



# INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES, INC.

VOL. XXVII NO. 6

NOVEMBER/DECEMBER 2001



WASP/99 Dora Strother waves from the cockpit of a Confederate Air Force B-29. See story on page 6.

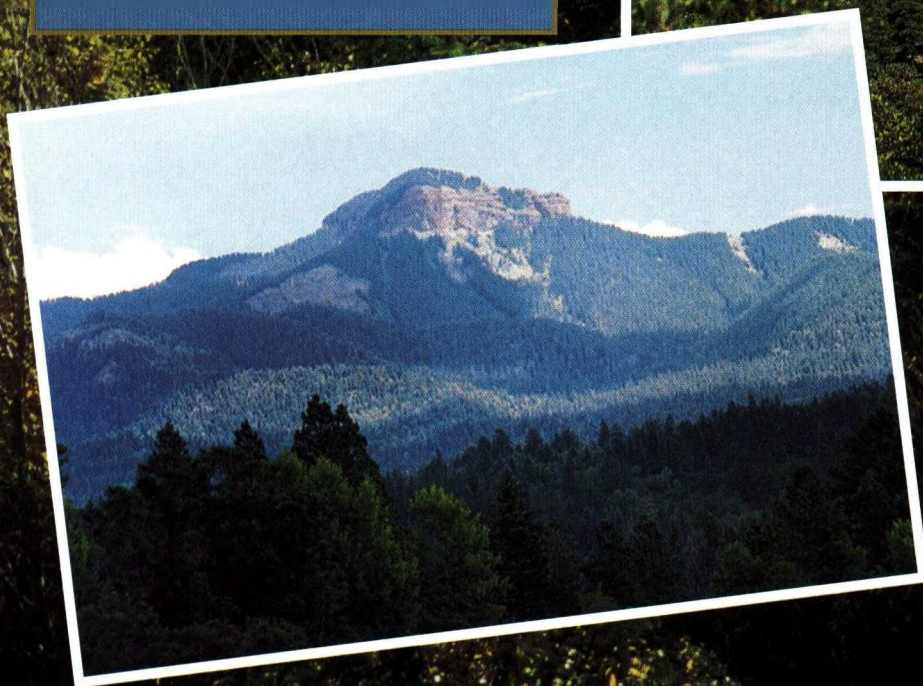
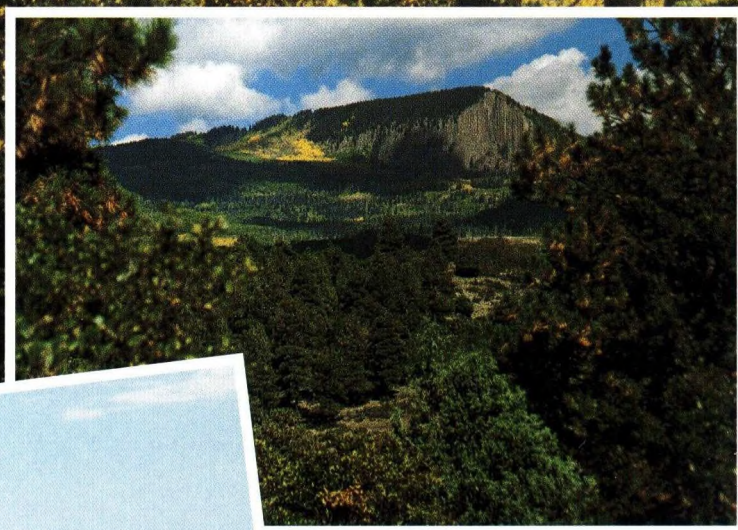


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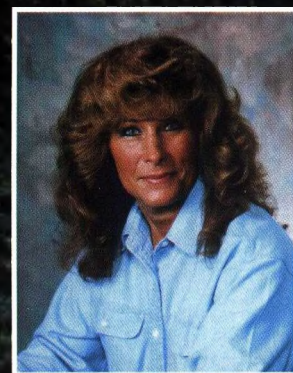
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OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

November/December 2001

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## STATEMENT OF EDITORIAL POLICY

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

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PROMOTE world fellowship through flight

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may be made by a Chapter, a Section, this Committee, the Council of Governors or the International Board of Directors to be presented to the membership at the 2002 annual meeting in Kansas City. Postmark by December 31, 2001 to:

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International Bylaws/Standing Rules Chairman  
10 Oak Forest Drive,  
Longview, TX 75805, USA. Fax 903-663-5808 or  
e-mail jajurenka@juno.com

## New Directory coming!

The 99s Directory publisher is busy formatting the membership section of the next directory, after which they will format the history, listing of officers, Sections, Governors, Chapter Chairs, etc. for the front of the Directory and the Bylaws for the back of the Directory.

We expect them to be completed so your Directory will be in the mail the end of November or first part of December.

# PERPETUAL CALENDAR

## 2001

### DECEMBER

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

31 — **By-law** revision deadline

31 — **Deadline** for applications for AE Memorial Scholarships and Future Woman Pilot Scholarships

## 2002

### FEBRUARY

2 — **North Central Section Mid-Winter Board Meeting**, Chicago, Illinois. Diane Cozzi, 630-495-6565 or e-mail dcozzi@ameritech.com

2 — **Southwest Section Winter Business Meeting**, Lionsgate Hotel on McClellan AFB, Sacramento, California. Bobbie Campbell, 916-362-3164

### MARCH

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

16 — **Northwest Section Winter Board Meeting**, Spokane, Washington. Trish Hanna, 503-362-7465 or e-mail rtfliht@juno.com

### APRIL

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

19-21 — **South Central Section Spring Meeting**, Corpus Christi, Texas. Hosted by Tip of Texas Chapter. Mary Helen Dunnam, 361-883-3388

26-28 — **North Central Section Spring Section Meeting**, Chicago, Illinois. Rita Adams, 847-913-0490 or e-mail radams001@msn.com

### JUNE

18-21 — **Air Race Classic**, Silver City, New Mexico, to Hampton, Virginia. Pauline Glasson, 361-289-1101

21-23 — **International Forest of Friendship**, Atchison, Kansas. Kay Baker, PO Box 99AE, Atchison, KS 66002 or phone 913-367-1419

### JULY

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

Sondra Ridgeway, e-mail bluesky@cjnetworks.com

*Celebrate The Future*  
2002 Women Pilots/International Conference  
The Ninety-Nines, Inc.

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

### AUGUST

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

### SEPTEMBER

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

18-22 — **American Bonanza Society Convention**, Wichita, Kansas. Phone 316-945-1700

### OCTOBER

8-10 — **NBAA**, Anaheim, California

## 2003

January - December — **WorldFlight 2003** in North Carolina

### JULY

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

### OCTOBER

7-9 — **NBAA**, Orlando, Florida

7-27 — **Aviation World's Fair 2003**, Newport News/Williamsburg International Airport, Virginia. Phone 201-251-2600 or visit website <www.aviation-worlds-fair.com>

## 2004

### OCTOBER

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

**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

## Spread the word to new women pilots

Keeping the name of The 99s in front of the public is so important to an organization like ours. Here's how you can help:

Keep business cards in your purse and membership applications in your briefcase and airplane to give to any new woman pilot you meet.

Send your business card or a postcard or a short note to your local newspaper, radio, TV station, Chamber of Commerce, or city leaders to invite them to contact you if they have questions

regarding women in aviation, our activities and our history.

Invite a reporter from your local radio and/or newspaper to visit one of your chapter meetings or special activities? Or how about inviting a reporter to lunch to discuss what The 99s in your chapter are doing.

Send a list of newly elected officers to your local newspaper. Make it easy for them to reach you by enclosing your 99s business card.



With many others, I have been struggling to respond to the changes in all our lives brought forcefully to our attention by the tragedy affecting so many in New York, Washington, D.C. and Pennsylvania—flight crews, passengers and victims from around the world caught in the here and now that changed us all.

As a means of denying evil the appearance of successfully interrupting our society, I have responded by getting on with the affairs that fall to me. However, I believe that we must face the nature of the evil that confronts us.

It is not religious—although it wraps itself in soiled religious cloth—much to the horror and dismay of those citizens in many lands who claim this religion. They do not claim the perversion of it that teaches children to hate and kill and enslaves women and society to a long-failed primitive model of the only social structure in which such beliefs can exist.

We are engaged in a long struggle in which we will be required to make many sacrifices and be prepared for further attacks on our way of life. In the tradition of The 99s, we will endure!

Several letters expressing sympathy and support have been received. Renate Schmidt's letter from the whole German Section directed a message of concern and sympathy to all their 99s sisters, particularly to those close to the attack sites.

Chanda Budhabhatti, Governor of the India Section and President of the Indian Women Pilots Association, sent words of sympathy that were especially meaningful in light of her personal loss of friends and property during India's recent earthquakes and the loss of Nepal's Royal Family. I think Chanda's words convey a message that speaks for all of us:

"The members of India Section, Indian Women Pilots Associates and myself sincerely hope that you, your family and loved ones are safe. We would like to extend our heartfelt sympathy for those who have been personally affected by this massive attack on the WTC buildings and the Pentagon. We pray for the innocent people who lost their lives and for those who laid down their lives to help the victims."

### *Northwest Section Meeting*

In the spirit of the President's message to get on with our lives, I flew on Delta Airlines from Orlando, Florida, to Portland, Oregon, on September 20 to attend the Northwest Section meeting.

## PRESIDENT'S MESSAGE

BY VICKI LYNN SHERMAN

The airport terminals and airplanes were quiet and nearly empty, but the 99s meeting was warm and comforting. The mutual support and camaraderie appeared to help each of us. We agreed that when we cannot fly ourselves, we should support our commercial airlines.

The Section installed Linda Marshall as their new Governor. And a reception honored outgoing Governor Betty Prakken, who has done an outstanding job. She promises to continue serving as chairman of the International Awards Committee.

At the Friday night dinner, we were all privileged to hear President Bush's speech reinforcing national unity—a helpful and supportive experience.

### *Fall Board of Directors Meeting*

As I write this, our Board of Directors and the Council of Governors are preparing to meet as scheduled at 99s Headquarters on November 7-11 to discuss the ongoing business of The 99s. I will report more fully about this meeting in the January-February issue. That issue will also include Position Statements of those running for International 99s offices. Those who are elected will be installed at the International Convention in Kansas City, Missouri, and Atchison, July 16-21. I hope to see you there.

May the personal faith of each of us sustain us until we meet.

—Vicki Lynn



*Vicki Lynn Sherman at International Headquarters*

Photo by Verna West



*"We need to organize and help each other."*

—Amelia Earhart  
November 2, 1929



# WWII REUNION OF B-29 PILOTS

DORA DOUGHERTY STROTHER, Ft. Worth Chapter, learned to fly in 1940 with the Civilian Pilot Training Program at Northwestern University in Chicago, Illinois, and joined The 99s the same year.

When she heard about the WASP program, she left school to work at the airport, and accumulated enough flying hours to join the squadron. She served as a WASP from January 1943 to December 1944. She flew live-fire tow-target missions for anti-aircraft guns and drones for anti-aircraft. Besides the B-29, she flew first pilot on the B-17, B-34 and on most military cargo and training aircraft of the time.

In 1949, Dora was a flight instructor of primary, advanced and instrument courses at University of Illinois, then transferred to the aviation psychology lab as chief pilot in 1950, flying for research projects in the development of aircraft controls, displays and simulator design. After earning an MS degree in 1953 at the University of Illinois, she took two years off to get a Ph.D. with emphasis in aviation psychology at New York University.

Dora was employed for many years by Bell Helicopter. In 1961 she earned a rotary wing rating and set two world records in a Bell 47G-3. She retired from Bell as manager of Human Factors Engineering and Cockpit Arrangement.

The WWII super-secret group that dropped the atomic bombs invited two former WASPs to their August 2001 Reunion at Wendover, Utah. Wendover was the state-side training base of this secret organization, the 509th Composite Group.

Dora Dougherty Strother had been stationed at Wendover in 1944 during WWII. She was asked to speak at the reunion about her assignments at Wendover as a transport/utility pilot flying C-45s, C46s, C47s and B-34s.

Dora and Dorothea "Didi" Moorman of Big Pine Key, Florida, were the only two members of the WASPs known to have checked out as pilot-in-



*Dora Dougherty Strother with Navy dive bomber, Curtiss Hell Diver, which she flew towing anti-aircraft targets during WWII.*

command of Boeing's B-29 "Superfortress."

General Paul W. Tibbets, who later piloted the *Enola Gay* to drop the first atomic bomb, was their flight instructor. Their assignment specified that they would fly the B-29 on demonstration tours to show the guys how to do it. General Tibbets named their ship *Ladybird*.

Dora and Didi, friends for 58 years, relished the time to reminisce with pilots and flight crews of "The Greatest Generation" and revisit the cockpit of *Fifi*, a B-29 in the Confederate Air Force fleet.



*Dora Dougherty Strother and Dorothea Johnson Moorman on ramp at Wendover Field, Utah, with Confederate Air Force B-29 "FIFI" August 3, 2001.*



## WASPs and the B-29

In the summer of 1944, the 25-year-old U.S. Lieutenant Colonel Paul W. Tibbets had a problem. He was in charge of training pilots on the Army Air Forces' newest, biggest and most complicated bomber yet—and the task was turning out to be much more onerous than he'd anticipated.

Tibbets' men were putting up unprecedented resistance. In point of fact, the pilots had every reason to be wary. The B-29 was not only much larger and heavier than any bomber the U.S. had flown before, it also hadn't gone through the years of operational testing to which Boeing had subjected its predecessor, the B-17.

Initially, engine fires were one of the major problems. The planes' Wright engines were often called the "Wrong" engines. Part of the trouble could be traced to the engine cowlings that were too tight and often caused fires even before the planes had taken off. Although engine improvements were made over time, fires remained a problem throughout World War II.

Tibbets decided that the way to convince the men to fly the plane was to show them that women could do it. The young Colonel recruited Dora Dougherty and Dorothea Moorman to be his demo pilots. Dougherty remembers that at that

point, she had never even been in a four-engine plane before.

Tibbets did not warn his new recruits of the engine fire problem. Instead he trained them to take off without the standard power checks. After three days, the colonel decided his women pilots were ready for their demonstration.

For several days, Dougherty and Johnson ferried pilots, crew chiefs and navigators from the very-heavy-bomber base at Alamogordo, New Mexico, across the state. Tibbets' plan was a terrific success: After watching the women fly the four-engine bomber, the men stopped complaining about the airplane

Air Staff Major General Barney Giles brought the demonstrations to an abrupt halt after just a few days, telling Tibbets that the women were "putting the big football players to shame." Giles was also worried that an accident would unleash tremendous adverse publicity.

The two women were sent back to Eglin Field, Florida, and never flew a B-29 again. But the plane they had demonstrated went on to play a decisive role in the Allied victory in World War II. (*From Dora Dougherty Strother/The American Experience*)



Col. Paul Tibbets, Dorothea "Didi" Johnson Moorman, Dora Dougherty Strother and crew of the B-29 Ladybird at Eglin AFB, Fort Walton, Florida, June 1944. (Photo courtesy of The Women's Collection, Texas Woman's University)

I CERTIFY THAT DORA JEAN DOUGHERTY, WASP, has pursued a course of instruction in the B-29 airplane in accordance with the provisions of AAF Regulation 50-16, dated 26 October 1942, and other pertinent to fly this type airplane on all types of missions subject to the following limitations: none

—Paul W. Tibbets, Jr.  
Lt. Col., A.C.  
24 June 1944

FOLKS, THOSE WASPs that you see 'round about greased the "LADYBIRD" on No. 21 the other evening at 1730 — and what a fine job — mastering the mighty B-29 in just 8 hours transition with no previous time on four-engine aircraft. Is that good? — Or are we a little backward?

"The two luscious femmes go by the names of Dora Dougherty and Dorothea Moorman from the Proving Grounds at good old Sand Strip Eglin. Stop them and ask a few questions on how to handle the equipment. You will be surprised how much knowledge is stored behind all that beauty.

—Harry Shilling  
Major, Air Corps  
Director of Maintenance

BEFORE YOU THROW this letter into the trash-basket, let me introduce myself. In 1944 I met you with Col. Tibbets and Didi Moorman when you brought a B-29 to Clovis AFB, Clovis, N.M.

I was the Director of Maintenance & Supply and Base Test Pilot at the time. You came to show us that the B-29 plane was not one to be feared. You were the pilot that day and demonstrated your excellent flying skills and convinced us the B-29 was the plane that any pilot could be proud to fly.

From that day on, we never had a pilot who didn't want to fly the B-29.

—Harry McKeown,  
Lt. Col. USAF (Ret)  
August 2, 1995



# THE EARLY YEARS...

BY MARGARET THOMAS (TOMMY) WARREN



## Fifinella

An object of unit pride was the WASP emblem designed by Walt Disney, who was intrigued with the work of the WASPs. The symbol was a dainty little winged sprite called "Fifinella."

Fifinella was considered to be a sister of the prank-playing "gremlin" that caused pilots trouble—but unlike her brother—she was a kind-hearted little elf who helped the WASPs out of tight situations.

## Nancy, Tommy and Susie

*It was Wednesday, October 27, 1976. Nancy Harkness Love died last Friday. Mary Fearey, who had just returned from a WASP reunion in Arkansas, said they had given Nancy their award "The Order of Fifinella," a few days before she died. I wonder if Nancy gave a damn, or maybe it was something she wanted, a comfort. After all, she was in line to be Commander of the WASP until Jackie Cochran came home from England, and, to our surprise, was appointed. I must call Susie. I don't imagine she's heard.*

How many years ago was it when Nancy, Susie and I lived together? I think it was 1934. Let's see...thirty-four, forty-four, fifty-four, sixty-four, seventy-four—five, six, seven, eight, nine. My God! That's forty-five years ago!

We lived in Mark Twain's old house, 21 Fifth Avenue, New York City on the corner of Ninth Street, next door to the Brevoort Hotel with its sidewalk cafe that made us think we were in Paris. It was down the street from Washington Square and Greenwich Village.

We had the ground floor. Our living room had two pairs of French doors that opened onto balconies bordered with iron railings. A leap over the railings would bring you onto the sidewalk. How safe the world was in those days. On hot nights, we wouldn't even bother to close the doors, much less lock them.

We were three young fliers. Good-looking, penniless and out to seek our fortunes. Susanne

Humphreys was last year's debutante, the only native New Yorker among us—brought up in private schools and riding-to-hounds. Her family could no longer support her, so she (in theory anyway) had a job in a fancy dress shop selling clothes to her friends. The only reason we had this apartment was because her cousin gave it to us—he had moved elsewhere and his lease wasn't up. Nancy was from Michigan and had left Vassar after two years. We were about the same age and our common burning interest—no, our passion—was flying.

Sometimes we actually missed a meal or so, but we did have a steady supply of beer because somebody whose father owned a brewery sent it—like a standing order for roses to a chorus girl. Of men, there were plenty, but pilots mostly, not a rich lot.

We had a private telephone number and somehow became a sort of central aviation recruiting office for the Spanish Civil War. The Loyalists, of course. I think it worked like this: One of the boys would say he'd like to join up. Someone telephoned at intervals and we'd supply names; the mysterious "other end" would take it from there. We'd later learn that Bill or Jim or John was gone.

I remember the night we all got in about the same time, very late, from our dates and nightclub visits. We talked awhile and then decided to go to Roosevelt Field and fly as soon as the sun was up. Flying made women comrades in the same way that men can be comrades. But women seldom are. There are many ties women share, woman-to-woman, to men's exclusion, but they are rarely companions in the "Three Musketeers" sense. But we were. I have a photograph of about a dozen of us, lined up in front of an airplane, everybody with their arms linked or an arm around another's shoulders.

The end came when Nancy decided to marry Bob Love. Susie and I were shocked, horrified. I shall never forget her departure. Bob's family sent their car, a great black Packard limousine with a chauffeur. The chauffeur held the door open. Nancy hesitated a moment, then climbed in, looking determined. Susie and I stood on the balcony, waving and crying. That was the year of the song, "When a lovely flame dies, smoke gets in your eyes."

I think we both felt that the real world was beginning to show its hum-drum face, and, as it turned out, we were right, in a way. In another way, we were wrong. But that's another story.





*Nancy Harkness Love, first woman to fly for the U.S. Air Force in 1952, founded the original Women's Auxiliary Ferry Service and commanded the WAFS during WWII.*



*Susanne Humphreys Ford began flying in the early 1930s. When WWII began, she enlisted in England's Air Transport Auxiliary where she remained for the duration of the war.*

MARGARET THOMAS WARREN believes she might have been the youngest Charter Member of The 99s—only 17 when she joined. She learned to fly at the Texas Air Transport Flying School in Fort Worth, earning Private Pilot License # 6180 in an OX-5 Travelair in early 1929.



She then joined the sales staff of Curtiss-Wright at Roosevelt Field in New York and by early 1930 she had joined the Curtiss-Wright Exhibition Company as part of their stunt team. She did formation flying with Red Jackson and Freddie Lund.

Flying was both her means of support and the love of her life, but perhaps her greatest accomplishment, she says, was just “staying alive during those Depression Years when flying jobs were scarce for men, let alone women.”

Margaret was not present at the first gathering of women aviators on Long Island in October 1929. She did go into New York with Frances Harrell for the second meeting on December 14 at the home of Opal Kunz and was appointed to represent Texas.

Tommy wrote a book, *Taking Off*, about her early flying experiences that was published in 1993 in England. This hardcover, fully illustrated, 218-page book is available for \$20 plus s&h. For ordering information, e-mail [schullbooks@eircom.net](mailto:schullbooks@eircom.net).

*Tommy Warren has offered to furnish 99 NEWS with reminiscences about the early days for the next several issues. This is her first article.*

## Did you celebrate November 2nd?

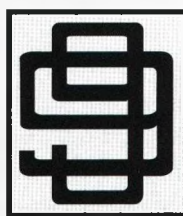
Do you even know what is significant about November 2? That was the day in 1929 when 99 very special lady pilots banded together to form The Ninety-Nines, Inc —the International Organization of Women Pilots—at Curtiss Field, Valley Stream, Long Island, New York.

Not only should you be familiar with the date, but when was the last time you visited, called or wrote one of our Charter Members? There are only 10 of them left that we know about. They are listed in the front of the Membership Directory for your convenience in identifying them.

They would love to hear from you and the time is now. Pick up that pen and write a note or make a call and ask them what their goals and dreams were for the organization back in 1929. And what are they now? Then write a short note about it and send it to 99 NEWS so we can bring the other members up to date.

And by the way, we have lost touch with some of the Charter Members altogether. If you have information on any of those members listed at the right, please let Headquarters know.

—Elaine Morrow, Director



## Where are these Charter Members?

Jean DAVIDSON  
Margery Louise DOIG  
Greenberg  
Ruth E. HALLIBURTON  
Ethel LOVELACE  
Olivia “Keet” MATHEWS  
Maugham  
Agnes A. MILLS  
Margaret Fzandee  
O’MARA Murphy  
Elizabeth F. PLACE  
Lillian PORTER Metcalf  
Mathilda J. RAY  
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E. Ruth WEBB  
Alberta B. WORLEY  
Homan



# FLIGHT ACROSS AMERICA

*99 replicates Amelia's 1928 Flight Across America*

BY BETTY ROWLEY



Carlene Mendieta  
Mount Diablo Chapter

Carlene Mendieta, Mount Diablo Chapter, left Westchester County Airport in White Plains, New York, on September 5 on a three-week adventure. Her mission was to replicate as closely as possible Amelia Earhart's 1928 record-setting flight from New York to Los Angeles, California, and back—the first solo round trip transcontinental flight by a woman.

She was piloting a fully-restored open cockpit 1927 Avro Avian airplane, the exact kind Amelia flew on this flight and the only Avian flying in North America today. Painted in silver and blue to match Amelia's original airplane, it carries the official U.S. registration number (7083) and British registration (G-EBUG) as Amelia's original Avian.

Carlene wore replicas of Amelia's flying attire and had custom evening gowns made in the style of the 1920s for special events along the way. She landed in the same 23 cities where Amelia landed, touching down on grass airstrips and even small-town main streets where possible. She stayed at the same hotels—if they were still in business—and ate the same type of meals.

The flight covered 5,500 miles at an average speed of 82 mph. She arrived back in New York on Tuesday, October 2, just five minutes ahead of the schedule that had been established six months earlier. All those involved in the flight are back into the daily routine of life, savoring a great many memories.

The flight surpassed all of their expectations.

"It is difficult to describe the emotions we felt on the trip and now it's even harder to describe what we feel now that we're back," Carlene said.

"Other airplane buffs had quietly questioned our sanity, or at least our optimism as we were planning the trip. We were very fortunate in so many ways. Except for September 11—when we were grounded for three days and a slight weather delay incurred just outside of Muskogee—the trip came off without a hitch.

"Remember, we were flying in a 1927 open cockpit bi-plane and we were on a down-to-the-minute schedule to be able to share the experience with as many people as we could. Thrown into the mix was the potential for weather delays and the chance of running into weather and/or wind-related delays. To say that we were very fortunate might well be an understatement. Amelia is credited with the advice, 'Preparation, I have often said, is rightly two-thirds of any venture.' And this was certainly true in our case."

No one could have predicted the tragic events of September 11. They were at Hobbs, New Mexico, airport—only five minutes away from departure—

when the airspace system was shut down. They were grounded, of course, and sad. But the terrorists galvanized their will to continue and complete the trip as soon as they were able. "To do otherwise," Carlene said, "would have played right into their hands."

Thus, the week of rest they had scheduled for staying in California was consumed in New Mexico. As soon as they were allowed back in the air, they continued straight through from Hobbs to California and then got right back on their original schedule and flew the return route to New York.

"Amelia Earhart has inspired generations and millions of women and girls," Carlene said. "She made significant contributions to aviation and was a tireless advocate in encouraging women to step outside the social boundaries of the time and pursue their personal interests. What

we tried to do with this flight is draw attention to and remember Amelia for her life, not just her disappearance."



Rye, New York  
Bellefonte, Pennsylvania  
Pittsburgh, Pennsylvania  
Dayton, Ohio  
Terre Haute, Indiana  
Belleville, Illinois  
Muskogee, Oklahoma  
Fort Worth, Texas  
Hobbs, New Mexico  
Pecos, Texas  
McNeal, Arizona  
Tucson, Arizona  
Casa Grande, Arizona  
Yuma, Arizona  
Glendale, California  
Los Angeles, California  
Las Vegas, Nevada  
Nephi, Utah  
Salt Lake City, Utah  
Cheyenne, Wyoming  
North Platte, Nebraska  
Omaha, Nebraska  
Chicago, Illinois  
Cleveland, Ohio  
Rye, New York





The 1927 Avro Avian is owned by Greg Herrick, president of [HistoricAviation.com](http://HistoricAviation.com), a collector of vintage aircraft and a fan of Amelia Earhart. "When I had the opportunity to acquire the same kind of airplane that Amelia flew," Mr. Herrick says, "I could not resist the opportunity to use it to honor Amelia by re-creating one of her most famous record-setting flights. Then, when I heard about Carlene Mendieta and understood her passion for antique airplanes, I knew I had found the perfect person to re-create this flight."

## The pilot

Dr. Carlene Mendieta is a periodontist who lives in Sonoma, California. As a child she watched Piper Cub airplanes fly over neighboring sheepherders' properties and knew then that someday she would learn to fly.

Although she maintained romantic notions about flying, as she got older her practical self drew her to pursue a career in dentistry. After completing her postdoctoral degree at the University of California at San Francisco in 1988, she soon opened her own private practice and then decided to learn to fly.

In 1998, Carlene began flying Piper Cubs off the grass airstrips of Schellville, California. Surrounded by a community of thrill-seeking pilots who owned a variety of rare taildragger airplanes, she not only picked up on all the subtleties of piloting vintage aircraft, she quickly became a dedicated student of airplane mechanics.

She purchased a 65 HP Piper Cub and completed her first solo flight. Shortly after she flew solo in a friend's Bucker Jungmeister—a rare, fully aerobatic German-built trainer, her appetite for flying rare airplanes quickly escalated. She flew solo other vintage airplanes: a Rose Parakeet, Ryan STA, Monocoupe and Alexander Eaglerock Project.

Today she owns several vintage airplanes. Her logbook includes flight time in a Ryan PT 20, Cur-

tiss Wright 19R, Stearman, Fleet, and most recently, the Avro Avian.

With just under 300 flight hours, Carlene embarked on the re-creation of Amelia Earhart's flight across the United States with approximately the same number of hours Amelia had when she set out on her record-setting flight in 1928.



Ninety-Nines Chanda Budhabhatti, India Section, and Mearl Frame, Betty Engstrom and Sharline Reedy, all of the Tucson Chapter, meet with Carlene during her stopover in Tucson, Arizona.

FOR MORE INFORMATION on Carlene's flight, as well as Amelia's historic flight, open the website: [ameliaflight.com](http://ameliaflight.com). If you are interested in a video of the flight, e-mail [Admin@AmeliaFlight.com](mailto:Admin@AmeliaFlight.com) using the word "video" in the subject line and you will be notified about how to order it.

Dr. Carlene Mendieta's Flight Across America was sponsored by [HistoricAviation.com](http://HistoricAviation.com) based in St. Paul, Minnesota, and flight updates were posted on [www.AmeliaFlight.com](http://www.AmeliaFlight.com).



# HOMEBUILTS

## My Christen Eagles

BY LYNN OJALA, Minnesota Chapter

*"You gain strength, courage and confidence by every experience in which you really stop and look fear in the face."*

—Eleanor Roosevelt

Denny O'Connell was my husband, my best friend and my partner for 26 years of my life. He died of cancer in September 1998. As I approach the third anniversary of his death, I want to honor his memory by sharing this story about him and our two homebuilt Christen Eagle aircraft.

We met when I was 19; Denny was 29 and a few years into a career as a pilot with Northwest Airlines. I had barely set foot on an airplane, much less ever flown one. But his enthusiasm for flying began to rub off on me and I decided I wanted a career in aviation, too. I became a flight attendant and began flying lessons in 1978, soon earning my pilot certificate.

We attended the annual Oshkosh airshow as our summer vacation for many years. In the summer of 1982, we watched as the Eagles Aerobatic Team performed during the air show. That set us on a course that changed our lives. We bought an aileron

kit and took our first steps into the world of homebuilt aircraft.

Over the course of the next eight years, we filled our house, our garage—and eventually our hangar—with airplane parts. The Christen Eagle is a two-place aerobatic biplane that comes in the form of 24 kits. On September 30, 1990, N13LD, our first Eagle named *Kiddo* took to the air with Denny at the controls. It was one of the best days of our lives together.

FAA rules allow one builder to fly but no passengers during the first 25 hours of test flying a new homebuilt aircraft. Every morning, I patiently waited on the ground as the 25 hours were put on *Kiddo*. Soon our new dream was to build another Eagle and perhaps get good enough to fly air shows together some day.

Then my world was shattered with one six-letter word: CANCER. Fear took on a whole new meaning for me and was my constant companion for a long time. We had recently purchased our second Eagle kit and a home at an airpark, always a dream of Denny's. People would say, "Why are you still building your second airplane when you may not be around to fly it?"

I loved his answer. He would reply, "Life is not about the end; it's all about the journey." As long as he had his hands on an airplane, especially during the course of his illness, he felt like he was still involved in living life to the fullest. It gave him a purpose and a goal for each day and made especially bad days worth enduring.

Over the next five years, we slowly built our new Eagle, and tried to deal with the hurdles the cancer brought one day at a time. When his health allowed, we were lucky to be able to fly *Kiddo* to every state in the continental United States. We had a blast, in spite of the cancer threatening us at each turn.

In early September 1998, I flew N23LD named *Ditto* for the first time with Denny and friends watching. Denny died 10 days later. I am convinced that his will to see the airplane fly kept him alive.

A year after his death, the annual inspections on "the girls" were due. I knew I could no longer do the required work on *Kiddo* as the repairman certificate was in Denny's name. I appealed to the local FAA offices. They were sympathetic but had no authority to authorize the change. When a homebuilt aircraft is signed off to fly, only one of the builders may apply for the certificate to do the maintenance. This worked well for us. Denny had the certificate for N13LD and I had one for N23LD.



Lynn Ojala with her two "girls," *Kiddo* and *Ditto*, that she built with her husband, Denny.



After Denny's death, however, this presented a problem as we had always worked together. Finding a mechanic who knew these aircraft as well as I did and who was willing to work on experimental aircraft was going to be a constant concern for me. The mechanic we counted on over the years when we needed help was hours away by air.

I contacted Randy Hansen, an EAA Government & Industry Specialist, and pleaded my case. Randy was great. He helped me apply for an exemption to the rule that was preventing the transfer of Denny's certificate. He worked through the FAR restrictions with me and assisted me in preparing and submitting all the necessary documents like log books, maintenance records and photos of me working on the planes during their construction. After about six months of waiting, my request was granted.

I applied for and was issued the repairman certificate for N13LD. I was able to thank Randy in person when I flew "the girls" to Oshkosh for the con-

vention this summer. It was a bittersweet moment as I took off in *Kiddo* with Pete Tallerita, Denny's former crewmate at Northwest and my aerobatic instructor, flying *Ditto* off my left wing. It was the first time both my Eagles were flown in formation, I could feel Denny's spirit all around me as we moved through the air.

When I struggle to find my way without Denny, I often turn to that part of our lives that gave us so much joy, the airplanes we built together. I have been so blessed to have a passion such as flying. I have my health and the love and support of good friends and family. I am constantly reminded by all of them how far I have come.

I could never have imagined the twists and turns my life would take because of this very special man who taught me to fly our Eagle with patience I have never known from anyone. He shared with all of us a love of life and of aviation that few are lucky enough to experience. I am a better pilot for having known him and a better person for having loved him.

*Whenever someone asks me if I have any children, I smile and reply, "Yes, I have twin girls. They weigh 1,100 pounds and took 13 years of labor to deliver."*

—Lynn OJala

## 99 builds a Velocity Elite

BY PAT ORCUTT, Reno Area Chapter

**O**n June 15, 1996, Jerry and Wray Robertson started building their Velocity Elite. August 23, 2001, was the first day she had it all to herself in the big blue sky over Dayton Valley Airpark in Nevada!

Although Wray and Jerry worked on the airplane almost hour for hour together, all who know them also know that Wray was the instigator and the heart and soul of the project. It was she who decided a friend who was building a plane was having all the fun and announced she wanted to build one, too.

Wray initially chose the design/project and after several visits to the dealer in Lincoln, convinced Jerry this was just the thing to do. Jerry is a retired A&P so he concentrated on the mechanical side of things; Wray did all of the fiberglass work, including fabrication of some of their own design.

After the plane was finished, frustration began. After talking with friends whose judgment she trusted and thinking it over, she decided not to do the test flights herself. While the decision was hard, that turned out to be the easy part. Each time they got a factory-certified test pilot in, it

involved air travel and expenses plus a fee.

As is the case with most experimental aircraft, there were changes to be made. Then after the changes or modification are made, the process begins all over again. It was not until an A&P with Inspection Authority at Dayton was appointed as a factory-authorized inspector and test pilot that Wray and Jerry were able to complete desired modifications and Wray was able to "get at" the plane.

Needless to say, she is now flying the plane almost daily—and enjoying it just as

much as she thought she would. Oh, yes, I need to mention that Wray has been flying for 56 years and celebrated her 86th birthday in April this year! She is a member of the United Flying Octagenarians (UFOs) and also a current flight instructor.

Wray was originally in the Bay Cities Chapter, then she moved to Cameron Park where there was no chapter—so she started one. Then several years ago, she transferred to the Reno Area Chapter.

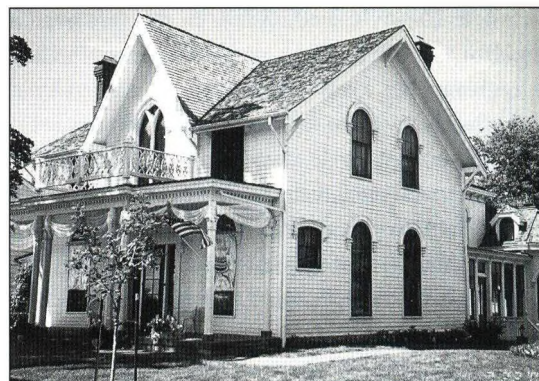


Wray Robertson with Velocity Elite that she and her husband Jerry built.



# 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*

## Meet the AEBM trustees

There are currently three citizens of Atchison Trustees and one citizen of the Kansas City Area Trustee who are not 99s. They are the local support we need to successfully manage the AEBM.

**Co-chairman Jim Taylor**, Atchison, is the recently retired president of Lockwood Printing Company. He has volunteered his time as a trustee for the past seven years and has five years to go on his current six-year term. Jim takes care of most of the local operations of the museum, from conferring with contractors and yard workers to dealing with the banks and suggesting places for investing as well as signing all the checks for our expenses.

**Treasurer Richard Senecal**, Atchison, is an attorney whose experience and knowledge have served us well the past four years. He was instrumental in acquiring grants for us to accomplish some major projects during the early days of the restoration process.

**Trustee Ladd Seaberg**, Atchison, is president of Midwest Grain Products, Inc. and has been a trustee for three years. He will stay on board until 2006. Ladd took charge of acquiring and setting up our computer system a couple of years ago when we leaped into the technological world.

**Trustee Gary Grading**, Shawnee Mission, is president of Golden Star Products, Inc. whose company has a major distribution center in Atchison. Gary has served as a trustee for two years and is chairman of our Long Term Planning Committee. Atchison trustees are his committee members.

We look forward to having you meet them all in person when our 2002 Ninety-Nines Conference comes to Atchison on July 20, 2002.

Thanks to our caretaker Lou Foudray and her assistant Jan Coyle, the museum will be transformed into a Victorian fantasy for an open house in early December.

*Our website*

*<www.ameliaearhart-museum.org> now includes a bulletin board page of current and coming events as well as some of our gift shop items.*

We now have five bronze bricks installed in the front sidewalk with orders for three more. These bricks are a benefit of contributing \$1,000 or more to the Permanent Trust Fund. The \$100 and \$50 bricks are still available, of course. Lois and Bob Feigenbaum have spent many hours designing a grid system that will make finding your brick in the sidewalk much easier.



## AE BIRTHPLACE MUSEUM PERMANENT TRUST FUND

YES! I want to help secure the future of the AEBM.

Here is my check for \$\_\_\_\_\_ I want my brick to say:

(Two lines – 28 total letters)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

Make check to AEBM Permanent Trust Fund and mail to  
Sondra Ridgeway, 3247 N.W. Menoken Road, Topeka, KS 66618



# 99s INTERNATIONAL CONFERENCE

The members of the Greater Kansas City and Northeast Kansas Chapters and Trustees of the Amelia Earhart Birthplace Museum in Atchison, Kansas, invite you to come to Kansas City for a tremendous amount of Midwestern 99s camaraderie mixed with education and entertainment. You're gonna love it!

## Kansas City Airport Marriott

The conference hotel, located on the grounds of the Kansas City International Airport, has easy access off the Airport Exit from Interstate 29 or 435. Please phone your reservations **DIRECTLY TO THE HOTEL** at 816-464-2200 or fax to 816-464-5613.

## Airline Travel

Southwest Airlines is offering a 10-percent discount on most of its already low fares for air travel to and from the conference. You or your travel agent may call Southwest Airlines Group and Meetings Reservations at 1-800-433-5368. *Be sure to reference the I.D. Code R7153.*



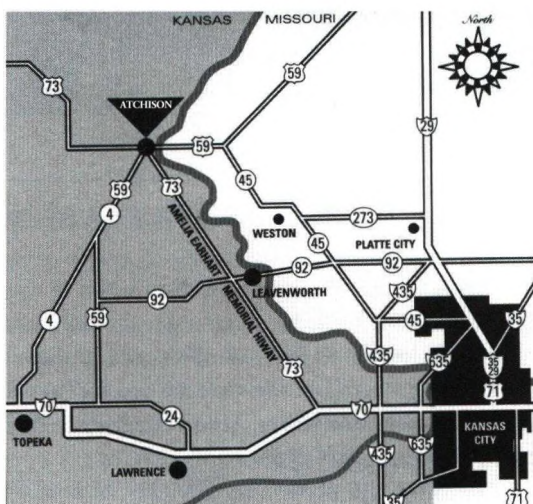
Reservations Sales Agents are available from 8 a.m. to 5 p.m. Monday-Friday and 9:30 a.m. to 3:30 p.m. on Saturday and Sunday. To take advantage of this 10-percent discount, you must make reservations five or more days prior to travel.

Other airlines serving Kansas City International (KCI) include: Air Canada, American, America West, Continental, Delta, Delta Express, Delta Connection/Comair, Frontier, Midwest Express, Northwest, TWA, United, US Airways, US Airways Express and Vanguard.

Kansas City Downtown Airport (MKC - Executive Beechcraft) and Lee's Summit Municipal (LXT) are the preferred airports for those flying in private aircraft.



**JULY 16-21** *Kansas City, Missouri  
Atchison, Kansas*



### 3 days in KC

- Scholarship Awards
- Business Meeting
  - Seminars
  - Speakers
  - Symposium
  - Shopping

### 1 day in Atchison

- AEBM
- Forest of Friendship
  - AE Festival
  - Symposium
  - Fireworks
  - Fly-bys

*Watch for  
Registration Form  
in next issue.*

## TENTATIVE SCHEDULE

### Wednesday, July 17

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

### Thursday, July 18

Continental Breakfast  
Annual Business Meeting  
Country Club Plaza/ Bus Tour

### Friday, July 19

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

### Saturday, July 20

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

## WHO TO CONTACT

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Karol Kliever  
Treasurer  
913-236-9877  
kskliever@aol.com



# FOUR AE SCHOLARSHIP SUCCESS STORIES

BY JENNY BEATTY, AEMSF Trustee



**W**ith 23 Amelia Earhart Memorial Scholarships awarded this year, over 400 women have received assistance for educational advancement in aviation and aerospace since the program began six decades ago. Here are just four of the many success stories from this important program.

## Career Scholarship

Career Scholarships are awarded so 99s can complete advanced flight training or an aviation program. For this and all AE Scholarships, non-US members are encouraged to apply after they have been a member for two years. Here in her own words is a letter from Merav Schwartz, a scholarship winner from the Israeli Section:



Merav Schwartz  
Israeli Section

"I am sending a few lines about what it means to me to be a 99 and an AE Memorial Scholarship winner.

"I joined the 99s Israeli Section when it was formed in 1988. I was 19 at the time, and only had my private license. At that time the most significant part of being a member was to learn and see how it is to be a pilot elsewhere, since Israel is a very small, closed and isolated environment.

"Reading the stories in The 99s bimonthly magazine, I heard for the first time that there are races, community activities (like drawing the 99s compass rose on runways) and maybe, most importantly, I found success stories about how women made it to the airlines, military and space industries. As a young pilot, those stories inspired me and helped me to set goals for my future.

"When the time for a commercial license came, The 99s played a major role in my life again.

I applied for the AE Memorial Scholarship and was fortunate to get it. I was able to gain my commercial license, and soon after started accumulating flight time. I took every flight I could get—traffic control flights, cloud seeding, fun and romantic flights. All of that brought me to the point where I could apply to a major airline.

"On April 2000, I applied and in August that year, I was hired to El-Al, the Israeli flag carrier. I graduated El-Als excellent flight school and training—a unique experience worth a story by itself—and started flying as a first officer on the B-737NG.

"Based in Israel, I fly to destinations all over Europe (east and west), Africa and the Middle East. Sitting in the best (maybe second best) seat on the airplane, I see the pyramids in moonlight or a beautiful sunset over magical Greek islands and I keep thinking how lucky I am to be here. I credit it to the inspiration and support I have received from being a part of The 99s.

"A small story to complete the circle: A year ago I was traveling to Nova-Scotia on a holiday and saw a beautiful necklace made of sky-blue stones at a street fair. The guy who sold it to me said that he bought it from an 18-year-old girl in the country who sponsors her flying lessons by making and selling those necklaces. He also said that she wants to be a bush pilot.

"Obviously, I bought the necklace immediately, asked the guy to pass on The 99s contact information and tell her to become a member of The 99s. I hope she is reading these lines now and on her way to achieving her dreams."

## United Airlines Type Rating

United Airlines Type Rating Scholarships were offered until 2000, with the first such in-kind training being donated for a Flight Engineer Rating in 1994. That award went to Tucson Chapter member Laurel Peterson-Helder, who first started flying and attending 99s meetings at age 16. With the 99s supporting her "like an extended family of aunts," Laurie eventually received a chapter scholarship, a 1987 AE Career Scholarship, and then the United Airlines Flight Engineer Rating Scholarship, which paid off in ways she did not anticipate.

Just as important as the rating itself, Laurie attained a sense of accomplishment that came from



Laurel Peterson-Helder  
Tucson Chapter

*You may request the 2002 AE Scholarship Applications Forms from 99s Headquarters, or download them from the 99s website: [www.ninety-nines.org/aemsf\\_apps.html](http://www.ninety-nines.org/aemsf_apps.html). Deadline is December 31.*



successfully completing a major airline flight officer training program. Another benefit was "getting in front of people you could never see otherwise—people who have your training records in front of them and can give you a job," she says. Today, Laurie is a 737 pilot with United Airlines. She recently made a sizeable donation to the Tucson Chapter for a scholarship.

## Future Woman Pilot Award

Future Woman Pilot Awards, given for the first time in 2001, help FWP 99s complete the Private Pilot certificate. Christina Jenkin was the first recipient to pass her checkride and join as a full-fledged 99. Inspired to fly by her grandmother, longtime 99 Dorothy Haupt-Spangler, Tina could not afford flying lessons until after completing graduate studies and settling into a new city and job.



*Christina Jenkin  
Albuquerque Chapter*

Last year, she began attending Albuquerque Chapter meetings before her first flight lesson, and was thrilled to be selected for a 2001 FWP Award. "I am totally indebted to The 99s," Tina says. "It's exactly what I needed to finish." Tina wanted her grandmother to be her first passenger, and Dorothy wanted very badly to accompany her granddaughter 99 to the International Convention in Calgary. In the end, Dorothy was with Tina in spirit; her health was failing and she passed away in September.

Building on Dorothy's legacy, Tina plans to

stay very involved in flying and The 99s. "I love flying and would love to pass that on by becoming a CFI and teaching others," she says. "And after that... who knows?"

Indeed, the possibilities are endless!

## Research Scholar Grant

Research Scholar Grants are awarded to scholar/scientists to add to the world's knowledge of women in aviation and aerospace. In 1978, the first recipient was Indiana Chapter member and 99s Librarian Dorothy Niekamp. Taking a leave of absence from her librarian position at Indiana University, Dorothy collected comprehensive bibliographical data on women in aviation, research that took her to the Library of Congress in Washington, D.C. "Since I'm a professional librarian and an aviator, it's a natural," she said.



*Dorothy Niekamp  
Indiana Chapter*

Dorothy completed "Women and Flight: An Annotated Bibliography" covering the period 1910-1978, and then, with a second Research Scholar Grant in 1989, also completed a supplement for 1978-1989 as well as a section on Amelia Earhart. This work is invaluable to researchers, schools, museums, libraries and anyone interested in women in aviation. It secured Dorothy's place in aviation history and in our hearts before she passed away in 1996.

THE AMELIA EARHART SCHOLARSHIP FUND is a unique entity whose monies are separate from The 99s. Managed through a charter by six trustees, the fund's financial statements are included in The 99s' annual financial statements, available from Headquarters upon request.

DEDICATED TO THE CURRENT YEAR'S SCHOLARSHIPS ARE:

- One-half of contributions received during the fiscal year from 99s, Chapters, and Sections.
- Special one-time donations of scholarships.
- Interest and dividends earned from the principal of the Fund.

APPLIED TO THE PRINCIPAL OF THE FUND FOR FUTURE GROWTH ARE:

- The other half of contributions received that fiscal year.
- Memorials.
- Perpetual Scholarships.

THE UNITED PARCEL SERVICE'S GENEROUS DONATION, made each year since 1992, is allocated to the next year's scholarships. After a recipient completes her scholarship award, any remaining monies are dedicated to future Research Scholar Grants.

IN ADDITION TO the 11 existing Perpetual Scholarships, funds are being raised for several more.

### 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.

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



# THE 99s MUSEUM OF WOMEN PILOTS

BY ANITA LEWIS, Trustee

## Oral Histories

A museum is made up of many facets; historical collections, cultural, social and scientific collections, and hidden away in the archives are special treasures of great prize.

Not the least of these special treasures in the Museum of Women Pilots is the oral history collection, containing the life stories of some of the most notable members of the 99s. Their stories taken together tell the tales of adventure, sacrifice, love of flying, records broken, dreams broken and the daring and courage of the women who flew in the 20th century. In their own words, they tell of their deeds, misdeeds and especially of the fun and joy in flying airplanes. Whether it is a Jenny with an OX-5 engine, a C-172 or an aerobatic Waco, the experience is the same.

One person who has given her oral history is

Fran Grant of the Santa Clara Valley Chapter. I recently visited with Fran and because of the severity of the events of September 11, she began talking about her experiences in WWII.



*Fran Grant*

Fran was working for an aircraft parts company retrofitting P-38s when a man dressed in an Army uniform with all the right papers came in requesting documents on the P-38. During the war, the government circulated pictures of people suspected of being spies. She rifled through her desk and found the picture. She called the Marine guards outside and they came in and Fran was credited with catching a German spy.

What a fabulous story this is. Fran didn't receive a medal or a commendation, but she was simply pleased to have contributed to the war effort. She may have saved many lives that day.

Wouldn't it be wonderful if some present-day citizens had Fran's sense of duty and observation talent? One person can make a difference; just ask Fran Grant, super spy-catcher, Ninety-Nine.

Wouldn't it be wonderful if we could get Fran's and all the other oral histories on CD-ROM, put them on the Internet and tell the stories to the rest of the world?

For information on how to submit your oral history, contact Donna Moore, Chairman of The 99s History Committee. Leave a message on her home phone or e-mail her at 102016.3262@compuserve.com.



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

## 99s MUSEUM OF WOMEN PILOTS

### Membership Application

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

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

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

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

Signature \_\_\_\_\_

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



# THE NINETY-NINES WELCOME THESE 112 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**NINETY-NINES:** • Michelle A. AGEE, *Colorado* • Lynette H. ASTER, *Mid-Atlantic Section* • Dori M. BARNARD, *Kansas* • Barbara C. BURGESS, *Maple Leaf* • Brenda Jean CALBERT, *Wyoming* • Joanie A. CHERP, *High Country* • Susan CLARK, *Mount Diablo* • Ann Marie COVILL, *Phoenix* • Shannon M. CULLEM, *Monterey Bay* • Jill Marie DELGAIZO, *North Jersey* • Stephanie Leigh DOWELL, *Greater St. Louis* • Deepika DUBEY, *India Section* • Carol Lesley DURKIN, *Australian Section* • Michelle Renee EMS, *Phoenix* • Colleen Marie FLEMING, *San Fernando Valley* • Mendi Jeanne FORD, *Yavapai* • Karen Elizabeth FREDERICK, *Long Beach* • Patricia Newman GARNER, *Washington DC* • Nancy Ann GINESI, *Sacramento Valley* • Jody GOODENOUGH, *Idaho* • Corlet Kay GRAFF, *Idaho* • Reva Kaye HAMILTON, *Aloha* • Scott Timmons HIPPI, *Southeast Section* • Deni M. HOOGLAND, *Michigan* • Jane Elizabeth JONES, *Florida Spaceport* • Kaisa Ariana KERWIN, *Florida Goldcoast* • Deborah Rae LANCASTER, *Greater Kansas City* • Rosemary Jo Anne LOGIUDICE, *Chicago Area* • Kimberlee J. MACRAE, *Utah* • Lori Ann MANEY, *Member at Large* • Karen Leigh MARSHALL, *Tennessee* • Toneata Leona MARTOCCHIO-WHITELY, *Southwest Section* • Andrea Deane Andy MCCARTHY, *San Joaquin Valley* • Beverly McCausland, *Delaware* • Kylie Heather McDONALD, *Virginia* • Ellen Rose McMIKLE, *Idaho* • Jane McCarty McRAE, *Alabama* • Frances Marie MESSALLE, *Florida Goldcoast* • Judith Wilk MEYER, *Chicago Area* • Susan E. MYERS, *Eastern Pennsylvania* • Amy Louise O'BRIEN, *Chicago Area* • Vallette M. O'DAY, *Intermountain* • Victoria Ann "Vickey" PALUZZI, *Las Vegas Valley* • Joan PETERSON, *Utah* • Barbara Ann RAPCHAK, *Chicago Area* • Ava J. RAY, *Wildflower* • Peggy Ellen REESER, *Austin* • Rebecca Ann REINEKE, *Nebraska* • Wendy Elizabeth REYNOLDS, *Southeast Section* • Dorothy M. ROONEY, *San Luis Obispo Co.* • Michelle G. ROSEANO, *Hampton Roads* • Barbara A. RUDISCHHAUSER, *Shenandoah Valley* • Diane Elaine SHAW, *Florida Spaceport* • Mary E. SHIELDS, *First Canadian* • Prashansa SHRESTHA, *Member at Large* • Karen Brock

SLATER, *Fort Worth* • Ilana Ruth SLOTSKY, *Florida Goldcoast* • Nancy B. SMITH, *Indiana Dunes* • Janet R. SORRELL, *Greater Cincinnati* • Rebecca J. SQUIRES, *Fort Worth* • Karen Denise STEELE, *New Orleans* • Marian K. THOMAS, *Mission Bay* • Shela Garrett THOMPSON, *New Orleans* • Tona Renae THUN, *Northwest Section* • Carol A. TIMMONS, *Ambassador* • Eugenia May VOGEL, *Iowa* • Tiffany WADMAN, *Ambassador* • Jacqueline Diane WARD, *Reno Area* • Karen Ann WEITZEL, *Santa Maria Valley* • Tamara Lyn Tami WISE, *Phoenix* • Lauralie WONG, *North Jersey* • Sabrehna Ann WYCHE, *Purple Sage* • **ACADEMIC:** • Krystal Ann KOCH, *Indiana Dunes* • Mary Laura PRIEST, *Carolinas* • Mayon Lynn WHEELLESS, *Southeast Section* • **FUTURE WOMAN PILOT:** • Allyson B. ACKER, *Blue Ridge* • Lani ARDELLE, *Mission Bay* • Serena Lynn BRYANT, *Embry-Riddle Daytona* • Stephanie M. BRYANT, *Northwest Section* • Jana Elizabeth BYRD, *Colorado* • Tempe Farley CONNELL, *Montana* • Marcie DAVIS, *Florida Goldcoast* • Annie Lora DOMKO, *Colorado* • Kristina Renee DOWNING, *Northeast Kansas* • Dana Marie DURRANT, *Utah* • Tiffany Ashley FINE, *Long Beach* • Dena Marie FOX, *Washington DC* • Liz GINZBURG, *Florida Spaceport* • Stephanie Marie LANG, *Santa Barbara* • Sandra J. LONGINOTTI, *Dallas* • Natasha Ann McKELLAR, *Alberta* • Shannon Gail McMANUS, *Dallas* • Bambi Kahanu MIKLEMONS, *Ventura County* • Maria-Helena B. MILLER, *Carolinas* • Brenda A. MURPHY, • Joanne M. NOTT, *All-Ohio* • Jeanie L. O'CONNELL, *Santa Barbara* • Megan L. O'CONNOR, *Alaska* • Donna J. PLOTZ, *Greater Seattle* • Laura RICHMOND, *Houston* • Kimberly Sue ROSKEY, *Reno Area* • Annalisa RUSSELL-SMITH, *Western New York* • Wendy Pauline SCHAMAUN, *Florida Spaceport* • Heather Diane SMITH, *Santa Clara Valley* • Lynn A. THOMAS, *Alaska* • Caroline M. TYRA, *Member at Large* • Robin VOLLAND, *Santa Clara Valley* • Sharon L. WALLENBERG, *New York-New Jersey Section* • Michel Ann WALTERS, *Fullerton* • Rosina YRIART, *Garden State*

## My life with The 99s

PAT LOWERS, Santa Clara Valley Chapter

I am a pilot today because of The 99s. While attending the Reno Air Races in 1989, I came across The 99s booth and inquired about flying. I was 48 at the time and was given such encouragement—plus the name of an instructor in my area—that I decided to give it a try. Debby Cunningham taught me to fly and to enjoy flying with her easy-going nature, competence in the cockpit and her obvious joy of being in the air.

During one session, she asked me to come with her that week and meet lots of women who also love to fly. I did and the rest, as they say, is history. I was welcomed with open arms by the friendly women of the Santa Clara Valley Chapter.

Debby encouraged me to sign up to work on the upcoming Flying Companion Seminar. Since I was still in student mode, I just followed her lead—a very wise move because I went on to learn a great deal

more about The 99s and the professionalism that pervades the activities they pursue. Since then, I have held just about every office and chairmanship in my chapter and am currently Vice-Governor of the Southwest Section.

The more involved I become with The 99s, the more interesting, varied women I meet. I am constantly amazed at the level of talent in our organization and the commitment to excellence that most display. I have learned much about leadership, about organizing large conferences, about community outreach and about having fun.

My best friends are women in The 99s, and I can't imagine life without this extended family. I can go anywhere in the world and know I'll be welcome in someone's home without even knowing the person—just because we're both 99s.

I know, too, that when I can no longer pilot a plane, my enjoyment will continue because there will always be a seat for me with another 99.

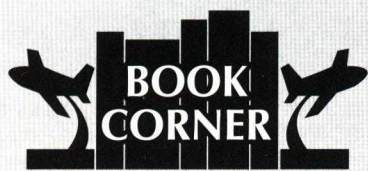


Pat Lowers and her sailplane instructor in Scotland.

The best features of our organization are the expanse of experience from student pilots to astronauts, the wealth of diversity from teenage girls to women who stopped flying years ago, the variety of women from single mother and high-tech managers to 747 captains.

We all share a common bond of flight and a common vision of supporting each other and helping women attain their goals. Where else can you go to get this kind of high?





Pamela O'Brien of the Monterey Bay Chapter and I teamed up to get a list of books written by or about 99s included on the 99s website <<http://www.ninety-nines.org/books.html>>.

I provided a short synopsis of the content of 41 books along with ordering information, and Pamela, our 99s webmaster, formatted and designed the site. We managed to get this vanguard of books available for holiday gift-ordering.

Check the "Book Corner" for the titles listed below. More books can be added as information is provided and as new books are published.—Betty Loufek, LAPalms Chapter, [airwoman@gte.net](mailto:airwoman@gte.net).

*Achsa - An Autobiography* by Achsa Barnwell Peacock Holfelder Donnels, Bakersfield Chapter

*Aviation Insurance* by Vera F. Rollo, Ph.D., Potomac Chapter

*Aviation Law* by Vera F. Rollo, Ph.D., Potomac Chapter

*The Backseat Flyer* by Nina Anderson, Connecticut Chapter

*Burt Rutan, Reinventing the Airplane* by Vera Rollo, Potomac Chapter

*Classified Secret - Controlling Airstrikes in the Clandestine War in Laos* by Jan Churchill, Delaware Chapter

*Coffin Corner* by Megan Rust, Alaska Chapter

*Crosswind* by Patricia Valdata, Member at Large

*Dead Stick* by Megan Rust, Alaska Chapter

*Eighty-Five and Still Alive* by Virginia Breed, Central New York Chapter

*Eliminating Pilot Error* by Nina Anderson, Connecticut Chapter

*Fire and Air, A Life On the Edge. Patty Wagstaff*  
by Ann L. Cooper, Crater Lakes Flyers Chapter,  
and Patty Wagstaff, Alaska Chapter

*Flight Guide For Success - Tips and Tactics for the Aspiring Airline Pilot* by Karen M. Kahn, Santa Barbara Chapter

*Flight Log of Fabulous Foods* by The Ninety-Nines Oklahoma Chapter

*Flight Plan for Success - How to Get Where You Want To Go In Life*  
by Mary Lou Ramagno

*Girls Can't Be Pilots: An Aerobiography*  
by Margaret J. Ringenberg, Indiana Chapter, with Jane L. Roth

*The Happy Commuter - Autobiographical Sketches* by Louise Sacchi

*Hidden Heroine - Fay Gillis Wells* by Sara Rimmerman

*History & Heroes of New Hampshire Aviation* by Jean Batchelder,  
Northern New England Chapter

*Hit My Smoke* by Jan Churchill, Delaware Chapter

*How High She Flies - A Biography of Dorothy Swain Lewis* by Ann L. Cooper,  
Crater Lakes Flyers Chapter

*Human Factors and Pilot Error - Video* by Nina Anderson,  
Connecticut Chapter

*Jerrie Cobb, Solo Pilot* by Jerrie Cobb, Member at Large

*A Lifetime of Chances* by Mary Chance VanScyoc, Member at Large  
*Lyrical Aviators - Traveling America's Airways in a Small Plane*  
by Sandra McClinton

*Mama Bird - Biography of Evelyn Bryan Johnson, A Flight Instructor*  
by George Prince

*Ocean Flying - A Pilot's Guide* by Louise Sacchi

*On The Wing, Jessie Woods and the Flying Aces Air Circus*  
by Ann L. Cooper, Crater Lakes Flyers Chapter

*On Wings To War* by Jan Churchill, Delaware Chapter

*The Pilot's Reference to ATC Procedures and Phraseology, 7th Edition*  
by Thomas S. Mills and Janet S. Archibald, San Fernando Valley Chapter

*Racing in the Skies, A Pilgrimage to the Past* by Pauline L. Mallary,  
North Georgia Chapter

*Red Line* by Megan Rust, Alaska Chapter

*Relax and Enjoy Your Flight* by Louise Sacchi

*Rising Above It, Edna Gardener Whyte* by Ann L. Cooper,  
Crater Lakes Flyers Chapter

*Sharpie: The Life Story of Evelyn Sharp - Nebraska's Aviatix*  
by Diane Ruth Armour Bartels, Nebraska Chapter

*This Flying Life* by Claire L. Walters, LAPalms Chapter, and Betty McMillen  
Loufek, LAPalms Chapter

*Tuskegee's Heroes*  
by Ann L. Cooper, Crater Lakes Flyers Chapter, and Major General  
Charles S. Cooper III

*West to the Sunrise (Out of Print)* by Grace McAdams Harris

*When Grandma Learned to Fly, A Flight Instructor's Nightmare*  
by Earline Ames, Placer Gold Chapter, with Roy Richardson

*Wind in My Face* by Gladys Buroker

*Zoot Suits & Parachutes* by O. Vivian Fagan, Aloha Chapter

## 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 \_\_\_\_\_

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Mail contributions and pledges to

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

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## GENERAL AVIATION

THE AIRLINE INDUSTRY took a severe hit in the wake of the September 11 terrorist attacks. As a direct consequence, hiring has slowed dramatically, with only 484 new pilot jobs created in the month of September. —Air, Inc.

**EMBRY-RIDDLE** Aeronautical University and Frasca International, Inc. have entered into a \$9.8 million contract for sophisticated flight simulation equipment.

The university will purchase 16 flight training devices (FTD) for use at campuses in Daytona Beach, Florida, and Prescott, Arizona.

One FTD will simulate the Canadair regional jet and will be used in advanced flight education in Daytona Beach. The other devices will simulate the Cessna 172 and Piper PA-44 Seminole aircraft used in daily flight training activities at both campuses.

ERAU's purchase will allow it to streamline its flight training resulting in lower costs for flight students, who now receive 90 percent of their training in the air. The new Level 6 Frasca training

devices will allow students to accomplish 40 percent of their training in the FTDs and 60 percent in the air.

The bottom-line is: Students will be able to go from zero time to an airline pilot qualification dramatically faster than the national average.

For more information, log on to <[www.frasca.com](http://www.frasca.com)> or <[www.embryriddle.edu](http://www.embryriddle.edu)>.

**TO HELP PILOTS** prepare for their Recreational, Private Pilot and Instrument Rating written tests, Sporty's has created online practice FAA Knowledge Tests on its website <[www.sportys.com](http://www.sportys.com)>.

These practice tests draw questions from the entire FAA database and select the same number of questions as the real written exams. These practice tests are free to any visitor to Sporty's web site.

Just like an actual FAA test, the practice tests are timed and graded. The results are also broken up by subject matter, showing where more study may be needed.

To take a test, just go to <[www.sportys.com/faatest](http://www.sportys.com/faatest)>.



## ROOM WITH A VIEW

BY CHRISTY LARSON, Florida Goldcoast Chapter

I recently went on my long solo cross-country for my private pilot certificate. I flew from Tamiami Airport (TMB) to Naples (APF) to Marathon (MTH) and back to TMB. My flight planning was right on the money (Miami IAFSS's briefing was exquisite) and everything went off without a hitch.

As I was flying into APF, I called the tower and identified myself as a student pilot. The controller responded by saying "The student pilot who sounds like a professional, say again your call sign." My sixteen years of air traffic experience had paid off. I could talk on the radio without sounding like an idiot. It could also get me into trouble because even though I sound like I know what I'm doing, it doesn't mean I actually do. It also doesn't mean that I'm comfortable with everything I am asked to do.

Case in point: One morning, I was cleared for takeoff and a Learjet was in position behind me. There was also traffic on final, not close, but close enough that things needed to move expeditiously. The controller asked me to turn an early crosswind.

Now, to me, an early crosswind is somewhere around 400 feet. With my limited flying ability, that is within my comfort zone. The controller's "early" crosswind, however, was a little earlier. He needed me to start a turn so he could clear the Learjet for takeoff and not have a go-around with the traffic on final. I needed more altitude before I was comfortable making a 90-degree turn.

I settled on a compromise. I told the controller I was turning to a heading of 110 (a 20-degree turn off of runway heading) which gave me a shallow turn at a low altitude and provided 20 degrees of divergence between me and the Learjet.

On another occasion, when I was in closed traffic, and was turning crosswind, another aircraft entering the downwind was instructed to follow me in the pattern. If the inbound traffic had been flying the downwind, things would have worked out perfectly. My guess is that the other pilot had the airport in his GPS and was flying direct to the airport and not to the pattern. This put him between me and the airport and slightly behind me.

The controller asked me to turn downwind so the other aircraft could follow me, but that would have put me too close to the airport to fly a normal pattern. I offered to widen out and follow the other aircraft and that worked out fine.

As an air traffic controller, I understood what the controller needed me to do and why. I also know my flying ability. As my experience grows, my ability becomes much better and my comfort zone increases. Right now I am still somewhat limited. So it is my responsibility to let the controller know I cannot do what they are asking me to do and request an alternate plan. In this way, we work hand in hand to keep the skies (and my little behind) safer.

**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.**

### ATTN: International Committee Chairs

In the next issue of the magazine, it is planned to highlight the International Committee Chairs of The 99s.

By the time you read this, you should have already received a notice by e-mail, but this is to let the membership know they can expect to see a few paragraphs and a photograph about each of you. This will help them know who you are, what you look like, what you do and where to reach you.

Send your information by fax to 316-263-7350 and/or e-mail [editor99news@aol.com](mailto:editor99news@aol.com). Please label your photo on the back and send one that you do not expect to get back. Photos from 99 NEWS are sent to member files at Headquarters in Oklahoma City following publication.

This same issue will carry Conference Registration Forms and Position Statements submitted by the candidates for President, Vice President, Secretary, Treasurer, two Directors and five positions on the Nominating Committee, as well as positions open on the boards of the AEMSF, the AEBM, the 99s Endowment Fund and the 99s Museum of Women Pilots.

Watch for the issue with a new photo of the AE Birthplace Museum in Atchison, Kansas, on the cover.

—The Publication Committee



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



*Kathy Malinski and Dianne Fredrick of San Gabriel Valley Chapter cutting the roll of laminated expired aviation charts into placemats for sale at aviation events.*

### SAN GABRIEL VALLEY

Members met in August to create our laminated placemats using expired aviation charts from all over the world. These placemats will be sold at aviation events such as air shows to

earn money for our scholarship fund. Attending the workshop were Dianne Fredrick, Virginia Harmer, Linda Hayden, Diane Hershkowitz, Kathy Malinski, Penny Moynihan and me.

—Judee Wilson



**DELAWARE** — Charter members of the Delaware Chapter celebrate their 25th anniversary. Left to right, they are Anne Eriksen, Jan Churchill and Virginia Batzel. Missing in the picture is charter member Adelaide Tinker.—Christine Schissler



**GREATER SEATTLE** — Some Greater Seattle members got a tour of the Smokejumpers Headquarters at Methow Valley after their airmarking work was completed.

### CHICAGO AREA

Our chapter received a special invitation to attend the International Model & Hobby Expo at the Donald E. Stephens Convention Center in Rosemont, Illinois, on September 8-9. More than 30,000 people visited during the week. This is considered the largest show of its kind in the world.

We were proud to represent the International 99s as well as our local chapter in the "Grrl Power Zone," a portion of the Expo dedicated to the empowerment of women. We showcased our newly updated display board and promoted flying and aviation to children, Scout leaders and the public. We distributed pencils and airplane tattoos donated by the FAA.

For aviation education, we distributed an aviation reading list for children, a collection of aviation education trivia and paper airplane design instructions. Representing the Chapter were Rita Adams, Julie Murray and Deanna Close. Camille Dijorno came from the Iowa Chapter.

Ellen Herring and her 49 1/2 Chuck placed 6th in the Buckeye Air Rally in Lima, Ohio.—Julie A. Murray

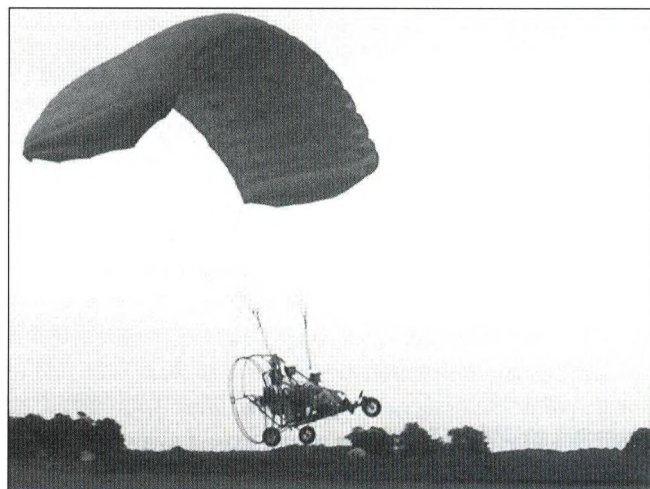
### HAMPTON ROADS

Judging at NIFA SAFECON in North Dakota in May were Carole Trump, Edith Fischer, Linda Mathias and her 49 1/2 Joe. The next Region 10 NIFA meet in October will be hosted by Caldwell Community College in Hickory, North Carolina. We expect to have some of our members there.

Members still spend many weekends flying Young Eagles. Diana Curtis' 49 1/2 received special recognition by the Virginia Dept. of Aviation for flying the second highest number of Young Eagles in the state.

Many of us are awaiting our 7th annual balloon flight over Gloucester, Virginia, November 17-18. So many signed up that the usual two balloons won't be sufficient, hence the two-day event.

—Joan Brockett



*Indiana Dunes member Gail Schroeder on take-off in powered parachute.*

### INDIANA DUNES

Some members of our chapter and their 49 1/2s enjoyed flying in powered parachutes after their July meeting and picnic in Walkerton, Indiana. As the mid-sized go-cart with its colorful chute zoomed down the grass strip, squeals of delight could be heard and all returned with smiles exclaiming, "I want to go up again!"

Many pilots who can no longer pass their medicals are turning to these machines, which now number more than 100,000. Jean Kramer and her husband Henry are soon to be licensed to fly the powered parachutes.—Joy Valek



## RACES & RALLIES



Winners in the First Canadian Chapter Gold Cup Rally were (front row) Margo McCutcheon, Heather Norton and Akky Mansikka; (back row) Jean Franklin, Marilyn Dickson, Anne Starret, Suzanne Wiltshire, Anna Nosko, Jill Dermott, Susan Beggs, Hella Comat, Pamela Richardson and Pat Thunich.

### GOLD CUP RALLY

Six planes entered the First Canadian Chapter 2nd Annual Gold Cup Rally. The route was from Guelph, Ontario, Canada to Calgary for the 99s International Convention. The route was to be in Canada the whole route, however, due to weather, we planned an alternate first leg to Flint, Michigan. Then on to Dubuque, Iowa, and the next night in Bismarck, North Dakota, where we were treated like royalty!

Shortly after Bismarck we encountered our only heart-thumping moment when one of our group experienced engine trouble and made an immediate diversion to Buelah, North Dakota. We were ahead of everyone but decided to go back to see if we could help. We waited with our team mates for a mechanic to come from Bismarck

to check out the engine. Then we all continued to Glasgow, Montana where we were treated with such great hospitality we will never forget the experience. We felt like celebrities.

Our next stop was Lethbridge, Alberta where we cleared customs and stayed overnight. The next day we went sightseeing over the Alberta badlands and on to Calgary. We checked into our hotels and finished off the challenges each team had been provided for every one of the legs, particularly challenging when some of the questions were about finding things on the route we didn't fly. The winners were announced at dinner that night. We had such a great time and that was only the beginning. There was the convention—but that's another story.

### AIR RACE CLASSIC

The Hampton Roads Chapter of the Mid-Atlantic Section has recently plunged into the largest project it has ever undertaken: The terminus of the 2002 Air Race Classic that will start in Silver City, New Mexico, on June 18.

When Langley AFB, Hampton, Virginia, gave notification they could not accommodate the 2002 ARC terminus, the committee found Hampton Roads Airport in Chesapeake eager to accommodate the ARC and the Holiday Inn Olde Towne Portsmouth is an ideal location.

We must raise several thousand dollars, so we are trying to find ways to earn money beyond the sale of visors, raffle tickets and part of the proceeds from the sale of Sandy McClinton's book, *Lyrical Aviators*, that she has graciously offered.

We are volunteering at the concessions during concerts at the Verizon Wireless Virginia Beach Amphitheater, and hope to be accepted to work concession stands at Scope Theater in Norfolk during the winter concerts. We are grateful for donations from Virginia Chapter and the Mid-Atlantic Section.

## AWARDS & RECOGNITIONS

### MARIAN AND DAN HARTLEY RECEIVE VOLUNTEER AWARD

Marian and Dan Hartley are the recipients of the King County International Airport/Boeing Field's 2001 Award for Volunteer Excellence. Avid recreational pilots, the Hartleys were recognized for their commitment to the airport and general aviation, and their demonstrated leadership in the local aviation community.



Marian, Greater Seattle Chapter, was honored for her role as president of the local chapter of The 99s and her many hours providing first airplane flights through the EAA Young Eagles Program and at the King County Airport's annual Aviation Olympiad for local students. "Your commitment to connecting kids with aviation has encouraged many young people, especially girls, to consider becoming pilots," Airport Manager Cynthia Stewart said.

Cynthia Stewart presents Marian and Dan Hartley Award for Volunteer Excellence.

Dan, past president of the Society of Professional Engineering Employees in Aerospace (SPEEA), was recognized for his participation in the Airport Roundtable and Part 150 Study Advisory committees.

This annual award was developed in 1999 to recognize individuals who improve the quality of life and work at King County International Airport/Boeing Field through their volunteer efforts.

### 99 NAMED EXECUTIVE DIRECTOR OF UAA

Carolyn Williamson, Alabama Chapter, has been named executive director of University Aviation Association. "We are delighted to have Carolyn return to UAA in her new role as the chief operating officer of the association," said President Elaine McCoy. Carolyn replaced Gary Kiteley who served as executive director for 24 years.

Carolyn was vice president of Women in Aviation, International and managing editor of its magazine *Aviation for Women* for the last four years. She first joined the UAA staff in 1989 as the organization's second full-time employee and stayed for eight years during which time she was responsible for UAA's first formal marketing plan.

In her new position, Carolyn will be responsible for the overall administration of the central office, including membership programs and services and editor of all publications. She will also serve as contract administrator for technical and professional contracts and as liaison with government and industry organizations.

UAA represents more than 800 members consisting of two- and four-year collegiate institutions offering aviation programs and government and aviation industry organizations with an interest in aviation education.

### MEMBER IN THE NEWS

An article in *America's Flyways* highlights AirLifeLine Midwest, an organization founded by Wanda Whitsitt, Central Illinois Chapter. Volunteer pilots regularly fly medical patients across long distances for such things as consultation, treatments, surgery and organ transplants. AirLifeLine Midwest is the oldest regional humanitarian air care organization of nearly two dozen such groups in the United States.

The group, which covers 15 Midwest states, is affiliated with the nationwide AirLifeLine network in order to expedite longer distance flights. Last year they accepted more than 600 mission requests, logging almost 400,000 miles free of charge.

A new eight-minute video has been prepared and sent to more than 350 TV stations to recruit pilots and patients. Groups requesting a copy of the video or speaker may contact Jack Clark, president, at 309-697-6865. Additional information is available on their website <www.AirLifeLineMidwest.org>.



# AIRMARKING

## FIRST CANADIAN

Dale Arndt, the Hanover Airport manager at Saugeen Municipal Airport, approached our chapter last winter to see if we would be interested in painting a compass rose. We were so excited by the idea, we said "Yes, yes, yes!"

We had some difficulty getting started, but with the help of International Airmarking Chair Reba Ludlow and former Chair Ellen Nobles-Harris, we were on our way.

We had a group of seven women, mostly from the greater Toronto region. We spent a week-end in August painting a compass rose 80-foot in diameter from point to point. It required 21 gallons of white paint and 15 gallons of blue. We spent 11 hours on Saturday and seven on Sunday.

Reba and I are hoping to set up a website with step-by-step directions and pictures to assist others who are interested in painting the compass rose. When others see how easy it can be done with the use of directions on the web site, and when people see how attractive it is from the air, we hope other airport managers will be motivated to have it painted at their airports.

There are not many compass roses painted in Canada, and we are very proud to have it displayed at Hanover. As the compass roses spread to other countries, they will truly reflect our international organization and the bonds between us.

In return for our work, Dale presented nine donations of \$99 each to The 99s.

—Akky Mansikka



First Canadian Chapter members who painted a compass rose at Saugeen Municipal Airport in Hanover, Ontario, Canada. Front row: Akky Mansikka, Chapter Chairman Wendy Gluhushkin and Jill McDermott. Back row: Henry Mansikka, Emilie Holmes-MacDonald, an aspiring student pilot who can't wait to be a 99, and Dale Arndt, the airport manager. Not pictured: Pat Thunich, Jean Hickman, Bev Bakti, Barbara Santamaria and Shirley McDougall.

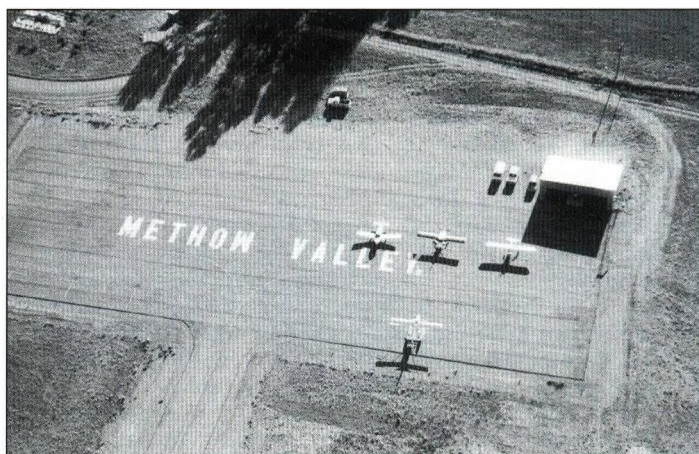
## SANTA ROSA

When I joined the 99s back in 1971, we were just getting our chapter started and we didn't have any traditions or knowledge of what we were supposed to be doing. So we learned by trial and error. One of the things we learned about and did was Airmarking.

We would go to an airport in our area and paint the name of the airport on the runway, taxiway or pavement. It was dirty, hard work for all of us. But it built a strong sense of camaraderie among those who put their backs into the work. It also built strong relationships with the local airport users and The 99s.

I felt it was something that could be improved upon. I became the Airmarking Chairman for the Chapter, then the Section—and then International Airmarking Chairman. I developed an Airmarking Guide for everyone to use. It gave suggestions about where to get paint, who to work with at the airport, how to lay out each letter of the alphabet, etc. The word spread and others learned, just as we had done, that Airmarking by The 99s is a great way to build strong relationships within your organization and aviation community. After 30 years, there are still many fond memories and friendships that will never fade.—Sandy Petersen

FOR INFORMATION ON AIRMARKING, contact current International Chairman Reba Ludlow at 904-285-8026, fax 904-280-3991 or e-mail [aireba@aol.com](mailto:aireba@aol.com).



## GREATER SEATTLE

On Saturday, September 29, pilot 49 1/2 Tom Jensen—who holds an IFR rating that allowed flight out of Class B airspace—departed with his wife Nancy from Evergreen Sky Ranch (51WA) with Andrea Chay and Helen Parke on board to fly over to Methow Valley for airmarking. They were joined by Jeanne Perkins, Elise

Hoit and Liz Lundin who drove over Friday along with Toni Reinhard from Western Washington Chapter who drove over Saturday.

Donnie Harris from the State Aviation Division met them there with all the painting supplies for painting "Methow Valley" on the ramp area and repainting the displaced threshold and runway numbers on one end.—Marian Hartley

**BYLAW AND/OR STANDING RULE AMENDMENTS** may be made by a Chapter, a Section, this Committee, the Council of Governors or the International Board of Directors to be presented to the membership at the 2002 annual meeting in Kansas City. Postmark by December 31, 2001 to: Jerry Anne Jurenka, International Bylaws/Standing Rules Chairman, 10 Oak Forest Drive, Longview, TX 75805, USA. Fax 903-663-5808 or e-mail [jajurenka@juno.com](mailto:jajurenka@juno.com)



## TOUCH & GO'S

- **Mary Allen**, *Hampton Roads Chapter*, won a scholarship from the International Society for Women Airline Pilots (ISA+21) for her multiengine rating. She was selected for an internship with PSA Airlines, after which she will graduate from Ohio State University.
- **Pam Fleming**, *Indiana Dunes Chapter*, completed a Flight Safety Renewal Course for corporate pilots in Wichita, Kansas.
- **Kelly Hamilton**, *Ambassador Chapter*, finished upgrade to captain on the Bombardier CL-65 regional jet, working for Northwest AirlinK/Express I Airlines.
- **Colleen Mitchard**, *Ambassador Chapter*, is the recipient of one of five ISA scholarships this year. She was awarded a type rating courtesy of United Airlines.

## HAPPY ANNIVERSARY!

### Congratulations to the North Central Section

North Central Section      November 1, 1931      70 Years

## NEW HORIZONS

*The 99s extend their prayers and thoughts to the families of these 99s.*

**KARLA CARROLL**, Chairman of the Eastern New England Chapter, died September 10 in an airplane crash. She had traveled to Seattle, Washington, to pick up her new purchase of a Yak and crashed in Washington, Connecticut, en route home to Rhode Island. Karla was a nurse-anaesthetist, commercial pilot and traffic reporter. Karla served as the chapter's Aviation Career Scholarship chairwoman and co-chaired the Terminus Airport (Hyannis, Massachusetts) for the Air Race Classic in 2000. A Karla Carroll Memorial Aviation Education Scholarship Fund has been set up in her honor. Mail checks to Claire D. Wilson, N.E. Section Governor, P.O. Box 1201, East Dennis, MA 02641-1201.

—*Claire D. Wilson*  
Northeast Section Governor

**ANN MARIE DONACA**, was a member of Columbia Cascade Chapter when she was diagnosed with terminal cancer in 1997. She was a mentor for students in the Mt. Hood Community College aviation program and tutored some people at Hewlett-Packard where she worked who wanted to be

pilots. She died September 30 and a memorial service was held October 6 in Vancouver, Washington.

**EMMA CLARA SCHWEER** died July 25. She earned a pilot's license in 1940 and was a member of The 99s. She and her husband Arthur ran the Washington Park Airport in Homewood, Illinois, where she pursued her passion for flying and taught recruits heading off to WWII to fly. At the time of her death at age 105, she was a tax collector for Crete Township, possibly the oldest elected official in the nation.

—*Julie A. Murray*  
Chicago Area Chapter

**DR. JONONA YOUNG**, Finger Lakes Chapter member and professor of Clinical Chemistry at Rochester Institute of Technology, passed away August 28 after a long battle with breast cancer. Jonona was in her late 50s when she learned to fly after her initial diagnosis in 1995. She learned in a Lake Amphibian that she faithfully restored to "like new" condition. She dubbed the plane *Molly* after the "Unsinkable Molly Brown."

—*Marcia K. Gitelman*  
Finger Lakes Chapter

## WINGS Program

Aviation safety is a cooperative effort among all members of the aviation community. Recurrent training is the key to maintaining proficiency. With this in mind, the FAA started the Wings program to provide pilots with the opportunity and encouragement to establish and maintain a personal recurrent training program. All pilots holding a private pilot certificate or higher and a current medical certificate (if required) may participate.

Requests to participate should be made to a flight instructor, Safety Counselor, or FAA Safety Program Manager. Participation includes both flight training, ground training and attendance at Wings-qualified FAA Safety Seminars.

Upon successful completion of each Wings Phase, a pilot receives a lapel pin and an FAA Wings Phase certificate. Some insurance companies offer discounts to Wings Program participants. Details on the WINGS Program can be found in FAA Advisory Circular 61-91H.

If you have any questions, contact a CFI or a local Safety Counselor.

## RATINGS

Anne Smith	Chicago Area	Instrument
Sarah K. Tobin	Oklahoma	ATP
Connie Wakefield	Hampton Roads	Commercial and Multiengine

## WINGS

Marilyn Horvath	Indiana Dunes	Phase XI
Marilyn Patierno	North Jersey	Phase X
Diana Curtis	Hampton Roads	Phase IV
Diane Quan	Antelope Valley	Phase I

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tenham Road, Santa Barbara, CA 93105. Phone 805-687-9493, fax 805-687-6226 or e-mail pilotcnsr@aol.com.

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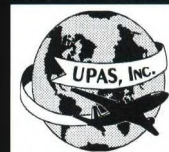
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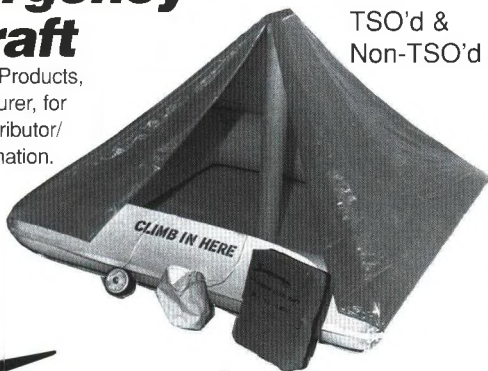
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Katharine Hepburn



Lucille Stone: Circa 1930's

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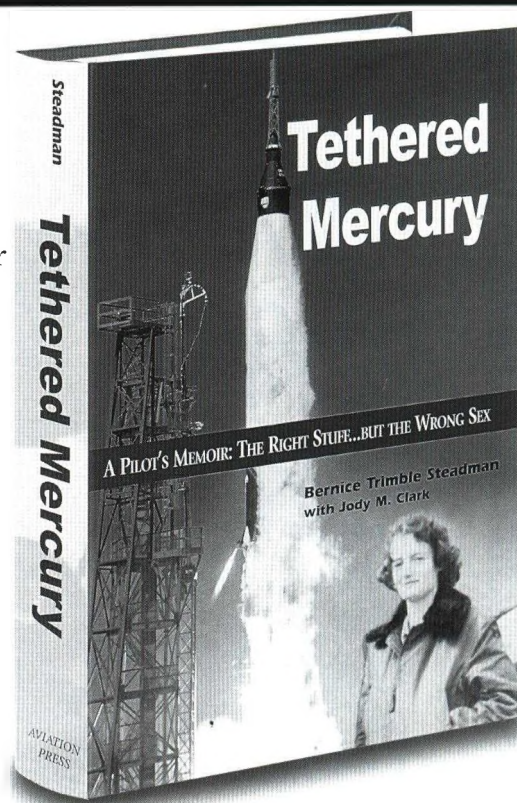
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