



# INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES, INC.

VOL. XXVII NO. 5

SEPTEMBER/OCTOBER 2001



Jill Baker



Carol Brackley



Jill Dermott



Mary Ducey



Peggy Gordon



Mary Lou Hagan



Rose Hanan



Jessica McMillan



Linda Meese



Peggy Miller



Wendy Percival



Alice Redahl



Gail Schipper



Beth Schoppaul



Jeanette Shirley



## 2001 AMELIA EARHART SCHOLARSHIP RECIPIENTS

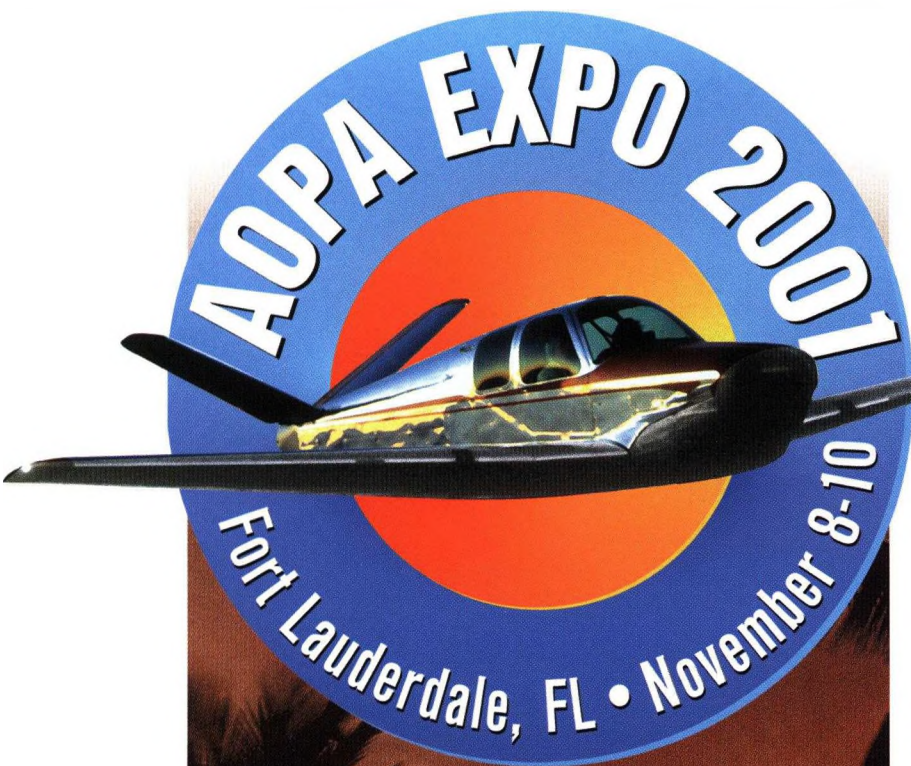


Julia Trippe

See story on page 12.



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

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John Shoemaker, Village Press

PO Box 968, Traverse City, MI 49685-9969

1-800-773-7798, Ext. 3317

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# INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

September/October 2001

Volume 27, No.5

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## STATEMENT OF EDITORIAL POLICY

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

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

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Publisher reserves the right to reject any material submitted for publication. Copy submitted for publication shall become the property of The Ninety-Nines and shall not be returned. Articles submitted with accompanying pictures will receive publication preference. Pictures will be returned to Ninety-Nines Headquarters in Oklahoma City for its Archives.

### Annual Dues:

U.S. - \$55

Canada and the Caribbean - \$47

Overseas - \$44 (U.S. dollars)

Academic and Future Women Pilots - \$20

Add a one time \$10 initiation fee for new members in all categories of memberships.

### Non-member subscription rates:

U.S. - \$20

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

# PERPETUAL CALENDAR

**HURRY! DEADLINE IS OCTOBER 31 to file for election to The 99s Board of Directors**

Nominations are open for President, Vice-President, Secretary, Treasurer, two Directors and five Nominating Committee positions. Intent to Seek Election forms are available from any Nominating Committee member listed below.

Anna Taylor (Chair)  
(505) 898-4987  
Anna@Taylor-NM.com

Katharine Barr  
(978) 664-2636  
kaybarr@shore.net

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Gayl Henze  
(215) 843-6456  
GaylHenze@CompuServe.com

June Mills Benson  
(250) 492-8017  
jmills@vip.net

Trustee positions are also open on the AE Memorial Scholarship Fund, the AE Birthplace Museum, Ninety-Nines Endowment Fund and the 99s Museum of Women Pilots. Contact the chair of each entity for further details

**Deadline for receipt of information for 99 NEWS is the 9th of December, February, April, June, August and October.**

## 2001

### SEPTEMBER

**28-30 — Southwest Section Meeting**, Las Vegas, Nevada. Hosted by the Las Vegas Valley Chapter. Mardell Haskins, 702-394-4130 or e-mail 103002.724@compuserve.com

**29 — First Canadian Poker Run** (raindate - September 30), Terminus at Lake Simcoe Regional Airport. Akky Mansikka, 416-488-5664 or e-mail akky@interlog.com

### OCTOBER

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

**9 — Deadline** for submission to Nov./Dec. 99 NEWS

**12-13 — Catbird-500**, Bowman Field, Louisville, Kentucky. Sylvia Hall, 502-222-2157 or e-mail hall8672@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 offices, trustee positions

### NOVEMBER

**8-10 — International Board of Directors Meeting**, Oklahoma City, Oklahoma

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

### DECEMBER

**9 — Deadline** for submission to Jan./ Feb. 99 NEWS

**31 — By-law** revision deadline

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

## 2002

### FEBRUARY

**9 — Deadline** for submission to March/April 99 NEWS

### MARCH

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

### APRIL

**9 — Deadline** for submission to May/June 99 NEWS

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

### JUNE

**9 — Deadline** for submission to July/August 99 NEWS

**20-23 — Air Race Classic**, Silver City, New Mexico, to Hampton, Virginia. Pauline Glasson, 361-289-1101

### JULY

**16-21 — The Ninety-Nines International Conference**, Kansas City, Missouri, and Atchison, Kansas. Sondra Ridgeway, e-mail bluesky@cjnetworks.com

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

### AUGUST

**9 — Deadline** for submission to Sept./Oct. 99 NEWS

**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

**9 — Deadline** for submission to Nov./Dec. 99 NEWS

## 2003

### JULY

**8-13 — The Ninety-Nines International Conference**, Huntsville, Alabama

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  
E-mail emorrow99@cs.com



*Group that went to Banff and Lake Louise on the day before the Conference*



This has been another spring and summer during which the planning and hard work of a great many people produced outstanding events for all of us to enjoy, giving us the chance to renew our fellowship while promoting aviation and the woman pilot's role in it.

I spent a wonderful two days in the company of The 99s who were volunteers at our Oshkosh tent and those who stopped to visit. It is so important that we be well represented at this annual event.

At last we have a 99s Catalog! Perseverance by Diane Pirman has paid off and you will find the catalog included with this issue. If you lose it, or need an extra one, you can find it on our web page.

What a wonderful International Conference it was! Mary Oswald and Rosella Bjornson and others in the West Canada Section hosted a memorable event. The meetings, seminars, tours and delicious food all reflected the meticulous planning responsible for such a successful waypoint on our "Flight to the 21st Century."

Thursday morning, the mayor of Calgary, Al Duerr, attended our continental breakfast and welcomed The 99s to the City of Calgary by distributing symbolic white cowboy hats to several board members and others.

I want to thank everyone for being so well prepared for the Annual Business Meeting on Friday. Donna Moore gave the invocation and memorial to "New Horizons," including a video tape recounting Marilyn Copeland's life and dedicated service to The 99s. Marilyn was an International Past President and Chairman of the AE Birthplace Museum

## PRESIDENT'S MESSAGE

BY VICKI LYNN SHERMAN

in Atchison, Kansas. Sondra Ridgeway, Northeast Kansas Chapter, has been appointed Chairman of the AEBM to fill this void.

Those elected to office were Martha Dunbar and Elaine Morrow as Directors; Lisa Anne Cotham as 99s Museum Trustee; Jenny Beatty as AEMSF Trustee; and Beverly Fogle and Sue Ehrlander to the Ninety-Nines Endowment Fund.

Always a highlight of our annual conference is the presentation of the winners of the AE Scholarships and the parade of past winners. Sixteen 2001 winners (pictured on the cover) were announced.

Photos and detailed coverage of these and other portions of our wonderful Calgary Conference follow on the next several pages. I encourage all of you to make your plans now to meet your fellow 99s from around the world in Kansas City, Missouri, and Atchison, Kansas, next July. I certainly hope to see you there.



Vicki Lynn Sherman

*Included in this issue is your 99s catalog of items for sale. You can also find the catalog items on The 99s Web page [www.ninety-nines.org](http://www.ninety-nines.org).*



*A partial group of 99s and their passengers who flew to the International Conference in Calgary in private planes.*



# You came for the Conference and joined in the fun!

BY MARY OSWALD AND ROSELLA BJORNSON



*Rosella Bjornson,  
Conference Chairman*



*Conference hostesses from Alberta Chapter demonstrated real Canadian hospitality to attendees.*



*Mary Oswald, Conference  
Treasurer and Registrar*

**I**t was Calgary in 2001—and memories of the Conference and the city will linger long in the minds of the 445 members and guests who came. The style throughout was down-to-earth “western,” and it was great to see delegates having fun in denims, boots and white Stetsons!

The western theme began for many 99s when they arrived a few days early to experience the excitement of the Calgary Stampede. For others, the interesting choices of pre-conference tours persuaded many delegates to come a day or two early.

We started off with a tour to Drumheller to visit the Museum of Paleontology and the surrounding fossil-rich hills which have given up many of the

excellent dinosaur skeletons found in the museum. We expected the tour of Banff and Lake Louise to be popular, and it was! We added a western-style barbecue to the tour on Wednesday and enjoyed the cool mountain setting, the food and especially the talented cowgirl poet with her down-home stories.

Some of the activities were chosen to interest the 49 1/2s, such as the tour of the Big Rock Brewery with lunch, but we noticed many delegates getting on those buses as well! It was the same story with the offer of a day of fly-fishing—99s were not to be left out of the fun! Such is the stuff of all the wonderful memories made by getting together for a Conference of 99s.



*Delegates register and receive credentials for conference activities.*



*After receiving their white Stetsons, the group promises to become good citizens of Calgary. Mayor Al Duerr, Vicki Lynn Sherman, Jody McCarrell, Lu Hollander, Fay Gillis Wells, Beverley Sharp, Rosella Bjornson.*





Canadian Mounties "arrest" Donna Moore, Vicki Lynn Sherman and Pat Prentiss.



Saturday's Fly Market and silent auction appealed to many participants.

On Thursday morning a Welcome Breakfast, Calgary Stampede style with scrambled eggs and pancakes, officially opened the Conference. Calgary's Mayor Al Duerr arrived to officiate at the "White Hat Welcome Ceremony" during which several 99s were made citizens of the city and presented with white Stetsons. Topping this off was a lively square dance demonstration led by Palma Heming, and she and her Hi-Land Swingers soon had members in the audience up and dancing to her instructions.

The evening reception featured a fountain of warm chocolate just made for dipping fruit. To add a special note, two members of the Royal Canadian Mounted Police dressed in their red serge joined us for the evening, chatting with guests and graciously posing for hundreds of photos. Where else but in Calgary?

Friday's Annual General Meeting began with a video recorded tribute to Marilyn Copeland, 99s President 1982-84, who died just before the Conference began.

The meeting itself must have set a near-record for smoothly taking care of business in as short a time as possible! Everyone was out enjoying the Calgary sunshine in the afternoon.

The Amelia Earhart Scholarship Awards Banquet was held on Friday evening, with Chairman Charlene Falkenberg presiding over the festivities. Sixteen scholarships were awarded this year, but only a few recipients could attend. The UPS Award was presented by Terri Donner, herself a former winner and now flying for UPS. The parade of past winners is eagerly awaited at each banquet, and this year's unusually large group shared many inspiring stories.

Educational seminars played a large role in the Conference, beginning with the presentation by Nav Canada Flight Service Specialists of their

seminar on flying north to Alaska. This opened much dialogue later at the Nav Canada booth regarding flying in Canada northbound, and flight planning towards the end of the Conference.

Saturday was crammed with choices of seminar sessions. In fact, if we heard any complaints, it was that there were too many interesting choices!! There was something for every interest, from Transport Canada's "Pilot Decision Making" to precision flying, circumnavigating the coastline of Australia and Tasmania, communicating with tower control, writing about flying, pertinent medical information, women in the Air National Guard, Air Ambulance Rescue and programs for school children.

The Awards Banquet on Saturday evening turned out to be a very memorable one. The Ninety-Nines recognized C. Gilbert Taylor, Lt. Col. Pat Pateman, Celia Vanderpool and Fay Gillis Wells. After accepting the Katherine B. Wright Award, Fay became the star of the evening as she gave an impromptu account of her early life.



Elaine Morrow gets a square dance lesson.



Yvonne Coates samples fruit kabobs dipped in the fountain of warm chocolate.



99s Museum of Women Pilots Trustees Claire Walters, Anita Lewis, Gene Nora Jessen, Lisa Cotham, Terry Pendell, Susie Sewell and Verna West take a break during their meeting in Calgary. Trustee Donna Shirley was unable to attend.





*Attendees at the Council of Governors dinner which was well orchestrated by Southwest Section Governor Pat Prentiss, (first row, far right). Current and past presidents are on front row.*



The evening's festivities closed with a special focus on Canada from the air, with a presentation by Carl Hiebert titled "Wings Across Canada." The photographs taken from his ultralight were breathtaking, and fit perfectly with his humorous and inspirational commentary.

On Sunday morning, a group of 29 took off on an eagerly anticipated five-day mountain tour. Stops included Banff, Lake Louise and Moraine Lake, Yoho Valley, Columbia Icefields (with a ride on the huge glacier in a specially designed Sno-Coach), Jasper, and Edmonton (West Edmonton Mall).

On the final day, a very interesting stop was made at Wetaskiwin to visit both Canada's Aviation Hall of Fame and the Reynolds-Alberta Museum, which features transportation and technology. A highlight was a guided visit to a rarely seen collection of vintage aircraft and old cars, tractors and other farm equipment. Then it was on to the last stop, Calgary, coming full circle. More happy memories and promises to return for a longer visit to these beautiful places!

A final paragraph to this article must include recognition and thanks to the many 99s who gave their time to help at registration, taking tickets, hospitality, etc. Our Committee was very small in number, and we appreciated all this on-site help. Special mention goes to 99s from East Canada and Northwest Sections. Thanks to all!



*Frances West, Australian Section, asks a question from the floor.*



*Delegates vote on a motion at the business meeting.*



*Genie Rae O'Kelley, Pat Ohlsson, Lianne Oakes and Betty Osmundson counted ballots and kept order for the business meeting.*

#### **SERGEANT-AT-ARMS AND SENTINELS**

By Pat Ohlsson, Long Island Chapter

When I was asked to be Sergeant-at-Arms and pick three Sentinels to help me at the Calgary meeting, I said, "OK. - I'll do it." I selected three women I did not know whose last names began with "O." Genie Rae O'Kelley, Tennessee Chapter; Lianne Oakes, Orange County Chapter; and Betty Osmundson, Mt. Tahoma Chapter, accepted. None of us had participated in this capacity before.

It seemed to me it was never clear who these women pilots were in past years so I thought it would be a wonderful idea to have sashes made. Alice Hegedus, Florida Spaceport Chapter, designed the sashes and Doris Kennedy, Member at Large, did the lettering. With great teamwork, we did it! We are donating the sashes to International to be used each year.





Newly elected MWP Trustees Claire Walters and Lisa Cotham, Endowment Trustees Beverly Fogle and Sue Ehrlander and Directors Elaine Morrow and Martha Dunbar were introduced by President Vicki Lynn Sherman (far right).



At the end of the business meeting, Lu Hollander was presented with red roses by Board members Mardell Haskins, Liz Lundin, Martha Dunbar, Jodie McCarrell, Vicki Lynn Sherman, Elaine Morrow, Mary Wunder and Bev Sharp. (Board member Diane Pirman was unable to attend.)



Pat Crocker, Maple Leaf Chapter, gives Fay Gillis Wells a checkride in her "power" chair.

THANKS to our official conference photographer Wendy Wiencek, as well as Lu Hollander, Verna West, Mary Oswald and several others for the great photos used in this issue.

—The editorial committee

## International Board Meeting Report

BY JODY McCARRELL  
International Vice President

I have heard nothing but praise for the Canadian 99s for one of the best-ever International Conferences. They just keep getting better and better! All I can say is: Don't miss the 2002 Conference in Kansas City/Atchison.

A main item of discussion at both board meetings was "the budget." We asked the Governors to "take it to the members." One of our largest expenses, the 99 NEWS, is proposed to be reduced to four issues, one each quarter. That's also on our November agenda.

We also discussed another large expense item: The 99s Directory. Option

one: Print the directory every two years, with a CD-ROM available during the off year. Option two: Include it on our Web page. Members need to express their wishes at their Fall Section Meetings so the Governors can tell us what you think. These items will all be reviewed at the November Board meeting in Oklahoma City. We invite each of you to attend—the door is open to all.

The four trusts reported to the board with everyone trying different ways to increase funds. As Vice President, I agreed to meet with Anita Lewis in August in Oklahoma City to discuss the maintenance needs of the 99s Museum.

Dr. Frank Mitchell has accepted an invitation to attend our November Board meeting for a discussion of fund-raising strategies. He is retired from general aviation manufacturing positions and well-

known in a wide range of GA organizations. He was proactive and very successful as president of the University Aviation Association 1998-99; editor of *Twin & Turbine* magazine 1997-99; and a recipient of the 1998 NAA Brewer Trophy. Presently, Dr. Mitchell teaches aviation management and marketing at University of Oklahoma.

All of us on the Board will miss dearly our beloved Marilyn Copeland. We are confident that Sondra Ridgeway will proceed with plans Marilyn envisioned for the AE Birthplace Museum as well as assuming other duties left by Marilyn's sudden passing to New Horizons.

I want to thank the International Committee Chairmen who have come and participated in Board meetings this past year. Our next report will come after the November Board meeting.



# AWARDS

BY BETTY PRAKKEN, Chairman Awards Committee



*Yvonne Pateman with Awards Committee Chairman Betty Prakken*

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

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

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

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

**Governors Achievement Award** is inspired by the life and achievements of Past President Marilyn Copeland.



*President Vicki Lynn Sherman, Charter Member Fay Gillis Wells and National Aeronautic Association Executive Director Don Koranda*

**Fay Gillis Wells** was selected to receive the **Katharine B. Wright Memorial Award**. It was presented by Don Koranda, Executive Director of the National Aeronautics Association. Fay is a Charter Member of The 99s. She was instrumental in drafting a letter inviting licensed woman pilots to join together in mutual support in 1929. Ninety-nine women responded. Fay also co-founded the International Forest of Friendship in 1976 and continues to lead this effort today.

THE AWARDS COMMITTEE welcomes nominations for The 99s Awards of Merit and Achievement. This is a wonderful way to acknowledge those who have made significant contributions to The 99s or to the aviation community.

Nominations are due November 30, 2001. For detailed information, contact Betty Prakken, 24401 S. Skylane Drive, Canby, OR 97013 or e-mail [airprakken@141.com](mailto:airprakken@141.com) or call International Headquarters at 1-800-994-1929.

**Yvonne Pateman** was presented the **Award of Achievement**. She was a military aircraft ferry pilot who succeeded in finally getting official recognition for the services the WASPS performed during WWII.

**C. Gilbert Taylor** was chosen to receive the **Award of Merit**. He was a gifted designer and builder of aircraft, including the Piper Cub. The award was accepted by his son, Robert Taylor.



**Celia Vanderpool** was selected to receive the **President's Award**. Celia has been the guiding force behind The 99s partnership with NASA to teach children about aerospace.



**Marilyn Copeland** was chosen to receive the **Governors Achievement Award**.

This is a new award this year which was inspired by the life and accomplishments of Marilyn, a Past President of The 99s and Chairman of the Amelia Earhart Birthplace Museum in Atchison, Kansas. The Governors Achievement Award was presented posthumously during the 2001 Annual Business Meeting in Calgary by the Council of Governors.

To quote from the letter of recognition, "Your achievement is not just the Amelia Earhart Birthplace, Marilyn; you've been an inspiration to all 99s who have known you over the years. Many of us will spend lifetimes trying to emulate the warmth and caring that you so effortlessly gave to every 99 you met. We won't be as successful, but we'll keep on trying."







*AEMS Chair Charlene Falkenberg accepts a \$10,000 check from United Parcel Service presented by Terri Donner.*

**A**melia Earhart was a Charter Member and the first president of The Ninety-Nines. She was the first woman pilot to fly solo across the Atlantic Ocean, and flew to New Horizons in 1937 during an attempt to fly around the world. The Ninety-Nines established the Amelia Earhart Memorial Scholarship Fund in 1941 to honor her memory and perpetuate her ideals and love of flying.

From a single scholarship in 1941 to 23 scholarships awarded this year, the AEMS has helped 401 women from six countries with scholarships and grants for educational advancement in aviation and aerospace. Career scholarships awarded for advanced flight training and education include, for example, 74 multiengine ratings, 66 flight instructor and 54 airline transport pilot certificates and four bachelor's and three master's degrees. In

# AE MEMORIAL SCHOLARSHIPS

BY CHARLENE FALKENBERG, Chairman

2001, for the first time, seven Future Woman Pilot Awards were given toward the completion of the private pilot certificate.

Since 1978, 10 Research Scholar Grants have been given to scholar/scientists to add to the world's knowledge about women in aviation and aerospace. From 1982 to 1984, the AEMS and American Flyers offered awards toward advanced flight and ground training. From 1994 to 2000, the AEMS and United Airlines offered jet Flight Engineer and Type Ratings. The United Parcel Service has been a major donor to the AEMS continuously since 1992.

Today, more than three dozen AEMS Scholarship recipients are airline pilots and many others are among the corporate pilots for Fortune 500 companies, owners of flight schools and aviation businesses, and safety inspectors and managers with the Federal Aviation Administration.

AEMS Scholarship recipients have served at every level of The 99s as Chapter Chairmen, Section Governors, International Presidents and AEMS Scholarship Chairmen and Trustees.



## AEMS TRUSTEES



*Jacque Boyd*



*Madeleine Monaco*



*Michele Cabot*



*Genie Rae O'Kelley*



*Jenny Beatty*



*2001 AEMS Scholarship winners with past winners at Calgary Conference.*



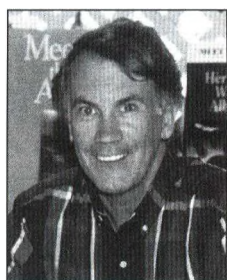
## AE MEMORIAL SCHOLARSHIP JUDGES



*Marta Bohn-Meyer is director of Flight Operations at NASA's Dryden Flight Research Center in Edwards, California.*



*Patricia L. "Trish" Beckman, USN retired, is a systems engineer for the Tybin Corporation.*



*Henry M. Holden, aviation historian and author, is responsible for the Women In Aviation Resource Center.*

## 2001 AMELIA EARHART MEMORIAL SCHOLARSHIP RECIPIENTS

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

### **JILL ANN BAKER, Mission Bay Chapter Southwest Section, Multiengine**

I received my private pilot certificate in 1989 and recently completed my instrument and commercial ratings. I feel proud to represent the Mission Bay 99s with this award. I have been inspired and learned so much from my many mentors, such as Isabelle McCrae who flew as a WASP; Fran Bera, an accomplished air racer; and my coworkers at Skywest Airlines, Evie Ambrose and Christy Karsten, past AE Scholarship winners. These women have given me so much encouragement and inspired me to pursue a career as a pilot.

### **CAROL BRACKLEY, Houston Chapter South Central Section, Multiengine**

Learning to fly truly changed my life. It is an accomplishment that has given me more self-confidence unmatched by anything else I know. Being a flight instructor and watching my students develop and gain confidence is really a blessing for me. I received my private certificate in August 1984 and joined The 99s in 1985. During that time, I also raised four children, worked in a law office, obtained a real estate license, and remained an active 99, serving in officer positions as well as numerous committee chair positions. I have served the aviation community as an FAA-appointed Aviation Safety Counselor since 1989.

### **JILL PATRICIA DERMOTT, First Canadian Chapter East Canada Section, PPC6 King Air 200**

My introduction to the aviation industry came at an early age. My father, recently retired, flew for almost 50 years as a bush pilot and in corporate aviation. Shortly after completing my private pilot certificate, I became a member of The 99s. It has been through this organization that I have received much encouragement and inspiration. I would like to express my sincere thanks to the First Canadian Chapter and the AE Scholarship trustees for their support of my dream of a career in corporate aviation.

### **MARY E. DUCEY, Colorado Chapter South Central Section, Instrument**

I was born and raised in Denver, Colorado. In 1982, the birth of my daughter Jessica, now 19, became the first major life-changing event in my life. The second happened in 1992 when I started taking flying lessons. My flight instructor told me about a women pilots organization called The 99s. Flying became my passion, and in 1995, I obtained my private pilot certificate and became a 99. My work allows me to go to the airport every day. I am a customer service agent for a commuter airline. Aviation has brought me many career opportunities and awards.

### **PEGGY GORDON, British Columbia Coast Chapter West Canada Section, Instrument**

Before I started flying, I was told it would open up a whole new world for me. Never a truer statement. With my first flight in May 1994, I was hooked. I obtained my private pilot certificate in December 1994, my night rating shortly thereafter, carried on to my commercial certificate (which automatically gave me a VOT rating). Since then, I have been flying regularly, gaining experience (and a new perspective from the air) on various aircraft, including tailwheels and floats. My next goal is to obtain my instrument rating and thereafter employment commercially. I cannot imagine a future without aviation.

### **MARY LOU HAGAN, Delaware Chapter Mid-Atlantic Section, Commercial**

I am not your "normal" late-blooming aviator. My Dad flew in WWII and my Grandfather flew in 1915. I would like to believe the love of flying was flowing through my veins before I even knew it. After the nest emptied, my husband and I learned to fly at the same time. We were licensed two weeks apart. We now spend many, many hours enjoying our Piper Challenger. I have been constantly learning as a pilot. The Wings Program is a constant part of my life and I have been striving to upgrade my license as I could afford it.

### **ROSE HANAN, Redwood Coast Chapter Southwest Section, Multiengine**

Since my first flight, I have logged more than 2200 hours of flight. I work part time as a Commercial CFIA&I for Northern Air on Murray Field, Eureka, California. I have been instructing for 12 years. I am currently training for Part 135 single engine charters. I have also worked full time as an RN for 20 years. My goal is to change my career from nursing to aviation. My goals are to do single-engine and multiengine charters and instruction. Thank you, 99s, for your inspiration, encouragement and this opportunity to earn my multiengine with the scholarship.

### **JESSICA A. McMILLAN, High Country Chapter South Central Section, Multiengine Instructor**

In 1994, I was granted my first scholarship which helped me acquire my CFI. That rating changed my life. In 1997, I quit my lifetime job as a graphic artist and moved from Boulder, Colorado, near Denver into the mountains of Colorado. I worked various jobs, but kept finding myself working at airports. I worked for an FBO flight school and an airline. During this time I was also able to acquire my multiengine rating with inheritance money when my mother passed away. Thanks to all the people who have made this funding available to people like myself so I can go on in my career.



**LINDA MEESE, Tennessee Chapter**  
*Southeast Section, Instrument*

I started flying in 1992. I loved it and since have become serious about pursuing a career in aviation. I am now working on my instrument rating and will continue on to my CFI and commercial certificate. My intention is to get my CFI and begin teaching others the joy of flying. Once I get the hours and training for an ATP certificate, I intend to pursue my dream to be a corporate pilot. The AEMSF has made it possible for me to have the funds needed to move forward with my career in aviation. To all who made this possible for me, thanks!

**PEGGY MILLER, Ventura County Chapter**  
*Southwest Section, Instrument*

I enjoy combining my many aviation interests for the benefit of all. I promote The 99s organization by working the booth at air shows, providing guided tours of the airport and teaching aviation careers at Careers in Math and Science Expositions. I have organized a B-17 tour stop to benefit The 99s Scholarship Fund. My immediate goal is to obtain an Advanced and Instrument Ground Instructor certificate and Instrument Flight Instructor certificate. I plan to foster and promote women in aviation by organizing and teaching ground school for nonpilots and instrument flying to facilitate women pilots obtaining instrument ratings.

**WENDY PERCIVAL, Maple Leaf Chapter**  
*East Canada Section, Class IV Instructor*

After I was bitten by the flying bug during my intro flight in 1996, I completed my private certificate in 1998 and realized my passion was to have a career in aviation. I soon earned my commercial. I love flying and meeting people which describes my dream career—a flight instructor. I enjoy volunteering at the airport and presenting programs to schools. An ultimate high would be to board a commercial aircraft and find one of my former students flying the plane. I have excellent support from family, friends and 99 colleagues, which has guided me this far. For this, I am thankful.

**ALICE REDAHL, Montreal Chapter**  
*East Canada Section, Crew Coordinator*

I feel most at home in an aircraft or at an airport. My childhood dream of aviation led me to seek employment with Air Canada while completing my university studies. The result was a position as flight attendant and an affirmation of my love for the airlines, especially the magic that takes place behind the flight deck door. At present, I have 300-plus hours as a commercial pilot (as flight instructor copilot) and am looking forward to an upcoming season as aerial survey pilot. My goal is to return to the ranks of the national air carrier—proudly wearing stripes on my shoulders.

**GAIL SCHIPPER, Colorado Chapter**  
*South Central Section, Instrument*

My interest in aviation started in the back seat of my uncle's Cessna watching cans of oil float during zero "G" maneuvers. Although I completed ground school in high school, I never had the funds to begin flying in earnest until after college. In my local area, I settled for the usual C-150. I passed my checkride the day before my marriage. I hope to use the scholarship as a first step in becoming a flight instructor in antique and classic tail wheel aircraft.

**BETH SCHOPPAUL, Florida Goldcoast Chapter**  
*Southeast Section, Commercial*

My memories of growing up always include some aspects of aviation—my father taking me on an empty cargo plane bound for San Juan and speaking with ATC for the first time or building a biplane in my family's backyard and later learning to fly it. As an adult, I have continued to pursue new aviation "frontiers." I have worked as a flight attendant, A&P mechanic, and am currently a flight engineer and the sole female check airman at American Trans Air. Now, with this scholarship, I am working toward my commercial certificate. I will ultimately earn my ATP and upgrade to first officer at ATA.

**JEANNETTE SHIRLEY, Austin Chapter**  
*South Central Section, Instrument*

I longed to fly since I was a little girl, but chose a career in dental hygiene because "women didn't fly" back then. At the age of 40, I quit dreaming and earned my private certificate. As time has gone by—and with the support and encouragement of the Austin Chapter—I am pursuing a career change to flight instructor. I am currently living at a fly-in community and envision instructing out of my home. This awesome gift of a scholarship for my instrument rating is a major step toward achieving that goal. I am incredibly thankful for this opportunity.

**JULIA TRIPPE, Colorado Chapter**  
*South Central Section, Multiengine Instructor*

In 1994, at age 32, I read *West with the Night* and recalled my dreams of flying. I earned my private, joined The 99s and got my AA in flight technology, instrument/commercial ASEL ratings at Lane Community College (Oregon). I earned a commercial glider rating and 175 hours as a scenic pilot in Durango, Colorado, and pursued my CFI certificate. While working at Erie/Tri-County (Colorado) Airport for two years as a full-time instructor, I earned my CFII and commercial multiengine ratings. I have been working as a Senior CFI at Jeffco Airport since April. This scholarship will enable me to further my aviation education, and that of my dedicated students.

## **Future Woman Pilot Scholarships**

Seven \$1,000 Scholarships were awarded by the Trustees of the Amelia Earhart Memorial Scholarship Fund at their Spring Meeting in March. The money was funded by contributions totaling \$3,390 and remainder from the AEMSF. The scholarships were awarded to the following to aid them in earning their Private Pilot Certificate:

Christina Jenkin  
*Albuquerque*  
Jeanne Kannegieser  
*Katahdin Wings*  
Valerie Perez  
*Orange County*  
Anna Marie Stout  
*High Country*  
Cheri Viterna  
*Kentucky Blue Grass*  
Carol Wharton  
*Mid-Columbia*  
Janice Wilson  
*Women With Wings.*

To apply for the 2002 Amelia Earhart Memorial Scholarships, contact Charlene Falkenberg, Chairman, AEMSF, 618 S. Washington St., Hobart, IN 46342, Phone/fax 219-942-8887 or e-mail CharF@prodigy.net. Deadline for receipt of application form is December 31, 2001.



## AEMSF Research Grant

BY JACQUE BOYD, Ph.D., Permanent Trustee

**W**hat is it? The Amelia Earhart Memorial Scholarship Fund Research Grant is given to provide a work environment in which an established scholar or scientist can add to the world's knowledge of women in aviation and aerospace. The grant is offered to highly specialized, professional scholars to work in their fields of expertise to expand knowledge about women in aviation and aerospace or for persons with unique knowledge for conducting and reporting research.



Jacquie Boyd

**Who can apply for it?** Only members of The 99s who meet eligibility requirements as defined on the eligibility form may apply. The eligibility requirements state that the 99 must have maintained continuous membership in the organization for the immediate two years previous to the application and have logged at least 150 hours of flight time. After receiving the grant the applicant must maintain her membership for the time period of the grant work and for three years thereafter.

When the Research Grant was established, the Trustees were aware that some expertise might come from outside the organization of The 99s. Therefore, the applicant (the 99) was defined as the Principal Investigator. The Principal Investigator status allows a 99 to have specific input into the grant application and proposal and to "employ" a non-99 to do the work. In this way scholarly expertise from outside the organization may be used to further the study into women and aviation.

The Principal Investigator completes the application form and becomes the "sponsor" of the work. The 99 is responsible to the AEMSF Trustees in that she will oversee the completion of the quarterly progress reports, submission of the quarterly billing and the final report of research findings. The Principal Investigator guides the paperwork for the grant, but does not enter into the research process itself. In other words, if a 99 sponsors the work of another person, she serves as a conduit for the necessary reporting materials from the non-99.

Whether it is a 99 who applies for the grant to do her own research or a 99 who applies as a "sponsor" for someone else to do the work, the application and evaluation process is the same.

**How can you help?** If you know of a woman who falls into the above-mentioned status and is not a 99, you can provide a Research Grant opportunity for her by acting as the Principal Investigator for her proposed project.

**What is the outcome?** The grant may also be used in conjunction with other research activities such as completion of research requirements for an advanced degree or matching funds with other grants to fund a program larger than either grant could sponsor independently.

The 99s will hold the copyright on the produced research product. Outside researchers and other 99s may use the information as a source for other work, such as articles and books.

If you have further questions or wish to receive a Grant Information Packet, please contact:

Jacquie Boyd  
155 Aviator Drive  
Fort Worth, TX 76179  
or e-mail [JacqueBoyd@compuserve.com](mailto:JacqueBoyd@compuserve.com).

### How the AEMSF works

One-half of all contributions received during the fiscal year, any one-time scholarship awards and the interest earned from principal of the fund are dedicated to scholarships. Perpetual Scholarships, Memorials and the other half of the contributions are applied to the principal of the fund.

A one-time Career Scholarship can be given for a donation of \$2,500 or more, and a Future Woman Pilot Award for a donation of \$1,000. A Perpetual Scholarship requires a donation of \$20,000.

### AMELIA EARHART MEMORIAL SCHOLARSHIP FUND

Yes! I want to make a tax deductible contribution to the A.E. Memorial Scholarship Fund.

I want this money to fund a

☐ Career Scholarship \$ \_\_\_\_\_

☐ Future Woman Pilot Scholarship \$ \_\_\_\_\_

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

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

Name \_\_\_\_\_

Signature \_\_\_\_\_

Send your **tax-deductible** contribution to Charlene Falkenberg, AEMSF Permanent Trustee. For more information, phone/fax 219-942-8887 or e-mail [CharF@Prodigy.net](mailto:CharF@Prodigy.net).

Make check payable to Amelia Earhart Memorial Scholarship Fund and mail to  
618 South Washington Street, Hobart, IN 64342-5026



Imagine this headline: "Ninety-Nines Endowment Fund tops \$1 million!" Think about how much interest income would be generated and what we could do with that...

- The skilled International Board of Directors you elected would have the financial leverage to do their jobs more efficiently and effectively by getting out to your Sections and Chapters more often to learn about your unique needs and bring top level visibility to your activities. They could also attend more industry-wide aviation activities to promote The 99s.

- Your Headquarters could be staffed appropriately to respond to all members' needs, as well as provide a greater outreach in the local community.

- Your Headquarters could truly become a world-class facility by expanding its services and facilities, making it an exciting "home" for 99s and other visitors.

- Whether you're a brand new 99, a long-suffering 99, a Chapter Chairman, a Section Governor or a Board member, you are excited and motivated because you just received approval, funding and/or materials for a wonderful "Special Project" that truly supports and/or expands the Mission of The 99s.

### Sounding good? It can come true!

No matter the size of your contribution, it goes directly into the Endowment Fund principal. *Only the interest income will ever be used to ensure the perpetuity of The 99s.* A separate operating expense

# THE NINETY-NINES ENDOWMENT FUND

BY SUE EHRLANDER, Trustee

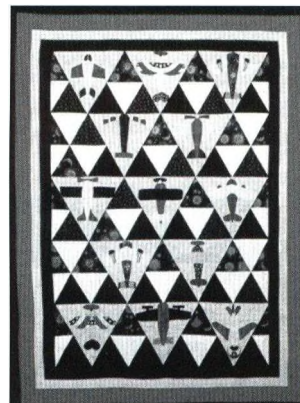
fund is used to offset some day-to-day expenses. Only contributions specifically marked for the operating fund are used for this purpose.

Currently the Endowment Fund has more than \$110,000 in principal earning approximately 8 percent through a mix of GICs (CDs), mutual funds and bonds.

*How long until we reach \$1 million?* At \$1 US/member/year, it will take 129 years; at 1 hour cost of flying per year per member, it could be reached in about two years.

If you are contributing to the Endowment Fund now, thank you for your support. If you aren't, please do. Then join our celebration the day we can exclaim, "We reached our first million!"

**WIN THIS BEAUTIFUL  
72-BY-56 INCH COLOR-  
FUL HANDMADE QUILT**



Raffle tickets are \$5 each or three for \$10

The winning ticket will be drawn at the 2002 Conference in Kansas City during the Awards Banquet.

Proceeds benefit the Ninety-Nines Endowment Fund.

You do not need to be present to win.

Buy your tickets from an Endowment Fund Trustee:

Judy Bolkema-Tokar,  
Beverly Fogle, Hilda Ray,  
Leila Baroody or Sue Ehrlander.

## 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 International Conference

July 16-21 — Kansas City International Marriott

Hosted by Trustees of the AE Birthplace Museum and members of the Greater Kansas City and Northeast Kansas Chapters

The 99s are  
"Goin' to Kansas City" to

## A day in Atchison...

- Visit to the birthplace of Amelia Earhart to take a look back at our heritage.
- Walk down Memory Lane at the Forest of Friendship to remember those who have changed—and continue to challenge—our aviation world.
- Enjoy the annual Amelia Earhart Festival activities at the Pioneering Award luncheon.
- Participate in a symposium of outstanding aviation speakers.
- Watch the most spectacular fireworks display in the Midwest from the lawn of the AEBM.

# Celebrate The Future

2002

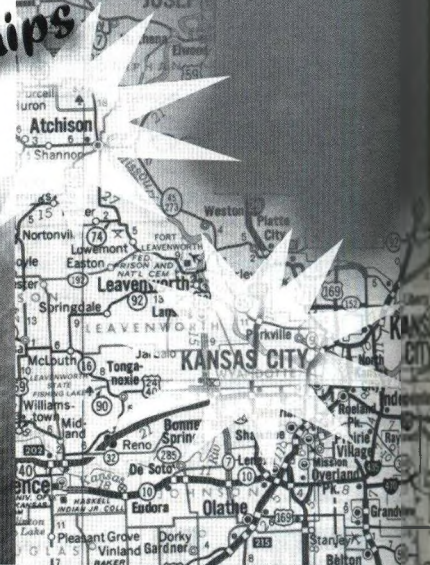
...and to  
Atchison, Kansas,  
to celebrate our past!

Three days in Kansas City, Missouri  
for sensational...

Shopping Symposia Seminars Speakers Scholarships



At the Calgary Conference, Jennifer Havers, Margaret Daflucas, Sondra Ridgeway, Dorothy Dickerhoof and South Central Section Governor Anna Taylor invite members to Kansas City and Atchison in July 2002.



## TENTATIVE SCHEDULE

### Wednesday, July 17

99s Communication Session  
Bar-B-Que Jazz Music  
"Costume" Party

### Thursday, July 18

Continental Breakfast  
Annual General Business Meeting  
Country Club Plaza/Kansas City  
Bus Tour

### Friday, July 19

Continental Breakfast  
Education and Career Seminars  
Special Presentation Speaker:  
Rod Machado  
AE Awards Banquet

### Saturday, July 20 -Atchison Tour

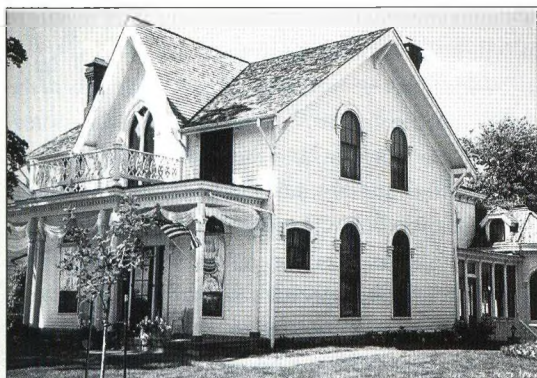
Champagne Bus Breakfast, Forest of Friendship Tour  
AE Festival Pioneer Luncheon, AE Symposium  
Kansas Picnic Supper, AE Birthplace Museum Tours and VIP Reception, Fireworks/Fly-bys

**Chairman: Sondra Ridgeway**  
**Treasurer: Karol S. Kliever**

785-286-2050  
913-236-9877

E-mail: [sondrabluesky@aol.com](mailto:sondrabluesky@aol.com)  
E-mail: [kskiewer@aol.com](mailto:kskiewer@aol.com)





# AMELIA EARHART BIRTHPLACE MUSEUM

BY SONDRA RIDGEWAY, Chairman

*Tax-deductible contributions for the AEBM may be sent to Sondra Ridgeway, 3247 N.W. Menoken Road, Topeka, KS 66618*

The Amelia Earhart Birthplace Museum Board of Trustees suffered a tragic loss on July 12 when our irreplaceable chairman, Marilyn Copeland, left us for New Horizons. Her illness was of short duration, making it even harder for those of us who worked closely with her at the AEBM to comprehend what was happening to her and ourselves.

Marilyn made the restoration process of Amelia's home her life's work for seven years. It was her passion, and the results are clearly visible as soon as you pass through the front door.

President Vicki Lynn Sherman, the Board of

Directors and the AEBM Trustees have asked me to accept the job of Chairman for the remaining five years of Marilyn's unexpired term.

While no one can ever fill her shoes, we have always shared the same philosophy of managing and caring for this important asset of The 99s and the City of Atchison.

Carole Sutton, Nebraska Chapter, has agreed to serve the remaining one year of my unexpired term. This board is committed to carrying on Marilyn's vision.

The Greater Kansas City and Northeast Kansas Chapters are co-sponsors of the 2002 Ninety-Nines International Conference in Kansas City and Atchison. Our committees are hard at work planning a successful, fun meeting. The folks in Atchison are eagerly anticipating your one-day visit during the Conference next year in nearby Kansas City.



Sondra Ridgeway

## NEW VIDEO OF AE BIRTHPLACE MUSEUM

"Tribute to a Pioneering Spirit," produced July 2000, is available for showing to organizations and schools.

Includes historic pictures with some comments by Amelia and a tour of the restored house where she was born. Narrated by Marilyn Copeland (12.5 minutes). Send money order or check for \$15 (includes s&h) to Sondra Ridgeway, 3247 N.W. Menoken Road, Topeka, KS 66618. Sales benefit the AEBM Restoration Fund.

A MARILYN COPELAND MEMORIAL has been established to benefit the AEBM Permanent Trust. Many donations from 99s and others have already been received. Your generosity will enable her legacy to continue supporting AEBM operations in future years.

If you, your Chapter or Section would like to contribute, send to Sondra Ridgeway, 3247 N.W. Menoken Road, Topeka, KS 66618. Please mark check notation with "Remembering Marilyn."



Side walkway at the AEBM made up of \$50 bricks.

## BRICK ORDER FORM

For a friend or loved one, think about giving a brick with his or her name on it for the front walk for \$100 or for the side walkway for \$50. Send orders to Carolyn Mohler, Brick Chairman, PO Box 128, Atchison, KS 66002.

*Make checks payable to AEBM*

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

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

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# THE NTSB: A CASE HISTORY

BY LYNN MARKERT, Women With Wings Chapter

LYNN MARKERT received her pilot certificate at age 26, following four years of study and work in Peru and Brazil. She trained in a rented Cessna 120, a tail-dragger.

When marriage and two children interrupted her flying life, she worked primarily as a writer/editor/translator and also returned to school to study chemical engineering. In the '80s and '90s she worked in research, occupational health and safety, and earned an MS from the University of Akron.

In the mid-90s, Lynn retired from Bridgestone/Firestone. She and her husband enjoy camping, hiking and traveling. She once again had time to fly and discovered The 99s. Women With Wings welcomed her into their Chapter and put her to work as Safety chair writing articles for their newsletter.

Lynn writes, "I have met many talented and inspiring women in The 99s and I am extremely proud to be a member."

There were 20 witnesses to the crash, so the NTSB investigators got there quickly. A diver from the National Oceanic and Atmospheric Administration (NOAA) took an underwater video that on later study showed the state of the wreckage while under water and the broken rock structures scraped clean of normal underwater growth. The site was about 150 yards offshore. The local sheriff's dive team and the local ocean rescue team brought up the pieces. The fragments were then laid out on land so they were as close to their normal positions as possible.

The engine was taken apart and examined, each component tested for its integrity and function. Cylinders were removed, as was the carburetor. Internal gears were examined and control system tubes and cranks were checked. The fuel selector was studied, and—when a similar engine was installed in a test cell—fuel pressure was tested in response to different settings.

The 20 witnesses were interviewed, as were the designers of the aircraft (Rutan), the builder who had made some modifications when he built it in 1987, the seller who sold it to the accident pilot in 1997 and the maintenance technician who helped the pilot roll the airplane out of the hangar before the fatal flight.

One modification was to the fuel selector handle that had been moved to the rear seat behind the pilot's left shoulder. The technician said he had offered vice grip pliers to the pilot in an attempt to make the handle easier to reach, but the pliers did not help.

Four of the witnesses observed the airplane in a steep bank to the right and 12 saw it in a steep nose-down descent. Six saw it hit the water. The

witnesses estimated its altitude over land at 350 to 500 feet and its heading to the west.

Since the experimental airplane was new to the purchaser/pilot, his checkout pilot was interviewed. He stated he and the new owner had made plans to relocate the fuel selector to a more convenient location than the back seat.

The airplane registry records were looked at and showed the inspector's sign-off on the airworthiness certificate application.

The Air Traffic Control Tower tapes were reviewed, copied and analyzed in the NTSB's audio lab. An audio spectrum analyzer was used on the background sound of the aircraft engine during pilot transmissions. No evidence of propeller or engine malfunction was detected.

Every aspect of the airplane's design was once again considered—from the weight of a second coat of paint (it was repainted at the time of sale) to the location of the center of gravity. The capacity of the fuel tanks was compared with information available from those interviewed to determine the quantity of fuel remaining in each tank at takeoff. As nearly as could be determined, the remaining fuel (after delivery and flight check) would have been low.

Because bird feathers were found in the wreckage, the curator of the local museum of natural history was called in. He determined that, although the pilot's backrest pillow (that he needed to reach the rudder pedals) was labeled as filled with goose feathers, it also contained duck feathers. The likelihood of a bird strike was ruled out.

The pilot's airman and medical records were obtained from Oklahoma City and showed that in 1996 he had a total flight time of 2,750 hours. His private pilot certificate included SEL, MEL, single-engine sea and gliders. He also had his instrument rating and a Learjet type rating. He had had an alcohol problem, but his blood showed no drugs or alcohol.

Finally, inspectors tried the fuel selector controls in a similar aircraft. They found that to reach the handle, they had to twist to the left at least halfway around toward the back. According to the NTSB report, "...each time while an investigator turned his body the 90 degrees required to reach the selector valve, his natural tendency was to extend his right foot against the right rudder pedal...."

The aircraft was an experimental Adrian Davis Long EZ, N555JD. It crashed on October 12, 1997. The pilot, John Denver, did not survive.



What an inspiring year with the "Aviation Firsts" theme. The 99s were proud to be able to herald many of the Firsts. On Wednesday afternoon, The 99s gave a presentation in one of the Forum tents—Marcia Gitelman, Mardell Haskins and Diane Dade highlighting Harriet Quimby, Blanche Stuart Scott, Bessie Coleman and Jacqueline Cochran.

In The 99s tent on Marcia Gitelman's display were brief biographies of women in aviation from the early days of flight through the decades to current astronauts. The "Jennies to Jets to Space" display from the Southwest Section added another dimension to our tent.

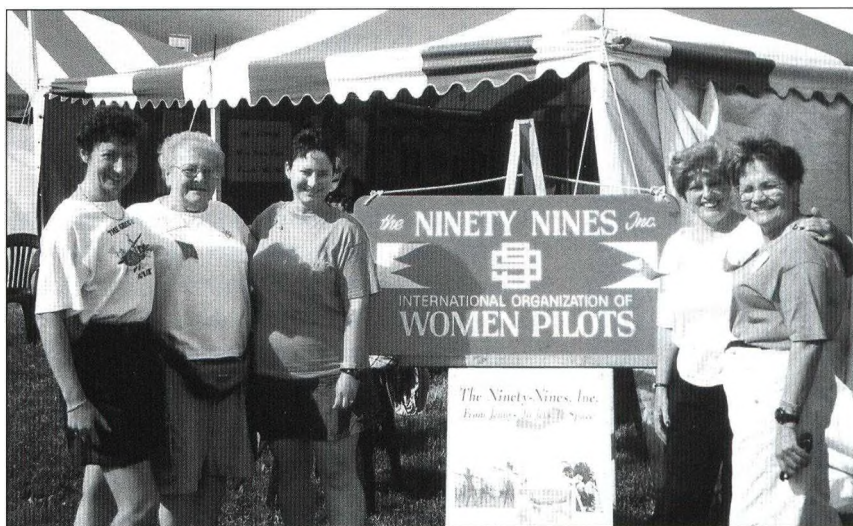
Activity was brisk with the signing up of 10 new 99s, eight new FWPs, four reinstatements and six renewals. A total of about 200 Ninety-Nines and FWPs came from many parts of the world in addition to the United States—Australia, New Zealand, Canada, Germany, Switzerland and Hungary.

President Vicki Lynn Sherman's presence on Wednesday and Thursday was very helpful in responding to members' questions and needs. My deepest thanks to Loretta Sincora (Chicago Area), my able assistant, and to International Director Mardell Haskins who were there the entire week.

Many thanks to these volunteers who devoted whatever time they could and were a great help: Karen Ballard, Ruth Frantz, Ellen O'Hara, Mary Panczyszyn, Jean Urbas and Sue Victor, all of the Chicago Area Chapter; Diana Dade, Garden State Chapter; Marcia Gitelman, Finger Lakes Chapter; Kris Hinterberg, Wisconsin Chapter; and Colleen Moehle, Central Illinois Chapter. Thanks also to Edith Wagner and Ethel LeCornu from New

## EAA/AIRVENTURE 2001

BY RITA ADAMS, EAA/AirVenture Coordinator



Dee Wakelin, Loretta Sincora, Jan Capozzi, Mardell Haskins and Rita Adams in front of 99s tent at EAA/AirVenture in Oshkosh, Wisconsin.

Zealand. Ethel was also with us the entire week and her friendliness and enthusiasm escalated our eagerness for the International Conference in New Zealand in 2005.

Other tent activities included book signings by Sandra McClinton (*Lyrical Aviators*) and Barbara Schultz (*Pancho Barnes*).

The Friday morning breakfast was well attended and camaraderie was always present in the tent. We extend a hearty welcome to all the new 99s and FWPs!

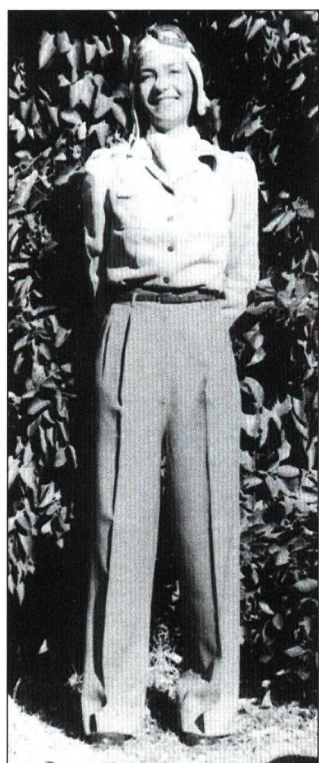
*Activity was brisk with the signing up of 10 new 99s, eight new FWPs, four reinstatements and six renewals.*



Rita Adams, Mardell Haskins and Marcia Gitelman at Marcia's display board of "Aviations Firsts" at the Friday Breakfast.



# TWO HELMET & GOGGLES GIRLS



*Early photo of Juanita Newell in trim slacks, a leather helmet and goggles pushed up on her forehead, a la Amelia Earhart, whom she once met. Juanita's helmet and goggles are now in a glass display case at the Phoenix airport.*

## Juanita Newell

In the remote foothills of California lives an incredible woman, Juanita Newell. She logged more than 12,000 hours at a time when being an executive pilot was considered a man's job. Early photos of Juanita show her in trim slacks, a leather helmet and goggles pushed up on her forehead, a la Amelia Earhart, whom she once met. Juanita's helmet and goggles are now in a glass display case at the Phoenix airport. With the arrival of cabin aircraft came dresses and heels. "Feminine but efficient," Juanita says. "We had to slip off those high heels to fly, though."

Abandoned at birth and adopted by struggling homesteaders, there were no airplanes on Juanita's horizon. By age 16, she was on her own working in the school cafeteria and taking the expected business courses. She graduated as class valedictorian.

Then she met a handsome man with a bright red convertible—and an airplane! Elgin Newell put her in goggles and a leather helmet and took her for a ride in his bi-plane, "a Travel Air 2000 with an OX5 engine," she remembers with typical precision. Two years later, they were married.

"My career in aviation started with Elgin giving me a lesson now and then in the Travel Air and our newly purchased OX5 Robin," Juanita says, "but we always ended up not speaking. So I signed up for the academic CPT (pilot training) course and won a flight scholarship." In those days, only one woman for every 10 men could be accepted as a flight school graduate. In 30 days, she made it.

"Whatever the men could do," Juanita explains, "we could do: charter, barnstorming, acrobatics, flight instructing. My husband was proud of me; he wanted me to excel."

When the outbreak of World War II limited

civilian flying and men were drafted, leaving their jobs to women, Juanita trained aspiring WASPs. Her flying school grew to Cessna 140s, a Stearman PT17 and a Cessna 190.

Many achievements followed. She won second place in the 1959 Powder Puff Derby (the world's largest and longest speed race for light aircraft).

Flying in an open cockpit Bird airplane with Melba Beard, she took first place in the antique category of the 1968 Phoenix 99s Kachina Air Rally. In 1976, she served as judge and timer for the last PPD. She was elected into the Arizona Pilots Hall of Fame in 1985 and inducted into the International Forest of Friendship in Atchison Kansas, in 1990. And in 2000, she was honored by the Calaveras County Historical Society as "Outstanding Woman in Aviation."

Now widowed and in her early 80s, Juanita runs the 160-acre ranch she grew up on. Still riding high, she recently rode her 16-hand Missouri Fox Trotter at the head of the Mountain Ranch parade. Juanita and her long-time friend, Carol Kennedy, also an 80-year-old widow, sometimes still fly together.

—Contributed by Helen Bonner, a writer in Mountain Ranch, California.



*Juanita Newell, a charter member and first chairman of the Phoenix Chapter who is known as the "Amelia Earhart of Arizona."*

## Gladys Morrison

I received my Aerial Application Certificate in California in 1950. At that time, you had to take a 100-question written exam about chemicals, laws in the different counties in California, what we could apply and what we couldn't, how to compute the output nozzles, number of gallons per acre—that type of thing. There were a variety of questions pertaining to aerial application.

The reason I got into crop-dusting was that I bought a crop-dusting business and I needed to hire some pilots. But the first pilot I hired rolled up an airplane on his first job. He wasn't hurt, but he demolished the airplane. I took another pilot up to Sacramento to take the written test, and while I was sitting there, I thought I might as well take it, too. So I did and I passed and he didn't.

And then I had to take a flight test. I was based at Buchanan Field in Concord, California, where I



had a school, a shop, a cafe, etc. I had to go out and fly and be critiqued by a man from the State Department of Agriculture, a man from another crop-dusting business and a man from the FAA. I passed that and went on from there.

The airplanes we flew were primarily war surplus Stearmans with 450-HP engines we would take from BT-13s. We would throw the Stearman engine and the rest of the BT-13 away, add some lead for balance, take out the front seat of the Stearman, put a hopper in there to contain the material we were using and fly from the back seat.

We sprayed and dusted all sorts of crops using lots of DDT and sprayed for many different bugs with a variety of chemicals. We also sprayed to defoliate crops, mostly cotton, so the cotton could be picked by machine. If you put it on in small amounts, it made the crops grow better; too much and the plants died.

We did walnut-knocking in northern California orchards, flying with the wheels down between the rows in the orchards. The backwash would knock walnuts off the trees. It was much cheaper and quicker than having people out there picking them. Our wings would just barely clear the trees.

If it got too cold in places where they raised lettuce, the farmers would go into a real panic. Lettuce freezes at a higher temperature than 32 degrees and once it freezes, it's gone. We flew over the fields close to the crop very early in the morning to keep the air moving.

We had a lot of freedom and landed virtually anywhere. I kept a low profile because most of the farmers didn't know a female was treating their field. Women weren't supposed to do things like that. But I didn't care. I just did the work.

It was hard work, but it was fun. Terrible hours. We loaded planes early, cranked up and took off as soon as we could see well enough. We primarily worked off of roads, airstrips and canal banks. One of our main airports was a hill in northern California where you would come in, fly under some wires, go up and land on top of the hill, load up, turn around and take off. You had to be able to see a little bit, but we sure couldn't see much.

It was exciting because early in the morning there would be a line of anywhere from two to six Stearmans and you sort of had the feeling you were in World War I. It was hard to get the airplanes started because there was a lot of fog up there and the engines didn't want to turn over. Sometimes we threw lighter fluid into the air intake followed by a match to get them in the

mood. We hand-cranked them.

There were other hazards, such as people occasionally shooting at us because they didn't want to be awakened at four in the morning. Field workers threw things like heads of lettuce and tomatoes, which could kill you if you're going 80 mph and one hit you in the head.

We loaded seeds in PA-11s with 150-HP engines and dropped them onto burned out mountains so trees would regrow. And then there were the bees! One of the pilots ran into a swarm of bees that hit the prop and turned tail backwards. The pilot suffered 280 bee stings, but managed to get back to the airfield before passing out. He recuperated for three days in the hospital with his head and neck greatly swollen.

The farmer and the chemical distributor worked together. We called them "bugologists." They made swishes with a little net. After so many swishes, they would count the bugs and if there were a certain number, then you would have to treat that field. We tried to take calls a day ahead so we had an opportunity to check out the field beforehand for wires or other obstructions.

I snagged an unmarked phone line once and accidentally saved myself with the right reaction. I pulled back the power, hit the ground, then added full power and bounced off and broke the wire. I was lucky to get out of that alive. Our Stearmans had sharp metal on the leading edge of the gear so if you hit the wires, you would hopefully cut through them. A tail-wheel was another problem. Electrical wires will break, but phone lines just stretch out. If you're going to hit wires, hit them as hard as you can—full throttle instead of slowing up.

On the way to the airport one day, I saw one of my airplanes flying in a circle around and around a big standpipe. He had a wire on his tail-wheel and it was just winding him in to where he almost hit his wing when the wire broke. He was one scared white-as-a-sheet pilot. The best thing to do when catching your tail-wheel is to break the wire by reducing power, then slamming forward with power and hope it breaks.

I got out of the business due to the new regulations that had become difficult to live with. We had a lot of government contracts, but applicator companies were bidding them down so low that it wasn't worthwhile to compete anymore. It was time for me to get into some other business. With the hours they wanted us to fly, it just wasn't worth it anymore. Time to start a new horizon.

—From a talk at a Yavapai Chapter meeting.



*Gladys Morrison, Yavapai Chapter, began her pilot career in central California in 1945 and by 1947 was a partner in an FBO based in Concord, California. She flew air shows in a modified Piper Cub and by 1951 was the first woman licensed by the state of California as a crop-duster.*

*"I kept a low profile because most of the farmers didn't know a female was treating their field. Women weren't supposed to do things like that. But I didn't care. I just did the work."*



## What it's like to work for... the FAA

### EILEEN IANDOLA

#### Eastern Pennsylvania Chapter

I am a safety program manager, and it has to be one of the best jobs in the FAA. I am able to use my 30-plus years of experience toward the goal of reducing the fatality and accident rate of general aviation pilots. The duties of my position are diversified, consisting of accident review and analysis. From this information, I design seminar programs for district pilots, including remedial training, pilot counseling and flight assist reviews. No two days are alike and no two seminars are alike.

My inspiration for material for the seminars is provided by the FAA Administrator's Focused Agenda items, such as Pilot Decision-making, Loss of Control, Weather, Controlled Flight into Terrain, Survival and Runway Incursions.

PHL FSDO District 17 is the largest in the Eastern Region, covering New Jersey, Pennsylvania and Delaware. We are fortunate to have an outstanding group of Aviation Safety Counselors—some are 99s—to provide assistance with the many seminars held throughout the year. The job I have provides a very special way for me to use my love of aviation and help others at the same time.



*Eileen Iandola*

### HOLLY ROE

#### Alabama Chapter

I have been an Air Traffic Control Specialist for the FAA since July 1987. I had my first plane ride at age 5. Then at age 16 I decided I wanted to take up hang gliding, but my father talked me into taking flying lessons instead. (He had recently gotten his private certificate and I think he wanted someone else in the family to be an airport bum with him.)

I took my private checkride two weeks after graduating from high school and headed to Auburn University to pursue a degree in aviation management. I graduated with a degree in psychology, a minor in aviation—and no career plan.

Fortunately, my mother noticed the FAA was hiring controllers



*Holly Roe*

and registered me for the test. A year later, I was struggling through the initial screening at Oklahoma City. After nine stressful weeks, I passed—one of only seven from a class of 19 to do so.

After six more weeks of training, I reported for duty at Dekalb-Peachtree Tower in Atlanta, Georgia, and worked there for four years. It was a great facility. The tower manager liked women controllers and always had at least 50 percent female staffing. PDK is a very busy general aviation airport with four runways and lots of traffic. I loved every minute of it!

Eventually though, I decided to pursue radar training and moved to Birmingham, Alabama, where I passed my commercial and multi-engine check rides. In my days off, I do a little commercial flying and I hope to fly corporate after I retire.

I recently became the proud co-owner of a 1965 Skylane. When I have spare time, I travel, read and garden.

I was a member of the North Georgia Chapter during college but really wasn't very active during my years at PDK. When I transferred to Birmingham, I was recruited by the Alabama Chapter and I have really enjoyed the friendships I've made there. Our members are very excited that The 99s International Convention in 2003 will be held here in Huntsville. We are looking forward to seeing y'all!

### JANET RUSSELL HITT

#### Santa Clara Valley Chapter

Over a 26-year period, I've worked as a flight instructor, a charter pilot and a manufacturing test pilot. Then came work as a nonscheduled cargo copilot, an operations manager and a chief pilot of a multi-service commuter/on-demand air carrier. After that, I went back to flight instructing and pilot examiner work to oversee my sons while my Naval-aviator husband was away with wars and sea duty.

In 1974 I was invited by the Seattle FSDO to join FAA Flight Standards as a general aviation operations inspector. I later transferred to the Oakland FSDO in the same position, but with a somewhat different aviation clientele.

In 1980 I transferred to the San Jose FSDO as an Accident Prevention Specialist, and served there for the next five years with a year out for temporary duty in the Western Pacific Region. I represented the Flight Standards Division on the Human Relations staff and conducted organizational effectiveness workshops at all the FAA facilities in that region.

1996 brought a return to operations inspector work, this time serving as the operations program manager in this area, conducting surveillance on multiple air carriers serving the district. I became the operations unit supervisor, then assistant manager and have continued in this position. I now have a grand total of 27 years of Flight Standards service!

Although a relatively small service within the FAA, the opportunities for a career within Flight Standards are many and varied. Previous piloting experience is required, and it is up to each person to seek and qualify for preferred line or staff functions.



*Janet Russell Hitt*



## LISA COTHAM

### New Orleans Chapter

I have just completed four years as an Aviation Safety Technician (AST) in the Baton Rouge Flight Standards District Office, the first hired for this position in Louisiana. ASTs are relatively new to the FAA. They serve as technical assistants to the inspectors, much like a paralegal does to an attorney.

ASTs attend nearly all the same training as inspectors, the most notable exception being the flight courses. We are not required to have any certificates, just a knowledge of aviation, but having a pilot or mechanic certificate definitely helps.

The most rewarding aspect of my job is working with the public. I am the front-line for all phone inquiries and walk-ins. I review completed applications for certificates or ratings and develop waivers for banner tow operations, pipeline patrol, parachute demonstrations, airshows, etc. My job entails administering the inspector flight program, issuing ferry permits, airworthiness certificates, U.S. certificates to foreign and military pilots, IAs, A&P authorizations and renewing CFIs.

The more serious side of the job includes assisting in surveillance (including airshows—not all that serious!) and inspection activities, accident investigations, and enforcement investigation reports.

I serve as the office representative for the FSDO employee union, Professional Airway System Specialists, and I am a member of the national contract negotiating team.

Due to federal ethics laws regarding conflict of interest, FAA employees cannot instruct or fly for hire (not even voluntarily) within their own district, so it's a slow process of logging the hours needed to eventually become an inspector. Until I do, I will be the best AST I can be so our customers will know that some of us really are here to help.

## ARDYTH WILLIAMS

### Member at Large

I followed my brother to Purdue University where he was enrolled in the Aviation Management School. My first semester I became a lineperson, then I took my first flight and I was hooked. I was able to design my own bachelor's degree combining flight, maintenance, avionics and business.

Along the way, I accumulated flying hours with the Purdue Flying Club and the local FBO. I did anything the FBO would let me, from lineperson to mechanic assistant to charter and commuter copilot, eventually becoming a CFI.

An airline career was just around the corner when the air traffic controllers struck. I was in the tower while one of my students was soloing and the facilities manager asked me to take the ATC test. But just as a major airline said, "Come work for us," the FAA called and in 1982, I went to Oklahoma City.

I wanted to learn all the jobs in the building at my first assign-



*Lisa Cotham*

ment (Indianapolis Center), including an ATCS, staff specialist, area supervisor and area manager. Then with my experience in general aviation and ATC, I began traveling around the U.S. talking about ATC and communication.

I was later selected to be the deputy facility manager at New York ARTCC. While I was there, I also took a job as a regional operations branch manager. Following that stint, I returned to Headquarters in Washington to become part of a program requiring FAA employees to fly aircraft as an integral part of their job.

With a variety of assignments under my belt, I am now the air traffic liaison to a special program office (Free Flight). Looking back at the decision I had to make in 1982 (airline or FAA?), I have no regrets. I have a great job with the FAA—and they make me fly!"

## MARY WUNDER

### Eastern Pennsylvania Chapter

It was not my lifelong dream to become an Air Traffic Controller. The truth is, I had never even been in a control tower until I reported for duty in Wilkes-Barre, Pennsylvania, in 1981. But my Dad flew in the Army Air Corp in World War II and as a very young child I remember going to the Pylon Club at the local airport. That was the last time I really thought about aviation until the late '70s when I met and married my husband, and we learned to fly at the same time. I wasn't about to get into that little airplane with him without knowing how to fly it. So I got my private pilot certificate in 1978 while managing a credit union office, and joined The 99s the next year. I have since earned commercial, instrument and multiengine ratings.

In 1981 I was hired by the FAA and trained in Oklahoma City. When I went to the FAA in Wilkes-Barre, they said I was the third woman to come to them and none of the others had completed the ATC training program. I did and was there for five years, working both Tower and Approach control. I received a Special Achievement Award from the FAA in 1992 and the Women of Vision Award from the Montgomery County Women's Conference.

My next job was at Allentown Approach. Then I advanced to Philadelphia Approach Control, a Level Five facility where I have been for 14 years. I recently accepted a job as Traffic Management Coordinator, a position that combines working airplanes with system demand—an exciting mix.

My job allows me to promote aviation through tours of the control tower, participation in Career Day Programs and speaking engagements to both aviation and non-aviation groups. I will be celebrating my 20th anniversary as an ATC in September.

In life, there are people and organizations that help you along the way, not just in what they can do for you, but what you can do for other people. I am grateful for my dad who told me I could achieve anything I was willing to work for. I am grateful to the Professional Women Controllers, an organization that provides support and encouragement for the women who work for the FAA, and I am grateful for the camaraderie and support I get from my friends in The 99s who provide me with a reason to fly.



*Mary Wunder*



*Ardyth Williams*



**CAROL S. RAYBURN**  
**Albuquerque Chapter**

I started flying while in high school and began my aviation career while a college freshman. After college, I flew in various Midwestern and Western states for several years doing instructing, air taxi, U.S. Forest Service contract flying, cloud seeding, crop spraying, etc.

I became an Accident Prevention Program assistant in Denver, Colorado, in 1974, but soon transferred to Salt Lake City, Utah, as an aviation safety inspector, then became a principal operations inspector (POI) assigned to an air carrier operating under Part 121.

In 1981, I transferred to Washington, D.C. as a specialist in the General Aviation and Commercial Division, followed by managerial assignments in Fresno and Los Angeles. As manager of the General Aviation and Commercial Division in 1985, I became the first woman in the FAA to enter the Senior Executive Service (SES).

Later, I became director for Special Programs in the Flight Standards Service before moving to the position of manager, Flight Standards Division, in the New England Region.

In 1994, I became manager of the FSDO in Albuquerque, New Mexico, followed by an assignment managing the national Flight Standards Inspector Resource Program. I now have 6,400 hours of flight time with an ATP certificate and CFI, and I am rated to fly aircraft from gliders to Convair 440s and Learjets.

I joined The 99s in 1963 and belonged to several chapters as I moved about the country. I have held numerous offices and committee assignments. I developed the criteria for The 99s Award of Merit and became the first chairman of the International Committee. I am an Amelia Earhart Memorial Scholarship recipient, and I later served two terms as an AEMSF Trustee.



*Carol Rayburn*

**ARLENE FELDMAN**  
**Eastern Pennsylvania Chapter**

Arlene Butler Feldman, the Federal Aviation Administration's Eastern Regional Administrator, is an attorney and pilot whose contributions have earned her a place among many aviation notables in the New Jersey Aviation Hall of Fame.

After several years as an attorney with the United States Railway Association, Arlene was appointed to serve as the director of the New Jersey Division of Aeronautics, the nation's first woman to hold such a position. In that role, she spearheaded an effort that resulted in sweeping changes to that state's aviation laws.

In 1984, she became FAA's first woman Deputy Director of the William J. Hughes Technical Center in Atlantic City, New Jersey, and later was named to the same position in FAA's Western Pacific Region. There she managed more than 5,000 employees. She went on to become FAA's first woman Regional Administrator, assuming that position in New England in 1988, and then in July 1994, she arrived at the Eastern Region as the new Regional Administrator.

Arlene is the recipient of the Presidential Rank Award for meritorious service in the area of aviation education. She has been very active in the recruitment of women and minorities and serves as an advisor to the Philadelphia High School Academies. She is the first woman to serve as Chairperson of the Board of Directors of the Air Traffic Control Association whose members represent more than 200 major aviation corporations.

Arlene has been a member of The 99s since 1959, and has held every chapter office of the Eastern Pennsylvania Chapter as well as serving as chairman of the Pike's Peak Chapter.

*—Submitted by Patricia Conza*



*Arlene Feldman*



**ROOM WITH A VIEW**

**BY CHRISTY LARSON, Florida Goldcoast Chapter**

I have received a few questions since my first column appeared. Several asked if it was possible to visit an Air Traffic facility. The answer is a resounding "YES." It may require a little coordination—such as calling the facility in advance and arranging a tour time and date—but it will be well worth it. Interaction between pilots and controllers is crucial to the success of the overall operation.

Another question dealt with tapes of air traffic frequencies. All air traffic communications are recorded and kept for 15 days. If an accident or incident occurs, the tape will be held until it is no longer needed.

Piper Cub. Doty was well versed with FAR 91.215, which requires all aircraft within 30 nm of airports listed in Part 91 Appendix D to be equipped with a transponder with Mode C. She was also aware that her Cub was exempt from this requirement because of electrical system limitations.

What Doty didn't know was that Flight Standards had issued a bulletin (HBGA 00-07 and HBA 00-05) titled "Expiration of SFAR 62 and Enforcement of 14 CFR Section 91.215 (b) (2)."

This bulletin reinforced the mandate concerning transponders with Mode C capability. It also states "pilots who are unable to equip their aircraft with an alti-

My new buddy, Doty, had her hand slapped by a controller for not having a transponder with Mode C installed in her

tude encoding transponder, because of aircraft electrical system limitations, should contact the local ATC facility to obtain a clearance or request a written waiver (renewable annually) in order to transition into and out of the Mode C veil airspace."

Of course, her not knowing this is perfectly understandable. This bulletin was issued as a revision to FAA Order 8700.1, General Aviation Operations Inspectors handbook. Not too many people carry that around in their back pockets.

I have enjoyed answering your questions and hope to continue doing so. If there is something you would like to know about, please e-mail me at [wally31@mail.com](mailto:wally31@mail.com).

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



# THE NINETY-NINES WELCOME THESE 152 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**NINETY-NINES:** Gabriela ADAM-RODWELL, *Dallas* • Lyndsay ASMUSSEN, *Utah* • Cassandra BARNES, *Ambassador* • Lorna BARRIE, *Western New York* • Kelli BARTH, *Florida Goldcoast* • Rikki-Irma BARTON, *Palomar* • Margaret BEHRENDT, *San Diego* • Phyllis BERRY, *Sacramento Valley* • Evelyn BOWERS-BIENKOWSKI, *Indiana* • Ronna BUSH, *Southwest Section* • Pam CABAK, *Monterey Bay* • Jan CAPOZZI, *Maryland* • Raelene CARMICHAEL, *All-Ohio* • Carol CECCONE, *Mt. Shasta* • Jodie CHAPMAN, *Southwest Section* • Susan CISZEWSKI, *Wisconsin* • Andrea CLARK, *Intermountain* • Donna COATES, *Chicago Area* • Jennifer CODDING, *Garden State* • Jamie CONTES, *Members At Large* • Shannon COURSEY, *Colorado* • Michele DACY, *Chicago Area* • Deborah DANIELS, *Southeast Section* • Jane DAVIS, *Eastern New England* • Martha DENNIS, *Hampton Roads* • Billie DODSON, *Santa Barbara* • Carol DUBY, *Columbia Cascade* • Amy ELLIS, *Southeast Section* • Katherine FAW, *South Central Section* • Stephanie FOSTER, *Mid-Columbia* • Lynn GARDNER, *Member at Large* • Mary GILVARRY, *Santa Clara Valley* • Cindy GLOVER, *Manitoba* • Jane GORRELL, *Utah* • Maria GRECO, *Florida Goldcoast* • Gwendoline GREY EAGLE, *Hi-Desert* • Susan GRIFFITHS, *Mid-Atlantic Section* • Marvane HAMNER, *North Central Section* • Carol HANNAH, *Phoenix* • Wendy HANSEN, *Utah* • Fiona HODGE, *Southwest Section* • Marisa HORROCKS, *Utah* • Diane HROMEK-SAWYER, *Chicago Area* • Maria HUIZAR-TRIMBER, *Old Dominion* • Gina HURST, *Tennessee* • Judith HUTCHINSON, *Maryland* • Inna Viktorovna INNES, *Dallas* • Kelly ISENHOFF, *Florida Gulf Stream* • Elizabeth JOHNSON, *Southwest Section* • Micki JONES, *Marin County* • Laura LATTANZIO, *Eastern New England* • Jocelyn LECLUSE, *Maple Leaf* • Audrey LEDGERWOOD, *Mid-Columbia* • Irene LEVERTON, *Yavapai* • Lois LIBENSON, *New England Section* • Rebecca LINHART, *New England Section* • Maribel LLORENS, *Los Angeles Palms* • Kimberly Pamela LOWE, *Florida Goldcoast* • Lynn MARETH, *South Central Section* • Debora MASEYCHIK, *Mid-Atlantic Section* • Charlotte McGRAW, *Member at Large* • Jane McRAE, *Alabama* • Janyne MICHAUD, *Aloha* • Connie MOORE, • Katherine MOREY, *Santa Barbara* • Marilyn MURPHY, *Member at Large* • Marilyn OLWIN, *Albuquerque* • Dianne OTTE, *Omaha Area* • Rose PARMETER, *Wisconsin* • Nancy PETERSON, *North Central Section* • Ardith PHILLIPS, *South Central Section* • Lorena PLOURD, *Katahdin Wings* • Mary PUETTMAN, *Member at Large* • Patricia PURCELL, *Dallas* • Marici Phillips REID, *Santa Clara Valley* • Rebecca RITTER, *Florida Gold-*

*coast* • Dellzell SAMMON, *Florida Suncoast* • Debra SHIPLEY, *Tennessee* • Jan STEINER, *Minnesota* • Sandra Lynn STEPHENS, *Atlantic* • Patricia SYNK, *Women With Wings* • Vicky THALACKER, *Greater Seattle* • Kitty THURNHEER, *New York-New Jersey Section* • Sarah TOMAN, *Women With Wings* • Carolyn TUCKER, *Minnesota* • Candice TUTTLE, *Santa Clara Valley* • Sharon VANINGER, *Colorado* • Pamela VELA, *Houston* • Sarah VETAULT, *Tucson* • Allyson WAAK, • Connie WAKEFIELD, *Hampton Roads* • Kelly WILLS, *Orange County* • Cynthia WISCHMEYER, *Western Washington* • Penny Jo WYATT, *South Central Section* • Marianne YODER, *Reno Area* • Horka ZALAY, *Member at Large*. **ACADEMIC:** Dionne BRAXTON, *Colorado* • Elizabeth MALLETT, *Tulsa* • Dionne MITCHELL, *Sacramento Valley* • Laura TROXELL, *Texas Dogwood* • Mayon WHEELLESS, *Southeast Section*. **FUTURE WOMAN PILOT:** Jennifer ACKERMAN, *Mount Diablo* • Jennifer ALBERICO, *Florida Spaceport* • Lisa BACHMAN, *Iowa* • Lori BADANES, *Los Angeles Palms* • Morgan BEERBOHM, *Santa Rosa* • Meagan BIGGERS, *Old Dominion* • Jeanne BLACK, *Phoenix* • Amber BLEADON, *Willamette Valley* • Ecaterina BUCHTEL, • Teresa CAMP, *Greater St. Louis* • Janet CHANG-PRYOR, *Alameda County* • Amy CHIPMAN, *Monterey Bay* • Tina CHRISTIE, *Phoenix* • Minako CLAYTON, *Orange County* • Tammy DAVIS, *Shreveport* • Rhonda DETWILER, *South Central Section* • Annette DONARSKI, *Wisconsin* • Suzanne DYER, *Dallas* • Kaye EBELT, *Montana* • Laurette ESPELAND, *Chicago Area* • Yvette ESPINOZA, *South Central Section* • Darlene EWING, *Northwest Section* • Kelley FREDERICKSON, *South Central Section* • Melanie GANGLE, *Columbia Cascade* • Amanda GOFF, *All-Ohio* • Erin HEINE, *Member at Large* • Jennifer HUGHES, *Ventura County* • Annelie JEFFRE, *Ventura County* • Jennifer JORDAN, *Greater Detroit Area* • Caitlyn KENNY, *Fullerton* • Kit LAI, *Santa Clara Valley* • Elizabeth LINDSAY, *Greater Pittsburgh* • Tracy LUNQUIST, *Aux Plaines* • Drue MARQUEZ, *Orange County* • Traci MASON, *Keystone* • Merissa McDONALD, *Member at Large* • Brenda MILOVICH, *Central Pennsylvania* • Heather MONAGHAN, *Chicago Area* • Kerry MULHOLLAND, *Member at Large* • Louise PARSONS, *Oregon Pines* • Molly PEEBLES, *Greater Seattle* • Margaret POYTON, *Pikes Peak* • Noelle RODOLARI, *Gavilan* • Waunita SAWLER, *Eastern Ontario* • Anna Lucille SCHWISOW, *Idaho* • Jane SKORINA, *Minnesota* • Darcia STEBBENS, *Santa Barbara* • Nancy WAITZ, *Washington DC* • Cornelia Johanna WARNKE, *Colorado* • Shannon WELLS, *Kentucky Bluegrass* • Marion WILSON, *Ventura County*

## DEAR NEW 99s,

I am so glad you have joined our wonderful organization of women pilots. I have been a member for almost two years now, but I have been attending the Reno High Sierra Chapter meetings for almost three years. I started out as a 66 (now the FWP program) one month after beginning my primary training. I was urged to find out more about The 99s in our area from my flight instructor when I inquired about financial aid and scholarship money—and I found a group of ladies who have become a big part of my life.

Our Reno High Sierra Chapter is one of two 99s chapters in Reno. Both are wonderful, but I decided to join Reno High Sierra because of its monthly fly-outs to destinations in Nevada and California. These fly-outs are the highlight of my membership.

We also sell underwear at the Reno Air Races to raise money for our two annual scholarships we award in May. From this effort, we get to see and be a part of the air races, which are unsurpassed as an aviation experience.

Our chapter also hosted The 99s Southwest Section

meeting last May. It was quite an undertaking, but our group worked together exceptionally well.

Our mixed group of ladies of all shapes and sizes from all walks of life and backgrounds offers all sorts of opportunities for



Membership Chairs at conference in Calgary

conversations, stories and learning experiences. What we share is the thing that brought us together and what will keep us 99s and friends forever—our love for flight.

—Traci C. Leider, *Reno High Sierra Chapter*



## Los Angeles and Palms Chapters Merge

BY PAT OLSON

A Merger Matinee party for the Los Angeles and Palms Chapters was held August 12 at the home of Gail Kass. This is the first merger of chapters in the history of The 99s! Here's how it came about:

The two Chapters shared the same home base of Santa Monica Airport. Although there were friendships between members of the two chapters, each group existed independently.



*Carolyn Horton is presented with original LA Chapter gavel, now newly engraved, from Pat Olson*

Over time, the Los Angeles Chapter had lost several of its valued members and discussions began about the possibility of joining hands with the Palms Chapter. Los Angeles members always held a festive Christmas party at the home of Norma Futterman. Blending two groups of women together is a delicate situation, but the bond of aviation and loyalty to The 99s had formed a strong bridge. So the idea popped into their heads: "I know. Let's invite the Palms Chapter members to our party." Palms members accepted and after an abundant holiday potluck dinner,

and a joyous evening with old friends and new friends, Palms Chairman DJ Nellis revealed that there had been some discussions between the two chapter chairs about the possibility of merging if members agreed and pending approval of International.

But it was not as simple as the clinking of glasses and rounds of cheers. Much hard work had to be done to bring it to fruition. Bylaws precedents and legalities of this first-time procedure had to be coordinated and worked out with International Headquarters in Oklahoma City.

At the Southwest Section meeting hosted by the Long Beach Chapter in April, Dorothy Limbach and newly elected Palms Chair Carolyn Horton made a presentation to Directors Mardell Haskins and Diane Pirman of their wish to become the Los Angeles Palms Chapter. Both chapters were receptive to having to make some changes.

The first meeting of the proposed merged group took place on June 11 in the Palms Chapter meeting room in Barker Hangar. "Your night, our place," quipped Claire Walters. As the meeting was about to be called to order, Pat Olson, LA outgoing Chair presented Carolyn the original gavel of the Los Angeles Chapter. It was newly engraved "Los Angeles Palms Chapter, Ninety-Nines, Inc., June 12, 2001."

And they celebrated with a party. As Dorothy Friedman said, "Instead of it being *us and them*, now it is *we*."



*Celebrating the merger of the Los Angeles and Palms Chapters at a party on June 11 were (Seated) Pat Prentiss and Claire Walters. (Lower railing) Rikki Barton and Dorothy Limbach. (Back row, left to right and down) Gail Kass, Jeanine Badanes, Pat Olson, D.J. Nellis, Rachel Bonzon, Betty Loufek, Cecilia Weldon, Eugenia Rohrberg, Carolyn Horton, Doris Robertson and C.J. Strawn.—Photo by Wendy Wiencek*

## WILDFLOWER

"Wildflowers" takes on a whole new meaning as we welcome six South Central Section Members at Large to our Chapter. Our members have always been scattered about the north Texas and Oklahoma landscape—and our name reflects that demography. There are very few women pilots living in this mostly farming and ranching country. Some of us have our own private airstrips, but we live great distances from each other. Recruiting new members is difficult.

Because the number of Wildflower members had dwindled, we were in danger of losing our Charter. So I wrote to several SCS Members-at-Large asking for their help. Six members-at-large—Martha Wright, Jinny Sisson, Nita Shuhart, Terri Gulasy, Irene Bates and Vel Morgan—enthusiastically

responded affirmatively and have now joined us.

Some said they had not had a one-on-one conversation with another woman pilot in years and expressed their joy in making contact again. All had continued to maintain their 99s membership and kept in touch with the organization through the *SCS Approach* and *99 NEWS*. A couple of the women attend SCS meetings and International Conferences.

We are overjoyed to have them in our Chapter and on our e-mail loop. If there is anyone else out there who yearns for 99s camaraderie and would like to join our Chapter, please get in touch with me.—Pat Ward

## TUCSON

Our Anniversary Waltz through the years brought music to our hearts as a happy crowd of 77

listened to Kaye Craig, our outgoing chairman, reminisce about the history of our Chapter and its flying activities. In an interview with Kaye, Dorothy Jenkins, who learned to fly in 1932, told about landing in a parking lot at Notre Dame University.

Then, with Mary Mercker interviewing and Bill Frame taping, we enjoyed watching videos of long-time member Shirley Marshall and Chapter Charter Member Gertrude Geldeman who at age 97 had lots of memories from their first meeting in 1951. They said the most important thing about The 99s is the friendships. They also mentioned the fun they had in the All-Woman Tours when the members would fly to a series of airports over a two- or three-day period to visit members of other chapters.

Mearl Frame presented \$500

scholarships to Mary Percival, Rhiannon Riesgo and Tina Valencia. Laurie Peterson-Helder donated \$500 to our scholarship fund as an expression of her gratitude for a program that helped her become a pilot for United Airlines.

Thanks to all who helped make our anniversary festivities so special.—Jean Reynolds

## SHREVEPORT

The South Central Section Fall Meeting will be held October 5-7 at the Downtown Airport Restaurant and the Country Tavern Restaurant in Shreveport. Our Planning Committee is hard at work to make this a memorable occasion. Our Chapter is in the process of establishing a Chapter Scholarship fund as a special tribute to Helen Hewitt.

—Mary Jo Voss



## GRASS ROOTS — Section and Chapter reporters share their recent activities



Indiana Dunes Past Chairs at their Silver Anniversary party are: (Front row) Jan Topp, Chris Murdock, Marilyn Horvath, T.J. Shaum, Dee Nusbaum and Sue Mohnssen. (Back row) Linda Mattingly, Barbara Jennings, Charlene Falkenberg, Carol Zander, Diana (Austin) Meyer and Gail Schroeder.

### INDIANA DUNES

Our Chapter celebrated its Silver Anniversary at the Morris Country Club in South Bend with Christine Murdock and Jean Kramer as hostesses. We were entertained by Margaret Ringenberg who told about her racing experience in the Powder

Puff Derby and 25 Air Race Classics and her recent London to Sydney Race. A former WASP, Margaret was featured in Tom Brokaw's book, *The Greatest Generation*. She is a wonderful role model for girls.

—Joy Valek

### EL PASO

This "Sun City" Chapter is blessed with CAVU weather most of the time and we take advantage of it for fun flying. From April through October on the second Sunday of the month we provide breakfast at West Texas Airport for Young Eagles, their parents and hangar-flying friends. This is our

main fund-raising event each year

Chapter members Fonda Hivick, Eve Fitzpatrick, Marsha Mascorro, Valdeen Wooten and I donate time and flights to AirLife-Line of Texas. United Blood Services of El Paso is the principal user of our volunteering.

—Dottie Loveless



Jackson Gold Dust members Kathy Walton, Carol Meijer, Betty Brandon and Joyce Farrell get ready for a parade.

### TENNESSEE

The Tennessee Poker Run sponsored by our Chapter was held on Saturday, June 9. Chief organizer and recent past chairman Nancy Dougherty, who flies a DC3 based at Morristown, reported a total of 23 pilots and passengers took part. Safety brochures were available at each of the eight FBOs where the participants landed.

Entry fees for the poker hands were \$5 each. Participants had to collect cards from at least five airports and return to Morristown by the deadline of 5 p.m. The Grand Prize winner was Scotty Reasor. He received half of the \$285 in proceeds and announced he was donating it to a cancer patient in his hometown.

The other half of the entry fees will be used toward the Evelyn Bryan Johnson Perpetual Scholarship, which will be administered through the Amelia Earhart Memorial

Scholarship program. The goal is \$20,000 by June 2002.

Contributions may be made by sending a check to our treasurer, Nancy Dougherty, PO Box 26, Mohawk, TN 37810.

Evelyn Bryan Johnson has been flying for more than 56 years, logging more than 56,600 hours. In fact, she gave poker run participants Clyde Cash and Ron Tallent their instrument ratings years ago. Now, at age 91, she's still very busy. She works every day—instructing, giving flight tests and running the Morristown airport.

Evelyn is a terrific role model for anyone who aspires to achieve goals through hard, persistent work, live a fulfilling life and spread joy to others all along the way. —Sparky Barnes



Evelyn Johnson

### WOMEN WITH WINGS

Our oldest member, Pat Stark, flew as a WASP in WWII. At a recent meeting, she told us about the "glory days"—and she tells them well. We all appreciate the path she has led and the things we can learn from women like Pat. It is a pleasure to have her as a member. —Gaye Wohlin

### OLD DOMINION

Our members once again joined the Annual Girl Scout Day at Goddard Space Flight Center by presenting the Joy of Aviation to 672 Girl Scouts. The young girls loved flying the two simulators and asked many aviation-related questions. Many came back to ask for a second turn. Fortunately for us, these girls arrived in three two-hour shifts for this hands-on experience.

Over the many years that Morgen Reeb has been spearheading our Chapter's involvement in Girl Scout Day, she has encountered many handicapped young women, some in wheelchairs. This year, there was a 12-year-old blind girl who listened intently to instructions given to the girls in line

before her. When her turn came, Morgen was impressed with the girl's smooth performance at the controls.

Morgen is a first officer for American Airlines and has children of her own at home. Nonetheless, she is a strong advocate for the Girl Scouts. "When you can reach out to so many girls and see the looks on their faces, it is certainly worthwhile," she says.

—Marge Shaffer



British Section member Jill Honisett visits with a Canadian Mountie at the Calgary Welcome Reception.



## GRASS ROOTS, *Cont'd*



**NORTH DAKOTA** - Four of us brought memorabilia and photos displaying our former flying events for an exhibit at the Dakota Territory Air Museum. Dianne Herr and I in front; Beth Lucy and Shirley Frost in back.—Audrey Baird

### ORANGE COUNTY

Calgary was the greatest! The West Canada Section really brought it all together when they hosted the International Conference. PIC Capt. Rosella Bjornson with the help of all her copilots certainly brought the entire six-day excursion in for a smoooooth landing. It was indeed a trip to remember from "mags on" to "mags off." The whole event was run like a well-oiled machine without one sputter, wheeze or cough.

The Westin Calgary Hotel was laid out perfectly, nicely accommodating the well-prepared banquets and excellent choices of seminars. A short, delightful walk took you to Prince Island Park, the Bow River and SHOPPING. Really, they thought of everything!

The tour to Banff was beautiful, revealing the city's cosmopolitan flair, though surrounded by awesome alpine beauty. Lake Louise was breathtaking, its emerald color with a backdrop of glacial activity punctuated by the green velvet look of tree-covered mountains. Some said they saw a bear!

From all reports, all the executive meetings were productive, informative and contained a valuable ingredient called "bonding."

Most of the other events are covered in other parts of this magazine, but I want to comment especially on our own Pat Pateman who was presented with the Award of Achievement for her years of significant contributions to aviation and to The 99s. What a thrill for all of us to witness her acceptance

speech and to hear another one of her adventures.

Then Celia Vanderpool was called to the podium and presented with the President's Award for her dedication and commitment to bringing the world of aviation science into the classroom. Through Celia's initiation of this program and assistance, NASA is profoundly involved in instructing teachers all over the United States how to teach aviation science to students. As many of you know, volunteers from The 99s are involved in sharing NASA's curriculum with their local schools throughout the USA.

—Mary Van Velzer

### ISRAELI SECTION

El Al's first woman pilot, Merav Schwartz, flew her first commercial flight as a first officer from Tel Aviv to Nairobi on August 22. She was accepted for an El Al pilot's course in April 2000 following a 1997 decision to accept pilots who had not served as such in the IDF. Merav had served in the air force, but as a noncommissioned educational officer.

After receiving her pilot license, she had various flying jobs until she had enough hours to qualify for the El Al course which she completed in May. She is certified to fly the Boeing 737 but she stressed that she was not satisfied with that achievement. "I worked very hard to learn to fly privately," Merav says. "I very much want to fly the jumbo, because it's such a big plane." —From the Jerusalem Post Internet edition

## AIRMARKING



At Murray Field in Eureka, California, are Rose Hanan, Shauna Burrow, Heather Logan, Rita Limmer, Georgia Trehey, Kay Gorr-Chaffey and Amelia Bennet. The "Fly Baby" is owned by Robert Hesse.

### REDWOOD COAST FLYERS

We just completed our third compass rose. This one is at Murray Field in Eureka, California (EKA), and was finished on August 4. The compass rose is 80 feet in diameter. From layout to the last brush stroke, the compass rose took 60 hours to complete. We were featured on the local news with a live broadcast with weather-

man Jim Bernard. Mr Bernard is also a Controller for the FAA in Oakland. In this broadcast we also featured one of our new scholarship recipients.

In June we re-airmarked Eureka Municipal (O33)—a small airstrip right on the beach two miles west of Eureka and famous for the Samoa Bed and Breakfast.—Rita Limmer



**OLD DOMINION** Chapter completed a Compass Rose at the Manassas Regional Airport in Virginia. Devoting many hours were Jann Thompson, Peggy Doyle, Lori Robishaw, Kim Blair, Charlee Haskell, Linda Wierhorst, Kristal Breedon, Janet Higgins and R.J. McGlassen.—Marge Shaffer



**OREGON PINES** Chapter members, 49 1/2s and two future pilots helped us airmark Corvallis Airport. Left to right: Ron Hanna, Tom Bedell, Tyler Parsons, Trish Hanna, Katherine Crowell, Carol Howk and Jamie Hartman.—Trish Hanna



## AWARDS AND RECOGNITIONS

### BEV SHARP HONORED

On May 21 I had the pleasure of joining the Washington, D.C. chapter as it honored one of its members, Beverley Sharp, for her two years of service as 99s International President from 1998-2000.

More than 50 people from the Washington area attended a reception at the home of Chapter Vice Chairman Barbara Rohde in the infamous Watergate apartment complex. Guests included members of the D.C., Old Dominion, and Eastern Pennsylvania Chapters, as well as prominent members of the national aviation community.

The festivities were begun by Phil Boyer, president of the Aircraft Owners and Pilots Association (AOPA), who was joined by Shelly Snyder Simi, vice president of communications for the General Aviation Manufacturers Association (GAMA), in thanking Bev for all her work on behalf of The 99s.

Christine Sleeper, chairman of the D.C. Chapter, introduced Bev as a "factotum," from the Latin words "to do" and "all," explaining that "Bev is a pilot, computer consultant, chemist, accountant,



*Bev Sharp receives "high-five" from FAA Administrator Jane Garvey.*

author, parliamentarian and educator."

She announced that Bev had also received the third annual Bessie Coleman Aviation Trailblazer Award and the Zonta Club of Fairfax County's Woman of the Year Award earlier in the year for her efforts on behalf of women in aviation.

Bev thanked the speakers and noted that the mantra of her work in aviation was that "every young girl should know she can fly." She urged us all to make sure we had made the appropriate attitude adjustments ourselves. "We carry around so much baggage that we're not even aware of, and we must make sure that we don't pass on gender stereotypes to the next generation."

Bev reported that the next pro-

ject she will be working on is a program with junior high schools that will educate young people using "live flesh and blood" examples of all aviation workers as role models.

Phil then introduced FAA Administrator Jane Garvey, noting that she is the first woman to hold that position. Jane amused those gathered with a few anecdotes that celebrated American women, and congratulated Bev for answering affirmatively to the most dangerous question you can ask: "Can I make a difference?" She quoted her son when telling Bev she was "way cool, and wicked awesome" in her achievements.

Bev was then presented with a framed print of "Amelia Earhart in Flight—Oakland to Honolulu—March 17, 1937" by U.S. Airways pilot Laura Takacs on behalf of the Washington, D.C. Chapter.

—Lori Robishaw  
Old Dominion Chapter

### MASTER CFIs

Donna Forsyth Wilt, Florida Spaceport Chapter, and Abbie J. Friddell, Chicago Area Chapter, have been designated Master CFI (Certified Flight Instructor) by the National Association of Flight Instructors (NAFI).

Donna is an Aviation Safety

Counselor for the Orlando FSDO and a resident of Melbourne, Florida. She is also professor of aeronautical science at the Florida Institute of Technology and teaches in their nationally renowned Flight Instructor Special Emphasis Program. She is vice-chairman of the Florida Spaceport Chapter.

Abbie specializes in primary, instrument and commercial instruction at Galt Airport, Wonder Lake, and is a resident of Barrington, Illinois. She also serves as an aerospace education officer in the CAP and is active in EAA Chapter 790, The 99s and Women in Aviation.

To help put this achievement in its proper perspective, there are approximately 78,000 CFIs in the United States. Fewer than 300 of them have achieved that distinction thus far. The last six FAA National Flight Instructors of the Year were Master CFIs. Donna is one of only 29 Florida CFIs and Abbie is one of only five Illinois CFIs to have earned this prestigious "Master" title.

Questions regarding the Master Instructor program should be addressed to G. Alexander "Sandy" Hill, MCFI, Director of Education, National Association of Flight Instructors at NAFIMasters@aol.com or 303-485-8136 or visit the website at [www.nafinet.org](http://www.nafinet.org).

## LETTERS

THE 99 NEWS is outstanding! The feature article was exciting, fascinating, and informative. The piece on NIFA reminded us how very important these events are in sharpening flying skills, and the dedication of those remarkable pilots who are participating.

The "Int'l Get Together" article must have caused a flash of envy for all those who didn't attend.

—Mary Van Velzer  
Orange County Chapter

I JUST FINISHED my July/August issue and thoroughly enjoyed it! Thanks for putting in Mary Lou Neale's article about our B-17 event. It was such an honor to recognize our WASPs and the EAA was thrilled to do it, too. I

was happy to read Jean Reynolds' article about her trip in "Sentimental Journey." I, too, was fortunate to ride in "Sentimental Journey." I won the trip from Van Nuys to Santa Barbara, for having flown the most Young Eagles in my EAA Chapter 40!

I also particularly enjoyed the article about Polly Vacher's flight around the world in her Cherokee! What a courageous adventure.

And the vignettes about the corporate pilots was inspiring. I like to hear about what accomplishments fellow 99s are making.

Thanks for a good job.

—Ceci Stratford  
San Fernando Valley

YOUR MAGAZINE just keeps

getting better and better with each issue. It would be nice if this issue could be in every FBO and flight school in the country. It would certainly serve as an inspiration to all women.

—Eleanor Todd  
Orange County Chapter

ALTHOUGH NOT sponsored by The 99s, the Air Race Classic is a bonding experience for women pilots. Comments by participants included appreciation for women who went out of their way to be helpful at stops along the way. The opportunity to talk with early women pilots such as Ruby Shelton, Pauline Glasson and Bobbi Trout added a link to the days of racing against Amelia Earhart and lots of other good stories. Eve

Fitzpatrick, a first time racer and new pilot, noted that crossing Mt. Taylor at 11,550 AGL between Gallup and Albuquerque, New Mexico, was "exuberating."

—Dottie Loveless  
El Paso Chapter

I DEEPLY APPRECIATE the help The 99s offered when I needed it most. For sure, without the AE Scholarship in 1995 for my commercial certificate, I wouldn't be El Al's first woman pilot.

Although I already have in mind some new career goals, I would like very much to pay back in some fashion my debt to The 99s, helping other young pilots achieving their dreams.

—Merav Schwartz  
Israeli Section



## AIR RACES



The top three finishing teams of the ARC are: (front row) Gloria May and Dené Chabot-Fence (1st Place). Second row: Joyce Wells and Kathy Walton (3rd Place); Soph Payton and Bernice Barris (2nd Place).

### AIR RACE CLASSIC

Winning the race in a Piper Cherokee were Dene Chabot-Fence, Reno Area Chapter, and copilot Gloria May, Fresno Chapter. This is the first win for the team, which has placed in the top 10 every year since 1994. They beat the second place team by less than a minute.

In second place were Sophia Payton, Florida Suncoast Chapter, and Bernice Barris, Lake Erie Chapter, flying a Cessna 182S. This is the third win for Sophia, who has placed in the top 10 every year since 1997.

On June 26, 31 planes started the race from San Diego, California, to fly a cross-country course to Batavia, Ohio, near Cincinnati.

Flying over mountains, desert and plains, racers this year flew timing lines (with optional fuel stops) at Williams, Arizona; Gallup, New Mexico; Fort Sumner, New Mexico; and Pratt, Kansas.

Bad weather altered the plans of the racers, whose route was planned to continue to Hot Springs, Arkansas, and Fayetteville, Tennessee, before finishing in Ohio, crossing nine states and flying over 2,224 statute miles. But the race

officially stopped in Pratt in the interest of safety of the racers. The women flew to Batavia on their own, celebrating the anniversary at Sporty's Pilot Shop.

Each plane was handicapped based primarily on horsepower and design. The winners were determined by how well the planes exceeded their handicaps in ground speed (knots per hour). Altitude, wind, pilot skill, weather, aircraft condition and luck are among the factors which influence the final score. Dianne Baker and Pam Allen-Smith received the Mary Pearson Award for first-time racers awarded by the Palomar Chapter.

The first air race for women, the Women's Air Derby, ended in Cleveland in 1929; pilot Amelia Earhart finished third. Over the years, more than 1,000 Air Race Classic teams have flown more than 60,000 miles.

The 2002 Air Race Classic will begin June 20 in Silver City, New Mexico, and finish June 23 in Hampton, Virginia. Contact Pauline Glasson, ARC Ltd., 318 Glasson Drive, Corpus Christi, TX 78410, phone 361-289-1101.

—Anne Honer, Carolinas Chapter

### 2001 ARC STANDINGS

1. Dené Chabot-Fence (Reno Area) and Gloria May (Fresno)
2. Soph Payton (Florida Suncoast) and Bernice Barris (Lake Erie)
3. Joyce Wells (Bay Cities) and Kathy Walton (Jackson Gold Dust)
4. Marge Thayer (Arizona Sundance) and Helen Wyrick-Beulen (Arizona Sundance)
5. Judy Bolkema-Tokar (North Jersey) and Esther Lowry (Deep South)
6. Jean Schiffmann (Columbia Cascade) and Earline Arnold (Monterey Bay)
7. Jean Sloan (All-Ohio) and Dottie Anderson (All-Ohio)
8. Jane Bergishagen (Members At Large) and June Beers
9. Margaret Ringenberg (Indiana) and Marsha Wright
10. Carol Foy (Austin) and Toni Emerson (Austin)



Claire Walters (center) with Palms to Pines first place winners Pat Prentiss and Lianne Oakes, both of the Orange County Chapter.

### PALMS TO PINES

All systems were "GO" at SMO early Friday morning, August 3, as 18 women pilots and nearly as many copilots were poised to take off in 18 aircraft, ready to fly the VFR race to Bend, Oregon. However, the weather that day did not cooperate until shortly after noon. At 12:27:31 PST the race originator and coordinator, Claire Walters, with Cecilia Weldon, both of the Palms Chapter, took off in Cecilia's Cessna 182, followed by the rest of the racers.

The racers stopped at Red Bluff where the local Hot Rod Club drove the group to a wonder-

ful barbecue on the Sacramento River bank. The next day they arrived in Bend where Lancair Aircraft Co. hosted a luncheon and a tour of its facilities. First place winners were Pat Prentiss and Lianne Oakes.

Jean Schiffman, Cecilia Weldon and Micki Jones won a fantastic door prize of a flight in Lancair's Columbia Turbo 400.

From the stories I've heard, all those flying this race had an experience only they can appreciate—because they were there. 2002 Palms to Pines anyone?

—Mary Van Velzer  
Orange County Chapter

### OKIE DERBY

Thirty-five airplanes competed in the 23rd Annual Okie Derby with teams from California, Florida and Nebraska giving a nationwide flavor to this proficiency event.

Teams from Spartan School of Aeronautics, Oklahoma State University/Tulsa and the University of Oklahoma added a collegiate-level competitive spirit.

Phyllis Howard, founder of the Derby, and her husband Bob won first place honors, the first team to win more than once.

Proceeds from each Derby provide flying scholarships for young women. This year's recipients were Julie Orrick, Moore, Oklahoma, and Michell Ward, Altus, Oklahoma. Julie will use her \$1,000 award for an instrument rating and commercial certificate, while Michell will use her \$750 award to help complete her private pilot certificate.

—Carol Sokatch  
Oklahoma Chapter



Poodle skirts and saddle oxfords were appropriate attire at the "Rock-n-Roll" Okie Derby event. Oklahoma Chapter Chair Margie Richison presents outgoing Chair Ann Leininger Pogson with her engraved A.E. Medal.



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

**MARILYN COPELAND**, Northeast Kansas Chapter, passed to New Horizons on July 12 succumbing to Creutzfeldt-Jacob, an extremely rare disease that attacked her shortly after her attendance at the South Central Section meeting in April.

Aviation was an important part of Marilyn's life. She had logged more than 5,000 flight hours, earning her commercial and instrument ratings. She flew in more than 20 transcontinental air races to 48 of the United States. She and her husband operated Copeland Aviation, a GA airport in Wichita, Kansas, and were instrumental in the formation of the Flying Dentists Association.

Marilyn was an active

member of the Kansas City Zonta Chapter, a founding member of the Kansas Aviation Museum in Wichita, co-founder and chairman of the annual Wright Brothers celebration in Wichita, and was an advisor for numerous other aviation safety organizations worldwide promoting education and safety information for pilots and the public.

As a past International President, she worked tirelessly in many roles, one of which was Headquarters Chairman, responsible for raising funds for the building of 99s International Headquarters in Oklahoma City.

Until her illness, she served as Chairman of the Board of Trustees of the AE Birthplace Museum in Atchison, Kansas, and was instrumental in its complete restoration

and operation. She was also serving as chair for the 2002 International Conference to be held in Atchison and Kansas City, Missouri, and had in place many plans for this Conference.

She was the first to receive the Governor's Achievement Award in 2001 for outstanding contributions to The 99s, which was awarded posthumously in California.

Marilyn had boundless energy and enthusiasm for any task she set her mind to. Her philosophy was that "If I do all within my power to make something happen and ask for God's help—and it doesn't come about—then He must have a better plan and I will find this out eventually."

—Betty Rowley



Marilyn Copeland

A Permanent Trust Memorial has been established in Marilyn Copeland's name at the AE Birthplace Museum. Contributions should be sent to Sondra Ridgeway, 3247 NW Menoken, Topeka, KS 66618.

**KATHARINE STINSON**, Carolinas Chapter, the first female engineering graduate of North Carolina State University, died July 29, 2001, after a fall. The 82-year old was also an aviation contemporary of Amelia Earhart and a long-time member of The 99s.



Katharine Stinson

At the age of 10, she began working part-time at a local airport earning money for flying lessons. At 16, she obtained her license and met Amelia at the airport during a barnstorming tour for Beechnut. "I never would have been an engineer if Amelia hadn't mentioned it," Stinson later said.

Stinson never questioned the idea; however, as a woman, she was not allowed to enroll at NCSU until she had received junior status. She accomplished that task at Meredith College, earning 48 hours in just one year.

In 1941, she became the first female engineering graduate of NCSU and went on to become the first female engineer hired by the Civil Aviation Administration, today's Federal Aviation Administration.

Stinson helped found the Society of Women Engineers and was active in the Soroptimist International organization. During her 32-year career, she served on President

Johnson's Advisory Commission on Aviation and President Nixon's Committee for the Employment of the Handicapped.

Katharine Stinson spent her life encouraging young women to go after their dreams; she certainly left her mark pursuing her own dreams.—*Excerpted from an Associated Press article in the August 1 edition of The Fayetteville Observer and an earlier magazine article found in her file at 99s Headquarters.*

**MARY "MUFF" ENGLISH**, Central New York Chapter, passed away at her home in Englewood, Florida, on June 17. Muff was graduated from Stephens College with a degree in aviation. She had a multiengine rating, was a flight instructor and flew in the Powder Puff Derby.

—Marcia Buller  
Central New York Chapter

**ALLAIRE BENNETT**, Tucson Chapter, died from cancer on August 3 at the age of 83. Up until she became ill, she rarely missed a 99s activity—always ready when there was a project afoot. Her pilot friends in The 99s and the WASPs meant a great deal to her. Of all the planes she flew, the B-25 was her favorite. She was an active supporter of Pima Air and Space Museum and the Arizona-Sonoran Desert Museum.

—Jean Reynolds  
Tucson Chapter

## BOOKS

*Tethered Mercury, A pilot's memoir: The Right Stuff but the Wrong Sex* by B Steadman (with Jody M. Clark) is the story of B's life as a woman pilot in the '40s, '50s and '60s. Order from Aviation Press, P.O. Box 5613, Traverse City, MI 49696-5613 for \$29.95 plus \$3.50 s&h.

*The Powder Puff Derby of 1929—The First All Women's Transcontinental Air Race* by Gene Nora Jessen will be available in March from Sourcebooks, \$16.95 paperback (320 pages) ISBN 1-57071-769-9

*Wind in My Face*, an autographed

soft-cover autobiography by 99 Gladys Buroker, can be ordered by sending a check or MO for \$22.99 (includes S&H) to Intermountain Chapter, c/o Barb Mayfield, 61 Bigfoot Road, Newport, WA 99156.

*The Originals: The Women's Auxiliary Ferrying Squadron of WWII* by Sarah Byrn Rickman. Included are bios of the original 28 WAFS and more than 100 photographs of them and the planes they flew.

For more info, check out [www.disc-us.com/originals.htm](http://www.disc-us.com/originals.htm) or order from the publisher (1-888-695-9111). Hardcover - \$32.95; softcover - \$24.95.

## GA NEWS

AIRLINE PILOT HIRING slowed in August, with 1,131 new jobs created for the month. Slower pilot hiring is anticipated to continue for the balance of 2001, with levels below the record levels seen in 2000. AIR, Inc's 2001 hiring forecast predicts 16,500 new pilot jobs this year.

TO COMMEMORATE the 100th anniversary of the Wright brothers' first powered flight, Congress has declared 2003 as Aviation Centennial Year.

The United States will be host-

ing an aviation-themed World's Fair April 7-27 at Newport News, Virginia, just two hours from the birthplace of aviation at Kitty Hawk.

Located close enough to Washington, D.C. to embrace the high-ranking government and business community there, it is also easily accessible by road, rail and air to large numbers of professional and public visitors from both the U.S. and abroad.

For more information on events being planned for the entire year, consult the website: [www.aviation-worlds-fair.com](http://www.aviation-worlds-fair.com)



## RATINGS

Sabrina Beach  
Orange County  
CFI  
Kim Blair  
Old Dominion  
Commercial  
Angela Green  
Member at Large  
Instrument  
Wendy Wiekhorst  
Old Dominion  
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## HAPPY ANNIVERSARY!

### Congratulations to the New England Section and the following Chapters:

New England Section	September 19, 1941	60 Years
Greater St. Louis	September 19, 1941	60 Years
Colorado	September 28, 1941	60 Years
Eastern Pennsylvania	October 23, 1941	60 Years
San Diego	September 19, 1946	55 Years
Eastern Idaho	October 14, 1956	45 Years
Manitoba	September 1, 1971	30 Years
Greater Pittsburgh	October 16, 1971	30 Years

### TO ALL MEMBERS OF THE 99s:

I want to thank the hundreds of 99s who have cooperated with me over the last eight years to produce almost 50 issues of 99 NEWS. You have been generous in contributing your aviation news items and photographs and you have been willing to accept the fact that not everything you send will be printed. You have helped us grow this publication from a newsletter to a real magazine.

Now I think it's time for someone else to take the leadership a step further to an all-color magazine with enough paid ads to pay its own way. Therefore, I am resigning as of December 9, the deadline for the January/February issue.

It is my hope that—with the foundation that Lu Hollander and other members of the Publications Committee have laid—individuals, Sections, Chapters and companies will see the potential value of using the magazine to reach into the homes of almost 7,000 women pilots as well as other members of the pilot community. Many members take their copies to FBOs and to schools to help spread former 99s President Bev Sharp's message: "Every young girl should know she can fly."

Complete advertising rates are available from John Shoemaker (see info above). For instance, a one-time ad the size of the one at the right is \$120.

Support the magazine by sending your aviation-related news and stories for the January/February issue by December 9 to this new address: EDITOR, 99 NEWS, P.O. BOX 950033, OKLAHOMA CITY, OK 73195. Other contact info will be available after the November Board of Directors Meeting.

Thanks and blue skies...

—Betty Rowley

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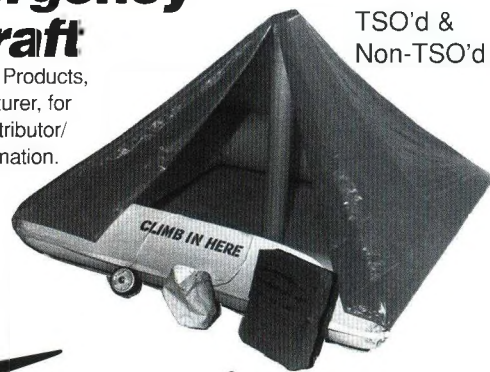
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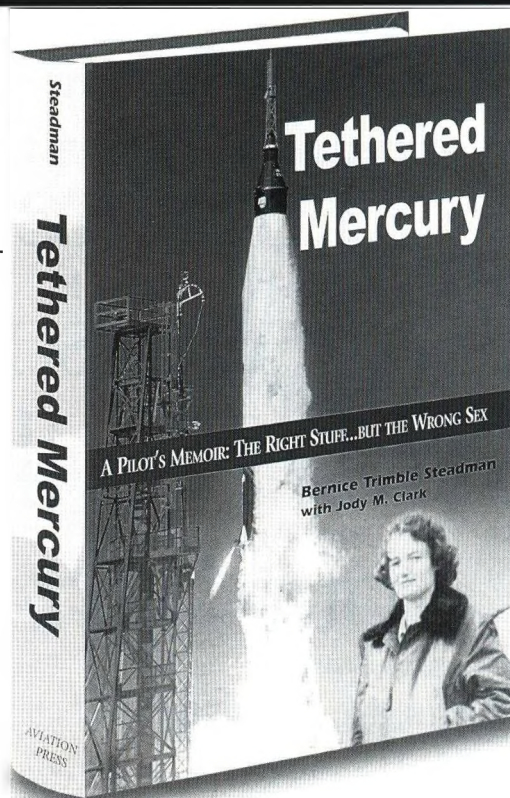
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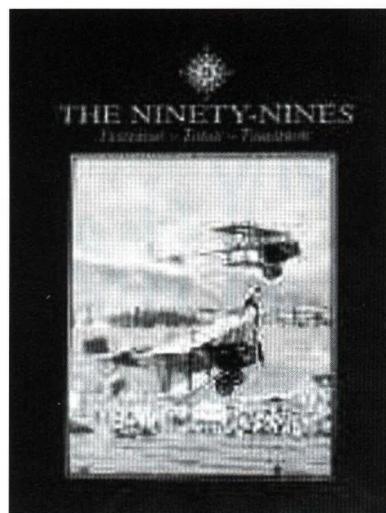


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