls' enthusiasm as they calculated fuel burn or mastered a left turn to a 270-degree heading is enough for us to continue this program. One of these days, we expect a 66 to join our Chapter saying she was first introduced to aviation through "She's a Pilot?!" Wow! Our message will have gotten through!

—Carol Foy, Austin Chapter

Women in Math, Science and Technology Conference

I've been fortunate to be part of a committee that annually sponsors a career conference for grade 6 through 12 girls and their parents. This year's conference was held Saturday, March 3. I met Janet Patton at a previous conference three years ago. She participated again this year as a session presenter.



Janet Patton, Dr. Shannon Lucid and
Sue Grenier at Women in Math,
Science and Technology Conference.

Aviation / aerospace was well represented when Janet presented her "Spread Your Wings and Fly" sessions. We had an air traffic controller from Pontiac International Airport and our keynote speaker was Dr. Shannon Lucid, NASA astronaut.

I met Janet at the airport Friday evening and we waited for Dr. Lucid who was coming in on a later flight. We were *very* excited to meet the woman who spent six months on the Mir space station and who has more hours in space than any other woman in the world! (Of course, we both requested an autograph for our log-books!)

Shannon, as she wished to be called, was more interested in talking about flying than about space, and our ride to the hotel centered on this. She is a multiengine, instrument-rated pilot who got her private certificate at age 20. Her decision to learn to fly came at age 5!

Attending the conference were more than 300 girls/parents. Janet reported that her sessions were "packed!" This is good news for aviation.

Dr. Lucid spoke after lunch and held the audience captive with a fascinating videotape on the new International Space Station. She talked about the importance of studying math and science now in preparation for any career. More importantly, she stressed the importance of not letting anything get in the way of your dreams. She said she wanted to go into space "even

before there were astronauts." In eighth grade when Shannon turned in a paper with rockets drawn all over it, her teacher thought she did not take a project on future careers seriously!

When *Time* magazine did a feature on astronauts, Shannon wrote to them and inquired "Why are there no female astronauts?" They replied, "There are none now but maybe in the future." Shannon applied to NASA as soon as they opened the program to women and was accepted in 1978.

Shannon Lucid managed to combine her two passions in life—flying and science—when she became an astronaut. Her mission on Mir allowed her to do important science research while hurtling through space at a rate of 17,000 miles per hour!

Shannon continues to fly and you can be certain Janet talked to her about the Ambassador Chapter as she handed her two copies of our newsletter and her business card. But member or not, we have a "sister" in Shannon Lucid who, despite her illustrious career as an astronaut, is still just another gal who "loves to fly!"

—Sue Grenier, Ambassador Chapter

It's a WOW! of a deal

Fellow 99s Wendy Percival and Sue Kime joined me as registered speakers for Words On Work (WOW), a new business and professional guest speaker programme with a focus on girls in grades 4-12. We discovered this intriguing programme while pursuing our 99s air education activities and were immediately recruited by their local coordinator.

Technology and science classes still do not attract an adequate number of female students, so some women at the grassroots level in my area became proactive to make something happen to change the trend.

The Honourable Dianne Cunningham, Ontario Minister of Training, Colleges and Universities as well as the minister responsible for women's issues, arranged networking participation by both government and citizens. This fusion of public and private resources translated into The Learning Partnership and Words On Work programme.

WOW is a win-win-win proposition. *Government* maximizes training, education and information. *Business and professional persons* contribute their expertise and experience and *students* are encouraged, informed and enlightened.

Corporate money and other resources are applied right where they do the most good. Women volunteers deliver words on their expertise and experience to students in classrooms, school assemblies, career fairs, etc. addressing all students, male and female. Speakers receive additional training and support as needed.

Wendy and I conducted a lab session where we talked about aviation careers and our Maple Leaf Chapter's air education programmes. It was a networking dream for us to be able to reach guidance counselors and teachers.

WOW is a well-matched fit for The 99s. There are so many communal and unique projects we already do such as Girl Guides aviation badge, Girl Scouts, Sparks, Air Bears for primary kids, Theory of Flight science lessons for intermediate elementary school level, career mentoring at several age levels—and now WOW!

The WOW format is a happy integration with our established 99s air education programmes. It certainly keeps me on my toes, gives me new outlets, surprises and delights and yes, keeps me young!

—Pat Crocker, Maple Leaf Chapter



By Christy Larson, Colorado Chapter

When I did my first dual cross-country, 20 years ago at age 19, my instructor suggested we climb to 8,500 feet outbound and 7,500 feet inbound. He casually explained that this procedure would eliminate the need to talk to Air Traffic Control. I suffered from terrible mic-fright, and I knew doodly-squat about air traffic procedures, so I thought that was a terrific idea. The air was smoother and cooler and there was no stuttering on the frequency. Woo-hoo!



Christy Larson

It worked so well, I duplicated that procedure on my first solo cross-country. On the return leg, I got stuck on top of a broken/overcast layer of clouds. Fortunately, I was able to circle over a small break in the clouds to orient myself to a prominent land-mark and then descend through a larger break in the clouds, but that incident has stuck with me all these years.

In my quest to avoid Air Traffic Control, I had put myself in two dangerous situations. The first is obvious. I got stuck on top of a layer of clouds and did not have the radio skills to ask for help. I was lucky enough to legally get through the layer, but it was luck only.

The second is less obvious. Although all of my climbs and descents to 8,500 and 7,500 feet were done clear of what is now Class B airspace, the places and altitudes were less than desirable in the grand scheme of things. In other words, just because I was legal didn't mean I was safe.

Now as an air traffic controller I observe aircraft doing just what I did on a daily basis. They will transition directly over Miami International at 7,500 feet without talking to a soul. The legality of that maneuver is overshadowed by danger. Aircraft enter the downwind at MIA at 8,000 feet and begin their descent midfield to 3,000 feet. Aircraft departing MIA usually climb to 7,000 feet on initial contact.

Now I don't know about you, but the idea of being legal and also being the meat in a B-747 sandwich is not very appealing to me. The chances are that if you called me for a transition over MIA at 7,500 feet, I would probably not be able to approve it. I may offer you a different altitude or a different route to circumvent the heaviest area of traffic. Then again, there could be a lull in the traffic and you would get exactly what you want. To me, the inconvenience of a few extra flying miles or climb/descent is worth the added measure of safety.

Two more danger zones around Class B airspace would be the arrival and departure corridors. The area between the 10 and 20 mile arc, east and west of MIA has a floor of 3,000 feet. That altitude protects the IFR approaches into the airport. Although it would be perfectly legal to transition through that area at any altitude below 3,000 feet, keep in mind that to be safest, 1,000 feet below that altitude is the ideal. That ensures a 1,000-foot buffer below heavy jets.

So what can you do to increase your margin of safety? Know your airspace, use common sense, and visit your local Air Traffic Control facility. If pilots and controllers exchange information and ideas, it can only enhance safety and service. We love visitors and welcome the chance to talk about what we do.

This is an open forum Q&A column. So send your questions, observations, requests and comments to me at wally31@mail.com. Let's keep the communication lines open.

THE NINETY-NINES WELCOME THESE 86 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

NINETY-NINES — Jennifer Nicole Alexander, *Delaware* • Mary E. Mazy Baker, *British Columbia Coast* • Irene Jo Baron, *Women With Wings* • Debra Louise Black, *Tulsa* • Andrea Inman Brackett, *Chicago Area* • Holly Kristene Casebeer, *Intermountain* • Leslie Lynn Day, *Southwest Section* • Camille Marie Dejorna, *Iowa* • Laura V. Dombrowski, *Hi-Desert* • Dana Jayne Enerson, *Southwest Section* • Jacelyn Evernham, *Mission Bay* • Janet Rose Gebler, *Kentucky Bluegrass* • Joey Lael Giles, *South Central Section* • Sandra Patricia Grubb, *Southeast Section* • Debra Lynn Henrichs, *North Central Section* • Linda A. Hernandez, *San Fernando Valley* • Elise L. Hoit, *Greater Seattle* • Kirsten Maria King, *Alberta* • Elizabeth Melissa Klippert, *Greater Seattle* • Melinda Sue Kloczkowski, *Central New York* • Dorice B. Lindsey, *Ambassador* • Peggy A. Long, *Colorado* • Patricia Ann Main, *Central New York* • Kris McAleer, *Eastern Pennsylvania* • Deborah Lynne McEndree, *Colorado* • Maureen M. McGee, *Greater Detroit Area* • Marjorie M. McKeever, *Florida Suncoast* • Phaedra Natasha Musselman, *Eastern Pennsylvania* • Deirdre Anne O'Connor, *Eastern New England* • Amy J. Padgett-McCue, *South Central Section* • Janeen Ann Poklar, *Greater Cincinnati* • Noreen O'Connell Price, *Washington DC* • Jane Quinn, *Dallas* • Tanya Lynn Reber, *Ambassador* • Karen Rae Reed, *Women With Wings* • Bethany J. Rex, *Antelope Valley* • Katherine X. Rylien, *Greater Detroit Area* • Kay Webb Savage, *Alabama* • Patricia Savage, *Fullerton* • Carolyn Gene Setti, *Ambassador* • Claire Sharp, *Shreveport* • Rose Genevieve (Lolly) Shaw, *Florida Spaceport* • Kortney Renee Shephard, *Shreveport* • Marcelene Joyce Silver, *Tucson* • Andrea J. Singewald, *High*

Country • Melissa Crawley Smith, *Southeast Section* • Linda Langenfeld Sollars, *North Jersey* • Jennifer Rene Swain, *Southeast Section* • Linda Kay Swann, *Albuquerque* • Rebecca Watts, *Sacramento Valley* • Joan "Monica" Weyhe, *Mid-Columbia* • Connie A. Wilson, *Iowa* • Kelly Wilson, *Ambassador* • Martha A. Wood, *Alabama* • Bernice W. Yenkelun, *Florida Goldcoast*.

ACADEMIC — Erin Elizabeth Conley, *Orange County*.

FUTURE WOMEN PILOTS — Mary C. Boudin, *Fort Worth* • Laura Colleen Boussy, *South Central Section* • Marilyn L. Bowman, *South Central Section* • Rachel S. Buchanan, *Shreveport* • Carisse A. Craton, *Colorado* • Lorraine Evernham, *Mission Bay* • Kimberly Alice Frazier, *Northwest Section* • Lindsey Anna Gomes, *Colorado* • Bat-Ami Gordin, *Antelope Valley* • Rosalin M. Hanna, *Southeast Section* • Kathy Hendrix, *Delaware* • Sunny Jones, *Utah* • Christy J. Larson, *Florida Goldcoast* • Tracy T. Latz, M.D., *Southeast Section* • Susie Lockwood, *Connecticut* • Samarra A. Lovelady, *Orange County* • Hannah Noreen Lynch, *North Central Section* • Alicia Marquez, *Monterey Bay* • Thereasa M. Michaels, *North Central Section* • Cheri Lynn Morgan, *Northwest Section* • Alice Z. Oleksy, *Carolinas* • Kathryn Elizabeth Pierce, *North Georgia* • Bianca Ramnarace-McKinley, *South Central Section* • Dorine Gay Sackett, *Southeast Section* • Kristen Rodier Sauder, *Eastern Pennsylvania* • Tara Ann Shelbourn, *South Central Section* • Elizabeth Irene Sommers, *Southwest Section* • Renee S. Stegemerten, *Old Dominion* • Carol Tenhet, *Bakersfield* • Sarah Elizabeth Wanzo, *Southeast Section*

LETTERS

OUR MAGAZINE BECOMES better and better! Thank you. I appreciated the recognition of Member at Large Dr. Mavis Green as the next president of the University Aviation Association. She will be the sixth woman educator to serve as president of UAA. Francis Sargent, Minnesota Chapter, served in the 1970s. I served in the 1980s. Former 99 Dr. Peggy Baty and nonpilot Dr. Jacqueline Sanders served in the 1990s. Dr. C. Elaine McCoy, also a former 99, is the current president.

While these women were elected by a largely male organization, it is sometimes difficult for us to effectively serve in that environment. Please support Dr. Green during her future term of office and Dr. McCoy as she carries out her duties and responsibilities

—Hope B. Thornberg, Ph.D.
Minnesota Chapter

MY HUSBAND PICKED up my 99 NEWS last night after it had arrived and said, "This certainly does look classy. Recently, for the past few years, your 99 NEWS really looks great. You can compete with the best of them." Thanks for an excellent job.

—Lois Feigenbaum
Cape Girardeau Area Chapter

I REALLY LIKED THE COVER of the March/April issue. It gave the impression of the pilots being supported by all the underlying Chapters/Sections, and that is what networking is all about.

—Elaine Morrow
Minnesota Chapter

I READ CHRISTY LARSON'S column in the April issue where she discussed her mike fright, even though she is an ATC at MIA, one of America's busiest airports. She

included her e-mail for us to ask questions from "the other side." I e-mailed her and asked if MIA offered any kind of tours and Christy most graciously replied and invited me down.

Upon arriving, I was mesmerized by the Miami Control Tower. I could not, and still can't, fathom how these women and men do it all. I decided I would rather stick to the pilot thing.

In addition to the tower, I joined her in the radar room where she showed me the different sections of approach and departure of different airports and airspace. She even let me listen while she sat at departure and routed all the happy planes to continue on to their flight plans. Christy made it a point during her lull time to show me what she was doing and why. It absolutely intrigued me.

I am looking forward to meeting up with her again and all the members of my local chapter, as I am a new 99. I'm inspired by the camaraderie and support of all these women who want to help each other out. I hope one day I can be in a position to do the same.

—Tami Ueda, Gold Coast Chapter

THE MARCH/APRIL 2001 ISSUE of the 99 NEWS is terrific! It will be perfect to use when speaking to high school and community college students as the stories are about real flying and real people.

—Eleanor Todd
Orange County Chapter

THANKS FOR the wonderful publication: I read it from cover to cover and thoroughly enjoy it.

—Gaye Wohlin, Chairman
Women With Wings Chapter

GRASS ROOTS — Section and Chapter reporters share their recent activities

SOUTHWEST SECTION WINTER MEETING

Our SWS winter meeting was held at the Clarion Hotel February 17 with 49 members. We had a good exchange of ideas. Although the lunch was delectable, it was not the best part. The best part was greeting friends from other cities and states and meeting those new to us.

We funded a new display booth for trade shows which will be a real asset to our public relations activities. The members voted to end our APT program in its current form because it penalizes chapters who have a lot of long-time members who are inactive flyers. We talked about what else we could do as a replacement for this program. We discussed our Museum of Women Pilots, Future Women Pilots, how we can help 99s families in times of distress, the Calgary Convention and much more.

The bid for the Fall Section Meeting of 2002 was awarded to the Tucson Chapter. Thanks to all who attended this productive meeting. It was a pleasure for our chapter to host it.—*Kaye Craig*

NORTH CENTRAL SECTION MID-WINTER MEETING

The Chicago Area Chapter was host again to the NCS Mid-Winter Meeting on February 3. The meeting was held at the Hampton Inn near Midway Airport, Chicago, Illinois, with approximately 46 in attendance and 10 chapters represented. The meeting followed a business format with an organized agenda, but also allowed members to exchange ideas in an informal setting.—*Julie A. Murray*

CHICAGO AREA

Thirteen Chicago Area Chapter members and 13 guests had a beautiful day for a tour of the Chicago Air Route Traffic Control Center (ZAU) in Aurora, Illinois, on March 18. As host of the tour, I was assisted by ATC Specialist Steve McGreevy and two other controllers who graciously volunteered their time. Each of the 26 persons on the tour had the opportunity to sit with a controller and listen to their communications with en route pilots.

Our group's collective opinion was that for a slow day at the center, it certainly was a busy place! The tour was followed by a delicious lunch at the Walter Payton Roundhouse Complex in downtown Aurora.—*Julie A. Murray*

ANTELOPE VALLEY

On March 11, the Chapter held its 11th annual St. Patrick's Day Poker Run and BBQ in Rosamond, California, at Rosamond SkyPark. The festivities brought in approximately 36. Poker Run airports included Inyokern, Tehachapi, Mojave, California City, W.J. Fox in Lancaster, and Rosamond.

We served approximately 150 BBQ tri-tip meals with all the fixings and gave away prizes valued at \$2,300 to the best 138 poker hands drawn. We awarded \$50 for first place and \$25 for second place in the threshold-spot landing competition.

test. Among our top prizes were six overnight trips. Special Pilot in Command gifts were given to each participating aircraft.

This event has sold out the last three years thanks to all our aviation supporters. We are looking forward to our 12th Annual FUNdraising event in 2002.

—*Diana Turner*

EASTERN NEW ENGLAND

Several members of our chapter took off from Norwood Airport on a beautiful Sunday morning in late October to recreate the last and fatal flight of aviation pioneer Harriet Quimby. Dressed in Harriet's signature purple, the half-dozen planes filled with 99s, guests and reporters headed out over Boston Harbor to circle the Boston Light, an historic lighthouse on one of the Harbor islands. In 1912 Harriet died while circling the lighthouse at an airshow. Our flight was 100 percent more successful.

The flight was the brainchild of Giacinta Koontz of Woodland Hills, California, an expert on Quimby who tours in period costume presenting the story of this early aviatrix. Gia attended the re-creation and bestowed handsome certificates on the participants. "It was great fun," said ENE's Chair Pat Theberge, "and we all learned a lot about Harriet in the process!"

—*Katharine Barr*

LOS ANGELES

We celebrated our 69th anniversary with a dinner at the Proud Bird restaurant, located under the flight path of LAX. Dorothy (Pepin) Limbach was our chairman at our 40th anniversary and is our chairman now. On March 4, we attended a ceremony honoring one of our members, Katherine Cheung, the first Chinese-American female pilot (1932) who was inducted into the Women in Aviation, International Pioneer Hall of Fame last year.

—*Doris Robertson*



Katherine Cheung and Dorothy Limbach

GREATER SEATTLE

Our chapter, along with Western Washington, held a Flying Companion Seminar in conjunction with the annual Northwest Aviation Conference & Trade Show in Puyallup. Under the leadership of co-chairs Nancy Jensen and Anita Taylor, 47 "right seaters" came away at the end of the day with smiles and comments on how much they had learned.

Others assisting with registration and presentations were Elise Hoit, Liz Lundin, Jeanne Perkins, Jennifer Doering, Doris Wolfstone, Helen Parke, Andrea Chay, Pam Schuerman, Marie Fox and me.

—*Marian Hartley*

SAN GABRIEL VALLEY

Maggie Byrne, Dianne Fredrick, Linda Hayden, Margaret Lawson, Kathy Malinski, Penny Moynihan and I participated in our annual Tower Appreciation Week by delivering goodies to our local airport towers.

The chapter sponsored a booth at the Riverside Air Show where we sold aviation novelties and promoted The 99s. Participating were Loreen Wynja, Linda Hayden, Ilse Hipfel, Sheryl Sandhagen and Sandie Seigler.—*Judee Wilson*



Sixty-Six Shirley Myers with one of the 4,500 student participants at the Science Alive event.

INDIANA DUNES

In February, the Chapter was represented at the South Bend St. Joseph Public Library. The booth and display were included in the Science Alive 2001 event. Members distributed handouts, supervised the weight-and-balance hands-on project and, for the

younger children, there was an airport layout including planes. A video of women in aviation was playing. Members were there to answer questions and acquaint the young, as well as parents, about women in aviation.

—*Christine Murdock*

RACES & RALLIES

LONDON TO SYDNEY AIR RACE OF 2001

After 28 days of traveling across half the world, the epic flight celebrating the determination of today's aviators and honoring flyers of the past century who opened the world's skies and brought people everywhere closer was over on Saturday, April 7.

The Skytrekkers team of 99s Jean Turnbull and Margaret Ringenberg placed 10th flying their Beech Baron BE58. Ninety-Nines Denise Waters and Ruth Maestre placed 15th in their Piper PA30. Competitors visited 27 airports, including the starting point of Biggin Hill to the south of London and touching down at Bankstown in Sydney, Australia. All who took on the challenge showed their mettle.

Jean will be continuing on



Jean Turnbull and Margaret Ringenberg at Biggin Hill south of London



Ruth Maestre and Ruth Waters with legendary Australian 99 Nancy Bird Walton in Sydney

through Australia and New Zealand and across the Pacific, setting down in Hyannis sometime in June, having gone entirely around the world by then. Her web site is staying alive to continue to report news from her.

Project Director and Chief Executive Officer of the race, Wilf Barker, said, "This Air Race demonstrates that the spirit of adventure amongst aviators has not changed. ...There has been plenty of action

and excitement and healthy competition through to the last minute. Each and every competitor earned the right to win, but at the end of the day, the best-of-the-best gained the accolades."



Ninety-Nines who participated in the Great Hawaiian Air Race held February 16-18 were Beverly Kern, Phoenix Chapter; Maisie Stears, Lake Michigan Chapter; Jacki Siegel, North Jersey Chapter; Louise Litts, Aloha Chapter; and Sharon Biloff, Bakersfield Chapter. Not pic-

tured: Christa Karsten, Janet Miller, Aimee Kuprash and Jennifer Liebler—all of the Aloha Chapter.

The race benefited the Make-A-Wish Foundation and involved two days of flying for speed and proficiency over a distance of 523 miles.—*Louise Litts*



Arabian Section member Yvonne Trueman greets New Zealand Section Governor Dee Bond Wakelin as she passes through Bahrain, Arabian Gulf, while ferrying a plane for the London to Sydney Air Race. Yvonne handled hospitality and

helped on the ground during the race itself.

"This was a great opportunity," said Yvonne, "as we have no private flying in Bahrain whatsoever so it's a very exciting time to see all these visiting aircraft here."

HAPPY ANNIVERSARY!

Congratulations to the following Chapters:

Oklahoma	June 02, 1941	60 Years
Tucson	June 16, 1951	50 Years
Mississippi	June 19, 1961	40 Years
South Louisiana	May 19, 1966	35 Years
Indiana Dunes	May 15, 1976	25 Years
Aspen	May 28, 1981	20 Years
Central Oregon	June 15, 1981	20 Years
Greater Cincinnati	June 21, 1986	15 Years
Central Virginia	June 27, 1996	5 Years

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See Nov/Dec issue of 99 NEWS for report on last year's flight.

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

GWEN BLOOMINGDALE and **BARBARA GARD**, Eastern New England Chapter, died March 6 when their twin-engine Aero Commander crashed off the coast of Iceland on their way to the London to Sydney Air Race. Together the couple had logged more than 3,000 flying hours. They had always wanted to fly through the Aurora Borealis (Northern Lights) and achieved that the night before they died.

Gwen was a retired attorney who earned her private pilot certificate at age 50. Barbara was a veteran of the U.S. Marine Corps and a retired National Guard major. Together they co-owned a sightseeing business, Willie Air Tours, which gave tours over their hometown of Provincetown, Massachusetts.

Their website <www.gwenandbarbflyaroundtheworld.com> has logged more than 15,000 hits.

DONNA MYERS, Charter Member of the Colorado Chapter, and International President from 1967 to 1969, died January 23 at age 85 after a long illness. She was preceded in death by her husband John of 55 years who was chief pilot and director of flight operations of the original Frontier Airlines. Donna was the first licensed female pilot in Colorado, and held



Donna Myers

many offices at the chapter, section and international level of The 99s.

MARY C. PINKNEY, Long Beach Chapter, died December 14 in Rocklin, California. Private flying was her life-long passion and she and her husband Bob were very active in the Civil Air Patrol. She was named California Woman of the Year in 1957.

Mary was a life member and flew in numerous Powder Puff races and regularly piloted her Cessna 182 in other west coast races. Mary requested remembrances be made to the Amelia Earhart Scholarship Fund, Box 965, Oklahoma City, OK 73159.



Mary Pinkney

AMELIA REID, Santa Clara Valley Chapter, suffered a stroke and died March 3 at age 77. Known as California's "First Lady of Aviation," Amelia was truly the grand dame of aviation in the San Francisco Bay area. She was a veteran airshow performer, famous for her low-altitude butterfly maneuver in a stock Cessna 150. Amelia earned a degree



Amelia Reid

in mathematics from Kearney College in Nebraska and worked for 15 years at the NASA Ames facility at Moffett Field.

Amelia was a fixture at Reid-Hillview Airport in San Jose, an airport and flight school she built in 1960. Her passion for advocacy were well known to everyone associated with that airport. At her death, she had amassed a whopping 55,000 hours of flight time since getting her license in 1946. More than 4,000 pilots received their primary stick and rudder training from Amelia. I took my tailwheel training with Amelia just last year. She held an ATP certificate and was type-rated in the Cessna Citation business jet. She also played the violin for the San Jose Symphony.

Amelia was an informed, intelligent and respected speaker for the general aviation community and will be missed by everyone who shares her dream of flight.

—Pat Lowers

Santa Clara Valley Chapter

JESSIE WOODS, Tennessee Chapter, passed away March 17 at 92. Jessie became a partner with her adventurous husband Jimmie whom she had run away from home to marry in 1928. They started the Flying Aces Air Circus and performed every week



Jessie Woods

between 1929 and 1938, mixing their lives with danger and hardship and unforgettable memories. "You do a lot of fool things when you're hungry," Jessie said.

She was a wingwalker, soaring on the upper wing with nothing more to hold onto than a single rope tied between the cabane struts. She also worked as a mechanic, repairing aircraft structures and engines. During the heyday of the Flying Aces, she and Jimmie had 15 airplanes and 60 men and women performing during one or more of their shows.

WWII caused the Civil Aeronautics Authority to close down the Flying Aces so Jessie obtained commercial and instructor licenses and taught military pilot hopefuls to fly under the Civilian Pilot Training Program and the War Training Service.

Jessie was governor of the Southeast Section; she chartered the Tennessee Chapter; and was instrumental in seeing that the OX-5 Aviation Pioneers had a permanent building at Sun 'n Fun. Jessie has been featured in books, on television shows and has won many awards and other recognitions.

The Florida Suncoast Chapter offers an annual Jessie Woods Space Camp Scholarship to deserving young girls. "Jessie will live in our memories and be remembered lovingly by those who knew her best," says Ann Cooper, who submitted information about Jessie to the magazine.

Display Advertising

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

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

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TOUCH & GO'S

- **Jesse Brightman**, *Ambassador Chapter*, upgraded to 757/767 for American Airlines.
- **Jeannie Dismukes**, *Ambassador Chapter*, will upgrade to captain on the Saab 340 for American Eagle.
- **Nancy Ebert**, *Minnesota Chapter*, got her MD-11 type rating in October and now flies Near and Far East destinations for FedEx based in Anchorage, Alaska.
- **Kari Friel**, *Minnesota Chapter*, is now a first officer with Mesaba. Based in Detroit, she flies the Saab 340.
- **Michele Hutchinson**, *Minnesota Chapter*, is now a first officer with Piedmont Airlines, which is USAirways Express.
- **Alicia Jane Franklin Ludwig**, *Minnesota Chapter*, is now a first officer with Continental Express, flying the EMB-145.
- **Jennifer Peri**, *Greater Seattle*, received her EMB-120 type as she upgraded to captain in the Brasilia for Skywest in March. She is also included in the recently published book, *Solo, the Portrait of a Puget Sound Aviator*, that is being sold at Seattle's Museum of Flight and will be sold at the Smithsonian.
- **Deanna Strand**, *High Country Chapter*, was recently named the FAA's "Flight Instructor of the Year" in both the Salt Lake City District and the Northwest Mountain Region.
- **Ruth Ann Trotter**, *Tennessee Chapter*, completed her flight engineer training in December and her DC-10 first officer training in March. She flies for Northwest Airlines.
- **Michelle Turner**, *Ambassador Chapter*, recently upgraded to first officer on the 767. She flies for American and flew with her dad who's a captain.

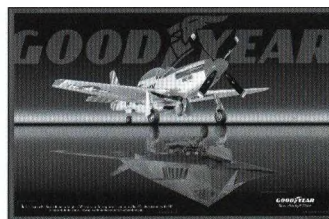
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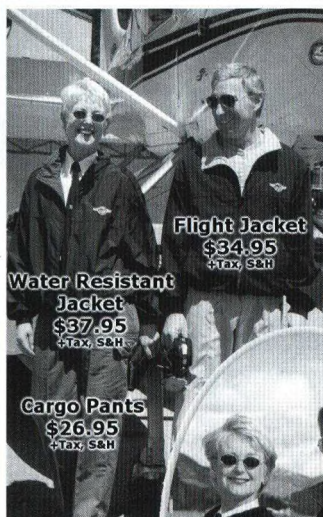
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