

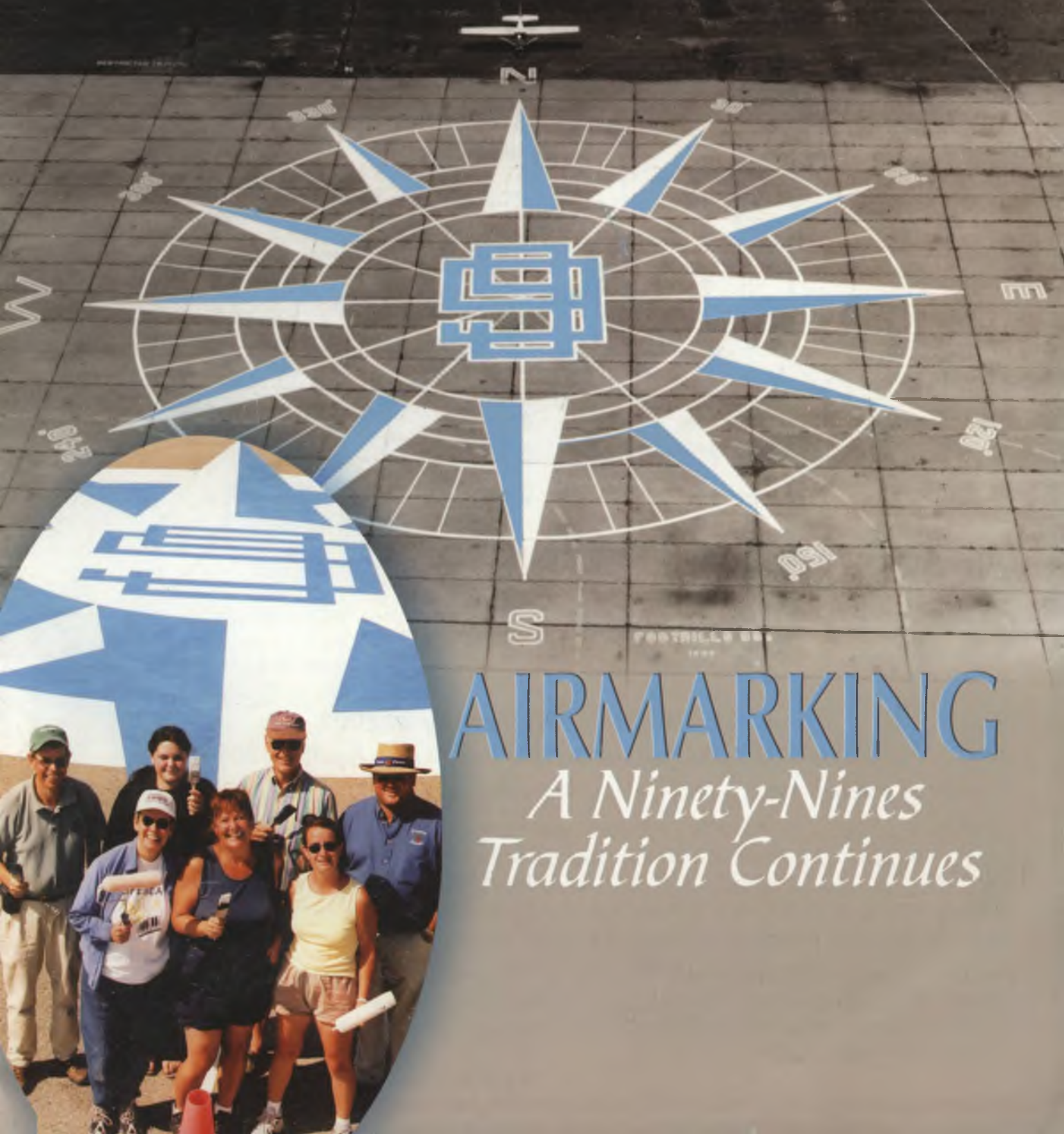


INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES, INC.

VOL. XXVIII NO. 2

MARCH/APRIL 2002



AIRMARKING

*A Ninety-Nines
Tradition Continues*

ATTENTION WOMEN PILOTS!

Grant County Airport, Silver City, New Mexico • Hampton Roads Executive, Chesapeake/Portsmouth, Virginia

Air Race Classic June 18-21, 2002



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In this all woman air race each plane shall be occupied by a team of two pilots... the year 2002 race planes will be allowed to carry extra women passengers holding student certificate or better, also expired medicals... For **all** aircraft the handicap will be adjusted 1 knot per passenger.

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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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Non-member subscription rates:

U.S. - \$20

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

**ATTENTION:
Governors and
Chapter Chairs**

To list your 99s events on this calendar page, send information to:
Elaine Morrow,
International Date
Coordinator,
10006 Fenner Ave. SE
Delano, MN 55328
Fax 952-955-3188
or e-mail
elainemorrow99@aol.com

Please indicate the name and location of the event and the name, phone and fax numbers of the contact.



*"When once you
have tasted flight, you
will forever walk the
Earth with your eyes
turned skyward, for there
you have been and there
you always long to
return."
—Leonardo da Vinci*

MISSION STATEMENT

PROMOTE WORLD
FELLOWSHIP THROUGH
FLIGHT

PROVIDE NETWORKING
AND SCHOLARSHIP
OPPORTUNITIES FOR
WOMEN AND AVIATION
EDUCATION IN THE
COMMUNITY

PRESERVE THE UNIQUE
HISTORY OF WOMEN IN
AVIATION

PERPETUAL CALENDAR

2002

MAY

- 3-4 **Mid-Atlantic Spring Section Meeting**, Contact: Marge Shaffer, 703-490-5106; e-mail: mshaffer@nvcc.vccs.edu
- 14-18 **National Intercollegiate Flying Association SAFECON**, Ohio State University, Columbus, Ohio. Website www.nifa.ws
- 18-19 **New York-New Jersey Spring Section Meeting**, Radisson Hotel, 125 Dennison Parkway East, Corning, NY. Hosted by Finger Lakes Chapter 99s. Contact Mimi Litsche, 716-229-2016.
- 17-21 **Amelia Earhart Symposium**, Oakland Airport, Oakland, California. Hosted by the Amelia Earhart Society, the Oakland Aerospace Museum, The 99's and several other organizations. Pat Ward, anchaeerot@aol.com

JUNE

- 1-2 **Family Flight & Balloon Festival**; Oshkosh, Wisconsin, phone 1-800-564-6322 or www.eaa.org
- 13-14 **Aviation Conference and Exposition**; Westin Hotel, Oklahoma City; phone 405-773-0122 or fax 405-773-0122; Betsy Fry, ACE Exhibit Manager
- 15 Huron County Veterans Memorial presents 4th **Annual Wings and Wheels Fly-In Car Show**; Huron County Airport, Ohio; Walter Kuchta, KUCHTAW@netwcpe.net
- 20-23 **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 912-367-1419

JULY

- 10-14 **Arlington, WA, EAA Airshow**. Contact Andrea Chay, 253-638-1679.
- 16-21 **The Ninety-Nines International Conference**, Kansas City, Missouri and Atchison, Kansas. Sondra Ridgeway, e-mail Sondrabluesky@aol.com
- 20-21 **Vectren Dayton Air Show**; phone 937-898-5901 or fax 937-898-5121; Kim Dell; website: <http://www.airshowdayton.com>
- 23-29 **EAA AirVenture**, Oshkosh, Wisconsin, Rita Adams, 847-913-0490

AUGUST

- 17 **Maple Leaf Chapter 99s Poker Run Fly**; Tillsonburg, London, Chatham, St. Thomas, Brantford; Register anytime after 0830; Lunch, tickets \$4 or 5 for \$15. Contact Jane Atkinson-White, 5190644-2374.
- 16-17 **24th Annual Okie Derby**, Registration Chairman Phyllis Miller, phone 405-844-4107, fax 405-844-4012, e-mail pmiller339@aol.com. Impound August 16, Derby August 17. Registration fee \$35 if received prior to August 10.
- 16-18 **33rd Annual Palms to Pines Air Race for Women SMO** to Bend, OR. Send \$5 for a race kit to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066.
- 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

- 31-9/2 **Cleveland National Air Show**; phone 216-781-0747 of fax 216-781-7810; Kim Dell

SEPTEMBER

- 12-15 **39th Annual National Championship Air Races**, "A Race To Remember" Ellen Ward, 775-972-6663 or e-mail eward@airrace.org
- 14-15 **Southern Wisconsin AirFEST**; event recognizing contributions of POWs and MIAs; contact Tom Morgan, 4746 South Columbia Drive, Janesville, WI 53546; 608-373-0904
- 18-22 **American Bonanza Society Convention**, Wichita, Kansas, Nancy Johnson, 315-945-1700 or e-mail bonanza2@bonanza.org
- 19-22 **Powder Puff Derby Reunion (AWTAR)**, San Diego, California. Contact Barb Evans, 4307 Quail Run Lane, Danville, CA 94506; phone 925-736-1795 or e-mail QUAILR@aol.com to update mailing list.

OCTOBER

- TBD **New York-New Jersey Fall Section Meeting**. Contact Janis Keown-Blackburn, 732-556-0595.
- 8-10 **MBAA**, Anaheim, California
- 11-13 Springfield Air Rendezvous presents the **20th Annual Air Show at Capital Airport**, Springfield, Illinois; call Kim Curry at 217-789-4400 or www.springfield-il.com/airshow

NOVEMBER

- 1-3 **North Central Section Fall Meeting**, "Celebrate 99 Years of Flight," Embassy Suites, Covington, Kentucky. Hosted by Greater Cincinnati Chapter

2003

MARCH

- 20-22 **Women in Aviation Conference**, Cincinnati, OH

APRIL

- 6-27 **Aviation World's Fair**, Newport News/Williamsburg International Airport, Virginia. Phone 201-251-2600 or visit website www.aviation-worlds-fair.com

MAY

- 16-18 **North Central Section Spring Meeting**. Hosted by Greater Detroit Area Chapter

JULY

- 17-20 **100th Anniversary of Powered Flight**; Dayton's 2003 Air Show; Contact Kim Dell at 937-898-5901
- 8-13 **The Ninety-Nines International Conference**, Huntsville, Alabama

SEPTEMBER

- 18-21 **Mid-Atlantic and North Central Sections Joint Fall Meeting**, Canton, Ohio. Hosted by Greater Kansas City Chapter

OCTOBER

- 7-9 **NBAA**, Orlando, Florida

2004

OCTOBER

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



Vicki Lynn Sherman

PRESIDENT'S MESSAGE

A wonderful surprise for us all, I am thrilled to let everyone know that we are being honored with the National Aeronautic Association's Frank G. Brewer Trophy on April 4, 2002, in Washington, D. C., at a special evening award ceremony and reception at the Smithsonian's National Air and Space Museum. The Frank G. Brewer Trophy is awarded annually to "an individual, a group of individuals, or an organization for significant contributions of enduring value to aerospace education in the United States." And this year it is The Ninety-Nines! I thank all of you for your hard work and dedication to our aerospace education program. The trophy will be proudly displayed at our Headquarters in Oklahoma City for all to see. What an honor!

After the recent Board of Directors' Meeting in Oklahoma City, I traveled to the Women in Aviation Conference in Nashville, Tennessee. Bobbi Trout, one of our Charter members, spent time with us at the booth, and shared her love of aviation and delightful sense of hu-

mor. I couldn't help but feel proud of The 99s – our past, our present, and especially our future. There were so many 99s and friends coming by that our booth was always active, and we were happily signing up new members as well. I came away with a sense of accomplishment, strength, and pride.

My very special thanks to and recognition on behalf of us all to Susan Theurkauf and Vicky Anderson for their dedicated work, not only designing, but also covering The Ninety-Nines booth, which has made such a favorable impression at tradeshow, conventions, and conferences. Susan and Vicky are co-chairs of the International Tradeshow/Merchandising Committee.

To highlight my past few months, I began the month of November last year by calling each of our Charter members on the anniversary of our Ninety-Nines' charter. All of them remain dedicated to aviation and women's role in it. Many have been the subject of



Vicki Lynn Sherman, accepting a special recognition from the 2002 U.S. Space Camp Florida Scholarships for outstanding performance, unparalleled support and unending participation to promote aviation safety through educational safety seminars. The certificate was presented by the FAA Safety Center and Production Studios and The Florida Aviation Safety Foundation.

articles in local, regional, and national publications concerning their historic contributions to aviation; all are proud to be Ninety-Nines and to know that we remember them.

Midway in November, General Counsel Cecile Hatfield and I appeared on the "Women With Wings" television series. This was the last program of this series, which included presentations by other Ninety-Nines. All together we have been able to project the message of The Ninety-Nines to the general public, potential women pilots, and Ninety-Nines. This series was created with the help of Future Woman Pilot Marcie Davis. This program has been available on several Public Broadcasting Stations. If it hasn't reached your area, you may be able to request the series from your local station.

While in South Florida, I was a speaker at the Florida Goldcoast Chapter dinner meeting and was warmly received. There was great discussion of The Ninety-Nines' projects and objectives, and not a few flying stories!

In December I attended the Florida Aviation Safety Foundation's cast party for the Aviation Safety Counselors and Obie Young and the FAA staff. I was pleased to receive two scholarships to the 2002 NASA Space Camp for two young females to be selected by the Florida Spaceport Chapter. The scholarships were awarded by the FAA Safety Center & Production Studies and The Florida Aviation Safety Foundation in recognition of my support and participation in aviation and safety seminars. I agreed to serve as a member of the board of The Florida Aviation Safety Foundation.

Later in December, I attended the 54th Annual Wright Brother's Dinner, sponsored by the National Aeronautics Association in Washington, D. C. Ninety-Nine Peggy Doyle and her husband and 49.5 Rick were the perfect hosts for the event. The Ninety-Nines were recognized, and I was seated at the head table with the leaders in aviation and, in particular, the honored guest—Neil Armstrong. I also had the chance to meet and chat with the Secretary of Transportation, Norman Mineta, about the increasing role of women in aviation.

While in Washington, D. C., I attended the Old Dominion Chapter's holiday party at the home of my gra-

cious hosts, and visited with many old friends into the wee hours of the morning.

I began the new year by attending the 15th Annual Aviation Law/Insurance Symposium Banquet sponsored by Embry-Riddle Aeronautical University at Daytona Beach, Florida. Our own General Counsel, Cecile Hatfield, was the chair of the advisory committee for the program.

In mid-February I met informally at the home of Endowment Chairman Judy Bolkema-Tokar with the members of The Ninety-Nines Endowment Fund, and

discussed the challenges and opportunities facing the Fund. These Ninety-Nines give many hours of valuable service to the supervision of the Fund that will help us accomplish the future goals of The Ninety-Nines. The meeting concluded with further discussion over dinner on Saturday night.

Early in March the Board of Directors, Council of Governors, and International Committee Chairs convened for the Spring Board meeting. In addition to the regular business of The Ninety-Nines, Gerri Cozic—Project Manager for Aviation World's Fair, Inc.(AWF) —met with us all day Sunday and worked out many

of the details of The Ninety-Nines' participation in the AWF 2003 to be held at Newport News, Williamsburg International Airport, Virginia. As previously reported from the Fall Board Meeting, the Board of Directors and Council of Governors believe this is an opportunity for The Ninety-Nines to communicate with the larger aviation community and the general public.

Although we remain engaged in the war against terrorism, which may lead us along many unknown and unexplored pathways, The Ninety-Nines continue to function as an integral element of aviation in all aspects. We continue our flight "Into the 21st Century" on schedule, with all systems go!

Sincerely,
Vicki Lynn Sherman



Vicki Lynn Sherman with Norm Mineta, Secretary of Transportation.



Ellen Nobles-Harris

MARKING THE WAY

Next time you go flying, look down at the airport and the surrounding buildings. You may notice markings pointing to the airport and will probably see the airport name painted on the field.

This program of identifying airports to pilots was started as the National Air Marking Program. This program was the first U.S. government program conceived, planned and directed by a woman with an all-woman staff. The program was a part of the Bureau of Air Commerce.

In 1933, Phoebe F. Omlie was appointed Special Assistant for Air Intelligence of the National Advisory Committee for Aeronautics—NACA (forerunner of the National Aeronautics and Space Administration—NASA.) The following year Phoebe convinced the chief of the Airport Marking and Mapping Section of the Bureau of Air Commerce to institute a program where each state would participate and better identify its towns and cities from the air.

Under the program, a state was divided into sections of 20 square miles. Where possible, a marker with the name of the nearest town was painted on the roof of the most prominent building at each 15-mile interval. If the towns were far apart, white painted ground markers, such as rocks and bricks, were used.



Phoebe F. Omlie

At the time that the program was established, few pilots were flying on established airways or had the benefit of radios. With the aid of markers, even the most inexperienced pilots could determine where they were.

The program was funded as a system of state grants from the Works Progress Administra-

tion. Not only was this the first appropriation of funds specifically set up to aid private pilots, but it was also hoped that the program would provide jobs for the unemployed and would establish valuable permanent airway aids.

By the middle of 1936, 30 states were actively involved in the program, with approvals given for 16,000 markers at a cost of about one million dollars.

In 1935, Phoebe chose five leading women pilots as field representatives for the program; Louise Thaden, Helen Richey, Blanche Noyes, Nancy Harkness and Helen McCloskey. At the time, these women were very well known in aviation.

Phoebe continued as head of the program until it was well on its way to being a success. She then returned to her duties at NACA.

But then came the war. After the bombing at Pearl Harbor in 1941, the U.S. Government determined that marked airports along the east and west coast were obvious targets for enemy identification and attack. Consequently, Blanche Noyes, who had set about the work of marking some 13,000 sites, went about the work of blacking out those very markings she and her team of women pilots had diligently created.

In a Christian Science Monitor magazine article in 1943, Blanche remarked, *"Once in a while I get a little jittery wondering if some particularly zealous airplane spotter might mistake me for an enemy ship and shoot me down and ask questions later, for of course I'm flying constantly over restricted areas. Too, one small mistake in my clearance papers might cause me to make a 'sudden' landing, for it is my experience that the Ground Observers Corps is certainly doing a crack job as far as aircraft spotting is concerned!"*

After World War II, Blanche Noyes was in charge of the air marking division of the Civil Aeronautics Administration. Blanche believed that it was critical to not only replace the airport markings that were removed during the war for security reasons, but also to add even more navigational aids. And thus the work began all over again.

Airmarking Has Been The Noble Ambition Of Ninety-Nines Since The Early Part of The 20th Century

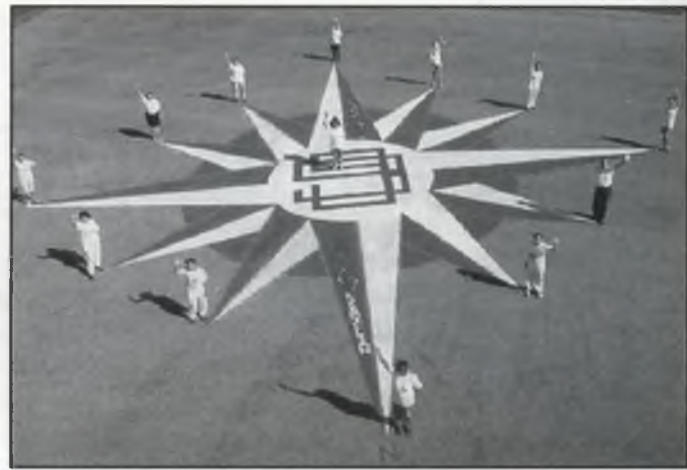


Pilots Thaden, Moyes, MacCloskey, and Richey,

Today, Ninety-Nines carry on the tradition and fulfill the need for airmarkings by volunteering their time to paint the airport names, compass rose symbols and other identifications on airports. Some of the letters in the airport name can be 50 feet tall. And, Ninety-Nines airmark airports based on need, which many times takes them far from their local areas. When Ninety-Nine members in Alaska did airmarkings last year, some members traveled up to 300 air miles to meet at the designated airport.

Funding for the airmarking program no longer comes from the national government. After Blanche Noyes's husband was killed in the crash of his Beachcraft Staggerwing, Blanche devoted her energies to the Air Marking Program as a way of overcoming her grief. She became one of its most ardent supporters, so much so that when the federal funds for the program ran out, she flew all over the country to gain financial support from local chambers of commerce and civic groups.

Our chapters are still doing this. For example, the Anchorage (Alaska) Municipal Airport Advisory Commission asked the Alaska Chapter to mark a reporting point. A bright yellow theater which had been a reporting point for years was converted to a school and painted gray, making it a tough one to spot. With support from the FAA and local aviation businesses, they were able to educate the school district on why they wanted to paint a name on the roof. They had to work with the contractor who had installed a new roof so that the warranty



First Australian airmarking, July 1999.

would not be voided. The paint recommended cost \$1,600. The paint was funded by Merrill Field businesses. This effort received some wonderful coverage from two local TV stations.

And the airmarking efforts of the Ninety-Nines involves more than putting names on rooftops. For example:

- The Women With Wings Chapter refurbished the tetrahedron at Portage County Airport, Ravenna, Ohio. They found someone to rivet patches over badly corroded holes, straightened the metal, repainted and installed new light bulbs. The tetrahedron is now highly visible.
- The Livermore Valley Chapter, in California, painted a compass rose and made and donated a "Welcome to Livermore" sign that is mounted on the terminal building facing the runway





- The Michigan Chapter had a Rock (Not Loud Music) Party at the Sandusky Airport. Members and several local farmers brought rocks the size of 8 1/2 by 11 inch paper to the airport. They used the rocks to spell the airport name in 20 foot high letters in the grass at the approach end of the runway. Would you believe that it takes 33 rocks just to make the "S"?

- The Idaho Chapter has adopted a small, unpaved airport. They marked the runway ends and 500 and 1,000 foot increments along the runway with white boulders. They periodically fill in gopher holes and mend the fences broken by wildlife.

- The Colorado Chapter painted the numbers and aiming points on a new 7,000 foot runway.

- Many chapters have painted compass roses at airports to be used for swinging airplane compasses.



Since The Ninety-Nines is a charitable organization, we normally ask the airport or local or state government to supply the paint. Some airport businesses will also supply the paint. Normally the chapter will provide rollers and tools and the women and men to do the marking and painting.

Indiana 99s have been active in airmarking for more than 40 years, reported Anne Black. "As you well know, we are always subject to many diverse factors/conditions on when, where and how we got the jobs done. However, we have recorded one or two years in which we painted or re-painted some 50 air markers each year; these being the rooftop markers originally authorized by the FAA."

Anne related that after the war, in the early 50's, The Indiana Chapter set about trying to re-paint as many of the old rooftop air markers as possible, which had been screened out for national security reasons. "As expected, this proved to be a huge undertaking, requiring money and supplies plus a lot of volunteer help from everywhere. We held numerous "Penny-a-Pound" airlifts and other money-making projects over the state to build up an airmarking fund of sizable proportions. We have made airmarking loans to other chapters and used the interest from the fund for many years to keep our own airmarking program going full swing."

"Our airmarking projects were enthusiastically carried out between 1970 to 1985 but have gradually tapered off since that time," she commented. Since 1985, the Indiana 99s have primarily painted C.R. and C.T.A.F. ground markers on airport ramps and taxiways.

So the next time you're flying, look down and imagine flying your biplane over those small towns in the late 1930s and how comforting it must have been to see that runway with your destination's name clearly painted on it. For that you could thank early members of The Ninety-Nines for leading the way in the airmarking efforts of the 20th century.



99 Member Makes Cover of *AMERICA'S FLYWAYS*

MAGGIE MCCURRY

Maggie McCurry (Sedona Red Rockettes) and her unique airborne rescue project for retired racing greyhound dogs, is the featured cover story in the February edition of *America's Flyways* magazine.

Since 1966, Maggie and a small group of volunteers have been using their airplanes to fly racing greyhound dogs who are no longer fast enough to earn their keep, from the racetracks in Arizona to outlying adoption groups throughout the Southwest. Over the years, hundreds of retired racers have been flown to safety by Maggie's non-profit organization, Wings For Greyhounds, Inc.

The project has generated a great deal of media interest, including three shows currently running on the Animal Planet Network and a feature story in *McCall's Magazine*. In January 2002, Maggie appeared on "Just Cause" on Oprah Winfrey's Oxygen TV channel. The show spotlights women involved in philanthropic endeavors. Maggie hopes the interest will both raise awareness of the plight of the racing greyhounds and show how general aviation can be and is being used for a good cause.

*An Excerpt From Greyhound Guardian Angel
by Marilyn Malone*

Engine sounds make morning music as airplanes take off and land at Sedona's mesa-top field. Sparkling Arizona sunlight warms Maggie McCurry's hands as she checks off the last items on her pre-trip checklist. Maggie is making sure that her high-winged Partenavia is ready for the next flight, which could be prompted at any minute by an excited phone call asking for her help. The fuel tanks are full, the windshield is clean and the tires are inflated. Of course, she'll check the instruments and controls after start-up, but now she's verifying that the passenger section is outfitted: four blankets, three quilts, two pillows and four cushions. These items are an essential part of Maggie's gear, along with a collection of leashes.

Leashes? Maggie doesn't know how many airport visitors have peered into the rear windows of her Italian-made blue and white twin and wondered what was up. By way of explanation, when she encounters curious folk on the tarmac, she smiles and points to the blue lettering on her sweatshirt: "Wings for Greyhounds" and "1-888-4WE-FLY'M." Although Maggie doesn't exactly wear her passion on her sleeve, she does wear it over her heart. The name and a graceful line logo of a greyhound with wings appears on this and





Maggie McCurry with Bella, the first greyhound to get her wings back in 1996.

other clothing that her non-profit company uses to raise awareness and money for greyhound adoptions.

Among her many rescue flights, the trip she calls "Marlie's Odyssey" has touched them the most.

The 8-month old Oklahoma greyhound, named Marlie by her trainer, was destined for destruction after her tongue stuck on a frozen water bowl and had to be partially amputated, compromising her feeding ability. Friends of Greyhounds took her in and put an adoption notice on their web page. Maggie remembers. "The vet said she wouldn't live long, but Marlie didn't hear that! With half a tongue, Marlie learned to drink. . . she blew bubbles and sucked up the water. She picked up soft food, then leaned her head back to swallow, just like a bird."

Ten months later, a Seattle woman called to ask about adopting the resourceful dog. Maggie and Mark Pettijohn, her co-pilot, decided, "If we get the loan and if we get the plane we'll take Marlie to Seattle." So, on their first flight in the Partenavia, the couple flew from collecting the airplane in Hot Springs, Arkansas, to Tulsa. There Marlie settled in the back as if she knew she was safe. They landed in Tucson where volunteers from

the Greyhound Adoption League took care of Marlie overnight, then brought them two greyhound passengers for delivery in Los Angeles. In LA, Petsmart Charities donated \$1,000 for expenses and fuel. The next day, newspaper and television reporters and Puget Sound Greyhound Adoption volunteers greeted them at Seattle's Boeing Field. Boeing Business Jets filled up the tanks for free. After 18 hours of flying, Marlie was home.

Maggie says, "Marlie's rescue took so many people and so much effort. We were just the instruments. It was meant to be."

Maggie and Mark will continue to fly greyhounds as long as they can. They would like to set up chapters elsewhere with volunteer pilots.

Maggie hopes for regional coordina-

tion, "so we can say 'Yes!' to all the requests." So far, Wings for Greyhounds is the only company in the world devoted exclusively to greyhound rescue flights.



From left: Tom Shuman; dogs Portia, Prudence, Lance; Maggie McCurry; Ann Sawowicz; dogs Grant, Jack; and Dana Sawowicz.



Martha Dunbar

99S CELEBRATE AERO CLUB OF NEW ENGLAND'S CENTENNIAL

The Aero Club of New England (ACONE) celebrated its 100th Anniversary January 20, 2002, at Boston's Museum of Science. Many New England Section 99s who are also ACONE members were in attendance at the joyful celebration. ACONE Vice-President and long-time 99 member Michele Cabot served as Master of Ceremonies.

The Museum of Science celebration site was most fitting for an organization founded by a group of prominent Bostonians who had a strong interest in the emerging "science" of ballooning. Founded January 20, 1902, their first airfield was historic Boston Common. However, by 1903, many club members were moving to support powered flight. To show their enthusiasm, they generously provided the Wright Brothers with financial assistance. After the success of the Wright Brothers December 17, 1903, First Flight at Kitty Hawk, North Carolina, the club's aviation interests rapidly expanded to include gliders and powered flight.

During its 100 year history, the Aero Club of New England has grown to encompass a dedicated membership of men and women whose aviation interests and feats cover a wide spectrum of flight activities. ACONE members have contributed their talents to further aero-

nautical engineering, flight physiology, aerial mapping, airport development, military aviation and high-altitude and high-speed flight.

In honor of an early club president and forward-thinking aviation pioneer, ACONE established the Godfrey L. Cabot Award in 1952. The Cabot trophy is given annually to an individual or individuals who have made a "unique, significant, and unparalleled contribution to advance and foster aviation or spaceflight." Along with many other aviation greats, 99s Louise Sacchi, Edna Gardner Whyte and Ann Wood-Kelly were honored recipients of the prestigious Godfrey L. Cabot Award. Ann Wood-Kelly also served with distinction as the club's first female president from 1965-1968.

Several New England Section 99s are active and vital members of the Aero Club. They are proud of ACONE's aviation heritage and look forward to another stellar 100 years of aviation achievements!

New England Section 99s pictured are front from left, Jo Rita Jordan, Waltraud Kunica, Deidre O'Connor, Michele Cabot, Julie Seltsam, Ann Umphrey, Rebecca Leland. Back row are Martha Dunbar, Allegra Osborne, Ann Wood-Kelly, Billie Downing, Georgia Pappas, Sheila Bauer, Lucy Young and Pat Theberge.





THE NINETY-NINES HAVE SUN 'N FUN IN LAKELAND

The Ninety-Nines were very much present at Sun 'n Fun in Lakeland, Florida, April 6 through April 13.

Our building was decorated with a patriotic theme as requested by Sun 'n Fun. We were fortunate to have three of our International Officers present: President Vicki Lynn Sherman; Vice President Jody McCarrell; and Secretary Mary Wunder. The weather was beautiful and many people enjoyed our hospitality.

On April 6, The Ninety Nines presented a seminar about the organization at the FAA building. This production is taped for later viewing on television. Nancy Wright, Florida Suncoast Chapter, introduced members of the forum. Lee Orr, Blue Ridge Chapter, talked about her career as a flight instructor and designated FAA examiner. The support of The Ninety Nines and receiving the Amelia Earhart Scholarship enabled her to have a career as a professional pilot.

Pauline Mallary, North Georgia Chapter, spoke about her 50 years in flying and her participation in many air races. Barbara Sierchio, Florida Suncoast Chapter, discussed the history of The Ninety Nines' participation at Sun 'n Fun.

Nancy Wright talked about aerospace education and her participation in children's programs. Nancy then introduced Vicki Sherman, who explained the 2001 Frank G. Brewer Trophy which was presented by the National Aeronautical Association to The Ninety Nines "for its significant contribution of enduring value in the field of aviation and space education in the United States."

We were pleased to give the trophy a place of honor at The Ninety Nines Building for the duration of the convention. Vicki also worked on the production crew for the FAA studio and gave two "Cockpit Cool" seminars. Other Ninety Nines worked for the Warbirds, the campground, airplane parking and for airshow performers.

There were 11 new Ninety Nines, 11 Future Women Pilots, two renewals, one transfer and requests for forming two new chapters. Jody McCarrell signed up a mother and daughter at the same time. The daughter is The Ninety Nine and the mother is the Future Woman Pilot. A total of 470 people signed our register: 140 guests and 330 women, most of whom were Ninety Nines.

The Volunteer Workers' parade is the highlight of the week and the only time that volunteer workers are recognized. We rented a golf cart this year and decorated it in keeping with the patriotic theme. Jody McCarrell rode on the 99s cart and Vicki Sherman rode on the Air Show Performers' cart. The cart was handy for transporting WASPs between their tent and our building. The Ninety Nines attended the joint luncheon with the WASPS and Tuskegee Airmen.

Our volunteers who made our building a great success are Pat Ruth and Elinor Kline, who worked every day. Nancy Wright is co-chairman and works all year for the building. Rita DeBeer, Marie Grein, Jane Oparowski, Judy Rancourt, and Barbara Yeninas also volunteered their services.



Jody McCarrell (right) signing up mother and daughter as new members. The mother, Julie Swol (left), is a future woman pilot. The daughter, Charlotte Engelman, is a 99.



Lynne Davis

TENNESSEE NINETY-NINES MAKE THEIR MARK

The Tennessee Chapter of The 99s has done it again! We painted a beautiful compass rose on the ramp at Mountain City, Tennessee, on April 20. Photos are courtesy of Linda Meese.

We had a good turnout of chapter members, assisted by several 49 1/2ers. We also involved several local women pilots and students. The flight school there is operated by Susan Van Fleet, a 99 who recently moved from Athens, Georgia. She is going to be a great recruiter for our chapter! It seemed that everyone around got involved, whether with painting or running to town for supplies, or bringing lunch and goodies. We really got a warm welcome.

Steve Coan, a Floridian who comes to the mountains for the warmer months, gave us two demonstrations of his award-winning airshow routine in the Windex, a motorglider. After the flights, we watched the video from the on-board camera. Wow!

On Friday, Bob and Lynne Davis and Nancy O'Laughlin-Dougherty laid out the design with the help of Denny Moore, Airport Manager. Bob had devised an adaptation of the Mount Shasta Chapter design which would have no curved lines (easier to tape!). He also adapted the design of the numerals from the airmarking guidebook.

When we arrived on Saturday, it had rained early in the morning, and the ramp was soaking wet. By the time most workers arrived, the sun and wind had dried the surface so we could start painting. The wind proved to be a nuisance, because the paint was a fast-drying kind

used on roads. By the time you poured out some paint into a tray, it was already skinning over! We had to work quickly and accurately. Everyone did a super job and there were no major boo-boos.

At one point, we were all painting blue and Sheila Kidwell had sort of painted herself into a corner of one ray. It really wasn't a precarious position, but she was

aware she needed to be careful not to make a misstep. Mary West was on the other side of the rose, and she suddenly said, "Sheila, Sheila, Sheila!" in a sort of scolding way. We all froze, especially Sheila, who looked horrified. Then she realized Mary was just pulling her leg. We all had a good laugh.

Just as we were finishing the last of the painting and were pulling up the masking tape, the raindrops started. We scurried to finish and ran for cover. Since the paint was drying almost before it hit the ground, we weren't worried about the rain doing any damage. After the shower passed, we all got out on the rose and Denny Moore mounted a ladder to take pictures. Then we got Denny to pose for a "tadah!" picture, too. The shiny

spots you see in the "after" pictures are rain puddles, not spilled paint.

Because of the rain, we did not get a chance to "sign" our work. Perhaps a couple of us can do that later. Again, we got a great welcome from the Mountain City folks and we all had a good time. Bob and I brainstormed all the way home on ways to make the next experience even better. I hope you can join us!



Schedule of Events

THE 99S INTERNATIONAL CONFERENCE – 2002 KANSAS CITY AIRPORT MARRIOTT, KANSAS CITY, MISSOURI

Tuesday, July 16

All Day Early Arrivals
3 p.m. – 6 p.m. Registration, Credentials
6 p.m. – 10 p.m. Hospitality Room

Wednesday, July 17

7 a.m. – 8:45 a.m. Option #1: A Museum Morning,
A Flying Style Show (Breakfast - \$30)
8 a.m. – 4:30 p.m. Registration, Credentials,
Hospitality Room
9 a.m. – Noon Board of Directors Meeting
Amelia Earhart Scholarship Trustees
Meeting
Noon – 4 p.m. Fly Market, Silent Auction
1 p.m. – 4 p.m. Board of Directors Meeting
Amelia Earhart Scholarship Trustees
Meeting
Museum of Women Pilots Trustees
Meeting
1 p.m. – 4 p.m. Chapter Chairmen, First Timers
(All 99s Welcome) Seminars
"Celebrate a Successful Fun Chapter"
Air Bear Presentation
Flying Companion Presentation
4:30 p.m. – 5:30 p.m. Communications Session
ALL 99s MEMBERS
7 p.m. – 10 p.m. Welcome to Kansas City and
ALL THAT JAZZ PARTY and
Barbecue Dinner (Costume Optional—
feathers and fringe encouraged)

Thursday, July 18

6:30 a.m. – 7:45 a.m. Continental Breakfast
7 a.m. – 8 a.m. Registration and Credentials
8 a.m. – 11:30 a.m. First Session of Annual
Business Meeting
9:30 a.m. – 4:30 p.m. Option #2: 49 1/2s and guests depart
for optional tour (\$60)
11:30 a.m. – 1 p.m. Fly Market, Silent Auction
1 p.m. – 4 p.m. Second Session of Annual
Business Meeting
Installation of New Officers
5 p.m. – 10 p.m. Bus Tour of Kansas City, Shopping
at the Country Club Plaza
Dine Around, Governor's Dinner

Friday, July 19

Speakers in General Session
8:30 a.m. – 9:45 a.m. Greg Feith Accident Investigation from
the perspective of a former NTSB Air
Safety Investigator
10 a.m. – 11 a.m. Women Pilot's Careers Panel
11:15 a.m. – 12:15 p.m. Colleen Barrett, President and Chief
Operating Officer Southwest Airlines
10 a.m. – 1 p.m. Post Conference Board of Directors
Meeting
1:30 p.m. – 3 p.m. Rod Machado Safety Seminar
3 p.m. – 4:30 p.m. Latest Garmin Products
8 a.m. – 4 p.m. Hospitality Room hosted by
Angel Flight Central
3 p.m. – 5 p.m. Fly Market, Silent Auction

5:30 p.m. – 6:30 p.m.

Winners Reception - Amelia Earhart
Scholarships

7 p.m. – 10 p.m.

Awards Banquet - Amelia Earhart
Scholarships and Parade of Past Winners

Saturday, July 20

9 a.m. Buses depart for Atchison
10 a.m. – 11:30 a.m. Visit Forest of Friendship and Amelia
Earhart Earthworks
Noon – 1:30 p.m. Amelia Earhart Festival Pioneering
Award Luncheon
2 p.m. – 3:30 p.m. Symposium, Outstanding Women
speakers or Downtown AE Festival
Activities
3:30 p.m. – 4:30 p.m. Book Signing, Authors of AE books
5:30 p.m. – 7:30 p.m. Kansas Picnic Supper/99s Awards
Program
7:30 p.m. – 9:30 p.m. VIP lawn reception and tours of the
Amelia Earhart Birthplace Museum
8 p.m. Early bus departure for the Marriott
9:30 p.m. Spectacular fireworks display across
the street from AEBM
10:15 p.m. Depart Atchison for the Marriott

Sunday, July 21

All Day Flyout Departures
8 a.m. – 10 a.m. Weather Briefings

CONFERENCE REGISTRATION PACKAGES

Full Registration includes everything on this page

Wed. & Thurs. Registration includes

Wed.-Welcome to K.C. Jazz & Barbecue dinner &
Thurs.- Continental Breakfast & Bus trip to Plaza
Badge & printed materials/access to Hospitality Suite

Friday only Registration includes

Speakers & Seminars
Rod Machado
AE Winners Reception and Banquet
Badge & printed materials/access to Hospitality Suite

Saturday only Registration includes

Bus trip to and from Atchison
AE Festival Pioneering Award Luncheon
Kansas Picnic Supper, 99s Awards
VIP Reception at AEBM
Badge & printed materials



The Ninety-Nines, Inc. 2002 Conference

CELEBRATE THE FUTURE

On Friday, July 19, 2002 we will accomplish an important goal of the Ninety-Nines Mission Statement, "PROVIDE NETWORKING AND SCHOLARSHIP OPPORTUNITIES FOR WOMEN AND AVIATION EDUCATION IN THE COMMUNITY."

The Amelia Earhart Scholarship winners reception and banquet fulfills the first part of that goal but, in addition, we will offer educational opportunities to Ninety-Nines and other members of the aviation community who will be invited.

We will begin the day with Greg Feith's "Managing Safety." Mr. Feith is founder and President of Aerospace Enterprises International, an air safety consulting firm in Denver, CO specializing in accident investigation and reconstruction for both general aviation and commercial aviation accidents. He spent 20 years as an Air Safety Investigator with the NTSB prior to forming his own company.

A panel discussion comprised of women in various pilot careers will follow.

The final speaker of the morning session will be Colleen Barrett, President and Chief Operating Officer of Southwest Airlines Company. She will bring us up to date on the changing environment in airline opera-

tions and give us some insight into how she became the only woman president of a major airline company. Southwest has ranked number one in Customer Satisfaction among all U.S. airlines for the past ten years. Ms. Barrett, when not pursuing her many management responsibilities at Southwest, is active in numerous civic and charitable organizations in the Dallas area. She has one son and one grandson.

The afternoon session begins with Rod Machado and "2002 Defensive Flying." His safety with a smile presentation will keep us enjoying some aviation humor to make education a fun experience. Mr. Machado received his private pilot's license in San Jose, CA, before he graduated from high school, has earned an ATP and all fixed wing flight instructor ratings as well as degrees in Aviation Science and Psychology. Currently, he is AOPA's flight instructor spokesman and writes monthly columns for AOPA Pilot and Flight Training Magazines. He is the instructor voice on Microsoft's Flight Simulator and an FAA Accident Prevention Counselor.

The final session by a representative of the Kansas City based Garmin Company will bring us up to date on all their latest aircraft electronics.



Rod Machado, AOPA Flight Instructor Spokesman



Colleen Barrett, President and Chief Operating Officer, Southwest Airlines Company

The Ninety-Nines Welcome These 137 New 99s, Academic Members and Future Women Pilots

NINETY-NINES: • Carmen Marie DELL, *Pia Nicole SARTER, East Canada Section* • Melissa Ann WARD, *Indiana* • Katherine Gail RITCHIE, *Kentucky Bluegrass* • Christina Marie HARTLAUB, *Wisconsin* • Kari Lynn HEUSINKUELD, *Fort Worth* • Mara Naomi Hanna JENNINGS, *Embry-Riddle Daytona* • Bree Anne STEPHENSON, *Mt. Shasta* • Alichia Jean REYNOLDS, *Southwest Section* • Nicole M. BOURDON, *East Canada* • Theresa DELLAQUILA, *Eastern Pennsylvania* • Deanna Gail DOUBLEDDEE, *Mid-Atlantic* • Catherine C. RIMOKH, *Connecticut* • Rachel Genese SCANNELL, *Chicago Area* • Patricia Jo HUBLER, *Kentucky Bluegrass* • Laura Brooke LOCKLEY, *Lake Erie* • Jennifer Lynn REED, *Holly A. WEBER, North Central* • Sharon L. BINAU, *Michelle S. SIMINICH, Columbia Gorge* • Julie K. STEPHENS, *Northwest* • Michelle Sombilon MARIFOSQUE, *Ambassador* • Lisa Ann FAGIANO, *Colorado* • Michelle L. GUTIERREZ, *El Paso* • Jacqueline C. MONTPLAISIR, *Dorothy D. WILCOX, Pikes Peak* • Gabrielle Aymone RAYMOND, *South Central* • Linda Sue KAMHOLZ, *Florida Spaceport* • Kimberly Gwynn ROBERTSON, *Kitty Hawk* • Monica BARKER, *Mississippi* • Sandra L. SHOFNER, *South-east* • Jennifer Laurie YANCEY, *Aloha* • Heather Lynn MARINO, *Imperial So-Lo* • Christine Lynn CULLEN, *Reno High Sierra* • Peggy L. NICKERSON, *Sacramento Valley* • Carla Dawn WAKEMAN, *San Gabriel Valley* • Marie Corinne JACOBSON, *Santa Rosa* • Leslie Marie AZURDIA, *Jene Lyn CARSTENS, Jennifer Rebecca MANN, Southwest* • Rio Lacey DOWNS, *Utah* • Patricia Jean DUGAN, *Suzanne Y. SIPPERLY, Adriana E. VANDER GRAAF, Ventura County* • Ruthanne IMRIE, *West Canada* • Maude June TELFER, *Australian* • Roberta DE BARROS, *Brazil* • Catherine DIETRICH, *Eastern Ontario* • Lisa Marjotta AALTO, *Mary E. SHIELDS, Catherine STEPHENS, First Canadian* • Anne-Celine MARTEL, *France* • Lise BJERRE, *MD, German* • Sandra Hamstra MILLER, *Sandra L. WEBER, Central Pennsylvania* • Yokahoma Tam Sue SCOTT, *Delaware* • Glenna May BLACKWELL, *Connecticut* • Shirley L. CARVALHO, *Eastern New England* • Debra Ann MCCURDY, *Shannon D'Andrea SMALL, New England* • Martha Ellen DRAKE, *Central New York* • Renee G. O'BRIEN, *Garden State* • Anita A. CAFFERTY, *Long Island* • Susan Frances LEVAQUE, *Debra Ann MARSHALL, New York-New Jersey* • Deirdre Suzanne LYTTLE, *New Zealand* •

Hope Marilyn ALEXANDER, *All Ohio* • Jennifer Linn CHRISTIANO, *Jamie Skoff NOLAN, Chicago Area* • Laila M. BARR, *Ruth L. E. MAESTRE, Greater Cincinnati* • Colleen S. KILLIAN, *Greater Kansas City* • Marie C. PASCO, *Illiana Cardinals* • Janet Mansfield CANNON, *Marcia Lee FORCEY, Indiana Dunes* • Valerie E. GATTIS, *Kentucky Bluegrass* • Julie Lynn GIORGETTI, *Jennifer Anne HANAMANN, Valarie Marie LESTINGI, Kimberly A. SAILOR, Carol M. SHAPIRO, Carolyn A. SHARP, North Central* • Bette D. JACKSON, *Kathleen "Kip" WADDEN, Columbia Cascade* • Naomi Faith FINNEY, *Barbara J. TOLBERT, Greater Seattle* • Carolyn K. HAMBIDGE, *Intermountain* • Geanette I. CEBULSKI, *Deborah A. GRAF, Montana* • Laura Anne WENSLEY, *Northwest* • Alta Melissa GILLETTE, *Ambassador* • Cheryl HILL-BURRIER, *Diana MARQUZ, Austin* • Elizabeth D. ROBERTS, *Brazos River* • Michele Kara COOPER, *Colorado* • Cheridah Frye SPIER, *El Paso* • Jaina D. FORD, *Linda K. STONEKING, Fort Worth* • Marisa Lee FAY, *High Country* • Shikha GUPTA, *Houston* • Kathleen E. BENNETT, *Jennifer Susan KAISER, Jennifer K. MOGA, Jacqueline Geneva RANDOLPH, Pikes Peak* • Charlotte Marie LYNCH, *San Antonio* • Sylvia Ingrid ACHTER, *Gayle C. KETCHUM, Nina Johanna RANTANEN, Deborah Ellen ROGERS, South Central* • Janet BARGER, *Texas Dogwood* • Christine Marie SEYMOUR, *Florida Firstcoast* • Kimberly Joan KESSEL, *Florida Goldcoast* • Juay Ann MCCARDLE, *Deborah Ruth MILLS, Florida Suncoast* • Jennifer McLoughlin LANG, *Kitty Hawk* • Michelle Bigham HELMS, *Mississippi* • Beverly A. BARNETT, *Columbia Cascade* • Diane E. REINKEN, *Columbia Cascade* • Noreen Garland FRANKLIN, *Alameda County* • Katherine Elizabeth HOLCOMBE, *Bay Cities* • Brenda Sue MOORE, *El Cajon Valley* • Madeleine L. HAASE, *Inland Empire* • Carole B. DEPUE, *Las Vegas Valley* • Mona KENDRICK, *Monterey Bay* • Jaymi Lynn-Wallace PELLATT, *Orange County* • Michelle Tatia BASSANESI, *Palomar* • Kimberly Michelle BISHOP, *Nancy Carol HUMPHRIES, Polly J. SAVAGE, Reno High Sierra* • Nancy Ellen TURGEON, *Sacramento Valley* • Sylvia SANDERSON, *Connie Lee SCHURR, San Fernando Valley* • Mary Lee MCCUNE, *San Joaquin Valley* • Dianne Lauren COLE, *Candace Barbara HARDING, Southwest* • Peggy Jean JONES, *Sutter Buttes* • Amanda Renee EIGEL, *Tucson*



Ruth Anderson

Pilot Profile

CAROL EICHERT

Is it possible for a person with an extreme fear of flying to become a pilot? You bet!

Carol Eichert was scared to death of flying in a little airplane. In her hobby as a backpacker, getting to the back country site was often by air. She didn't want to be known as the backpacker who threw up on the way to the site. She decided to learn how to fly.

Starting her lessons at Glendale Airport, west of Phoenix, she was anxious and frightened. On her fourth lesson in a Piper Tomahawk, fearful as usual, hands sweating on the yoke, she looked down at the Arizona countryside. The sun was setting. Pinks and purples and oranges filled the sky. To her it looked like a fairyland, so beautiful. She said her fear suddenly "flip-flopped" into a passion for flying. That passion resulted in a private pilot license in 1992. She still scares herself every time she flies.

Carol now plans to work on her instrument rating. "For the fifth time," she says. Dramatic events have interrupted earlier tries, events such as injuring her back in her previous nursing job, running out of money and moving from Arizona to Grand Junction, Colorado, to start her own pilot supply shop.

Carol was a nurse for 25 years until the back injury occurred. In Phoenix she had worked into a management position. She said she was getting "bummed out" and wondering how much longer she could stay in nursing. She started a part time job in a retail pilot shop, Romeo Kilo, while continuing her nursing career. She became so interested in retail work in the aviation industry that she switched to full time at Romeo Kilo and part time at nursing.

At the same time her flying experience was growing. She flew in the right seat of a Citation jet with Chuck Pearson, a corporate pilot. He let her fly the plane whenever there were no passengers on board. When there were passengers, she did check lists, navigation and the radio. The plane was hangared in Grand Junction. Carol fell in love with the town and moved to Grand Junction in 2001 to find a location for a shop of her own.

The terminal building at Walker Field Airport had some space available. At the beginning of September, Carol signed a lease for what she called a "closet." On September 11, 2001, she wondered if she should back

out of her lease. Close-in parking was unavailable at the field, people were afraid to be at the airport, the National Guard hovered in front of her shop—not good conditions for a new venture, you might say?

"But," she said, "Isn't that what the terrorists want: fear?"

She was offered a larger space where the National Guard wouldn't be a discouraging presence for shoppers. On November 1, she opened "Two Rivers Pilot Supply," a bright cheerful space with a wall of windows overlooking the runway. She sub-leased some space to Chuck Pearson for his charter work. He helps her in the store as well.

To announce her presence, Carol ran three newspaper ads and sent out 1,300 postcards to pilots in the area. "My best advertising," she says, "is just being here and being seen." Airline pilots have also helped by taking her advertising to Salt Lake City and Denver.

Gradually, sales are increasing. People come into her shop to watch planes load and take off—waving to departing family, students and relatives. Since no one other than paying passengers is allowed past check points, her shop with the great windows is a magnet.

Carol's philosophy is to have something for all areas of aviation in her shop—hot air ballooning, gliding, hang gliding, helicopters, ultra lights, as well as standard airplanes. She loves the people she meets in her shop, from the pilots who bring in interesting pictures (some ending up on her walls) to the young children who amaze her with their ability to identify airplanes of all types. To help pilot trainees she offers them a ten percent discount on supplies. She loves her work, "because," she says, "it's hard to find a nasty person in aviation."

Now, Carol, everything seems to be running smoothly. How about getting that instrument rating before you revert to that back seat feeling you used to have!



Overcame Her Fear Of Flying to Pilot Planes



Jacquie Biloff

Pilot Profile

CHARLOTTE LUCKETT

Rings The Bells Of Future Flight

Francis Bacon once said, "With the ropes of the past, we ring the bells of the future." This rings true with respect to the Ninety-Nines. Consider Blanche Scott, Bessie Coleman, or Jacqueline Cochran, etc., who with dauntless courage and perseverance have inspired us to push the envelope of our comfort zones and confront the next learning curve with confidence, if not passion.

Each month we read of women who are making a difference in the world of aviation, who have taken the next step in pursuit of a dream. My scarf and goggles are off to them. One such aviatrix is Charlotte Luckett of the Mat-Su Chapter of the Ninety-Nines, based in the renowned Matanuska-Susitna Valley of Alaska.

Charlotte's aviation career began in 1993. She had driven a school bus for years but one day on her scheduled bus route, she looked up and saw a plane fly over. "That looks like fun. I could do that."

And a dream was born. She pursued that dream with passion and received her Commercial ASEL and ASES, and CFI within two years. She added her CFII shortly thereafter and her MEI in 2000. Last year she was chosen as the 2001 Flight Instructor of the Year in "recognition of her outstanding abilities in instructing beginning and advanced students in the last frontier!"

Today she is flying a Fairchild Metro III for Peninsula Airways, Inc. (known locally as PenAir). "Partner Ships of Alaska Airlines makes scheduled runs to native villages such as Aniak, Adak and Unalakleet. Her goal: to fly "in the system" for a few years thereby increasing her awareness and knowledge of all facets of aviation and thus become a better instructor when she decides to resume her instructing career.

Ninety-Nines are known for their attitude of service. Charlotte is no exception. She is also an Aviation Safety Counselor and in her free time gives aviation career awareness classes to Junior High students and Girl Scout Clubs.

And I say, "Lead on, Charlotte, lead on Ninety-Nines!" Grab the ropes of the past and ring the bells of the future. The bells you now ring will be the ropes future women will grasp, ropes of strength and courage to pursue their dreams and "promote world fellowship through flight."



Please send the newsletter editor your articles on using aviation in law enforcement and fire fighting – paid or volunteer experience – for future issues. E-mail articles to mazzcom@acninc.com, and be sure to include your name and chapter!



*Sondra Ridgeway,
Chairman Board of Trustees*

State Of The

AMELIA EARHART BIRTHPLACE MUSEUM

Some changes have been taking place at the Amelia Earhart Birthplace Museum the past few months.

As you know there is new leadership with the sudden loss of one of our own. The Board has made the decision that our responsibilities could be fulfilled meeting six times per year rather than twelve, and recently we decided to close the museum to the public on Monday and Tuesday from December 15 to February 15, our slow time, to allow our staff to take a break from seven days a week operation.

Carolyn Mohler, advisor to the board and local Zonta Club member, reports 1,000 bricks have been sold to benefit the Restoration Fund. A new facet added to the project this year, bronze bricks which are a benefit to those donating more than \$1,000 to the Permanent Trust Fund. Ten have been ordered to date. The new brick

locator system devised by trustee Lois Feigenbaum and her 491/2 Bob will make it easier to find your brick.

Be sure to check out the website at ameliaearhartmuseum.org for a look at our new home

page and gift shopping page designed and implemented for us by Ginny Donaldson, media specialist, and the marketing class at Atchison High School. The staff spends many hours each week answering e-mail requests for information, photographs and to purchase sales items. To make it more convenient for visitors to purchase items in the gift shop and by telephone, we have put in place a credit card acceptance policy.

Of course, as we upgrade services to our guests and website visitors, we increase our operating expenses; i.e., an added phone line for computer and credit card machine and credit card expense. To alleviate these expenses and others we have devised a Corporate



Partners and Friends of the AEBM membership program to supplement our income. Since these programs are new, we will keep you posted on their success.

Recent acquisitions purchased with Restoration Funds are an antique column clock for the front parlor mantle and an antique oak dresser for Amelia's room. We believe this dresser was a gift to Amelia from her maternal grandmother, Amelia H. Otis, in 1904. On our wish list is an antique pitcher and bowl set for the dressing table in the southwest bedroom should any of you have one to spare.

Thanks to all of you who have made a continuing commitment to support this very important asset of The Ninety-Nines Inc. The state of the AEBM is better than ever!



— — BRICK ORDER FORM — —

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

Make checks payable to AEBM

_____ Brick(s) in front walk at \$100 each \$ _____

_____ Brick(s) in sidewalk at \$50 each \$ _____

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

Contributions go to AEBM Restoration Fund



Cecile Hatfield

General Counsel's Column

LAYING DOWN THE LAW

One of the proudest moments of my life was when I became General Counsel for The Ninety-Nines, Inc. in 1994. It was a position that I never dreamed I could attain.

By way of background information, I would not have become a licensed pilot or an attorney without the help and support of The Ninety-Nines in Florida.

I started flying in the mid 1960s because my husband was taking flying instruction. He told me I would become a "weekend widow" unless I learned to fly as well. My son was only two months old and the last thing I wanted to do was learn to fly. It was not until I met Miriam Davis, a Ninety-Nine member, at a Grasshopper's meeting that I became excited about becoming a pilot. Her enthusiasm about flying and The Ninety-Nines was contagious.

Once I received my private pilot's license, my life really became exciting. Miriam asked me to be her co-pilot in the Powder Puff Derby from Fresno, California, to Atlantic City, New Jersey. We flew a Beechcraft Debonair. It was an unforgettable and memorable event. Little did I know that the best was yet to come.

My local chapter of the Ninety-Nines (Goldcoast Chapter) urged me to join the Florida Women Pilots Organization. This organization (composed of Ninety-Nines) organized and conducted the International Air Race (Angel Derby) annually. For six glorious years I participated in all aspects of organizing and conducting the race from the U.S.A. to countries such as Mexico, Canada, Bahamas, Nicaragua, and El Salvador. What fun that was!

Best of all, through the support and encouragement of another Ninety-Nine, Connie Wilds, I decided to go to law school, twenty years after I had graduated from the University of Florida. The self-confidence that was needed for this decision was bolstered by my Ninety-Nine friends.

After graduation from law school, I was hired as an aviation trial attorney with the Department of Justice in Washington, D.C. My job was to represent the FAA, the military services and other U.S. agencies in Federal Court when they were sued as a result of an aircraft accident. I got the job because I was a licensed pilot. Again, The Ninety-Nines made this possible.

Ten years later, I served as Associate General Counsel to Piper Aircraft Co. in Vero Beach. Thereaf-

ter, I returned to Miami, Florida, and opened my own aviation law trial practice where I represent parties who are sued or need to sue because of an aircraft accident.

This brings us to the present time. You may well ask, do The Ninety-Nines, Inc., need a General Counsel? Not on a full-time basis, but as a non-profit corporation, many legal issues and matters arise in the course of business which pertain to contracts, leases, convention, membership, scholarship, air marking and the bylaws. It can be very expensive to hire an outside attorney to resolve such matters.

When I was appointed by The Ninety-Nines Board of Directors, with the approval of the Council of Governors, I offered to serve pro bono (free of charge). I wanted to give something back to The Ninety-Nines for all they had helped me to accomplish. I served three years without charge. At the present time, I am paid a reduced hourly fee from my normal legal fee. Additionally, even though I may work 20-30 hours a month on Ninety-Nine business, The Ninety-Nines are never charged for more than 6 1/2 hours a month.

In the event that you may need an aviation attorney for FAA representation, an accident or another aviation matter, I can usually help you find a qualified aviation attorney in your area. So do not hesitate to call.

This column is written for you. I need to know what information you would like included in this column. Do you want to know about recent aviation cases, aviation legislation, FAA enforcement actions, interpretation of the Federal Aviation Regulations or what to do if you are intercepted by a U.S. Military or law enforcement aircraft? Please let me know. My e-mail address is CECILEHATF@AOL.COM.



ICARUS INTERNATIONAL SEEKING FUNDS FOR KITTY HAWK MONUMENT

Icarus International, the nonprofit group on the Outer Banks of North Carolina, is spearheading the effort to construct a monument in Kitty Hawk as a tribute to the century of fascinating and remarkable achievements in aviation since the Wright Brothers first flew in 1903.

The 99s foster the same enthusiasm for flight among women aviators and for that reason, we would like to inform your membership of this opportunity.

In order to finance construction of this monument, Icarus is seeking

corporate sponsorships from the aviation industry and flight-related societies across the country.

The group is also encouraging individuals to purchase engraved bricks for the base of the monument at a cost of \$100 each. The sales of bricks will finance approximately half of the cost of the monument.

A perfect site has been identified for the monument, says Cheryl Byrd, coordinator. "The views of the ocean and sound will be fantastic and the openness of the site will enable residents and visitors to appreciate the

elements of wind and sand that provided the conditions for the historic first flight."

Dedication of the monument is planned for September 2003.

Icarus International would appreciate any contributions to this fund. If you have questions or need information, you can contact Cheryl Byrd at 252-255-0125 or by mail at 101 S. Dogwood Trail, Southern Shores, NC 27949.

Information about Icarus and the monument is on the website: www.icarusinternational.com.

SYMPOSIUM MARKS 65TH ANNIVERSARY OF EARHART DISAPPEARANCE

This year marks the 65th anniversary of the disappearance of Amelia Earhart and her navigator Fred Noonan on their attempt to fly around the world at the equator. Amelia's tragic journey, arguably one of the greatest mysteries in aviation history, began on May 20, 1937, with her departure from Oakland, CA.

To commemorate that anniversary, The 99s has joined with the Amelia Earhart Society of Researchers, the Western Aerospace Museum, Zonta, and other organizations, in co-sponsoring an Amelia Earhart Symposium on May 17-19, 2002, at the Western Aerospace Museum at the Oakland Airport. The symposium is expected to be the largest gathering of Amelia Earhart researchers and interested parties from all over the world.

Earhart and Noonan disappeared on July 2, 1947, somewhere in the mid-Pacific Ocean after completing more than two-thirds of their flight around the world. Many subjective theories have evolved over the years about the fliers' last few hours enroute to Howland Island. Hundreds of serious researchers throughout the world have failed to

conclusively uncover the final outcome of Earhart and Noonan.

The official position of the U.S. Government is that the pair perished in the ocean when they failed to find Howland Island and ran out of fuel. Because of World War II and continuing security concerns, some information is still classified as secret. However, requests under the Freedom of Information Act have forced the release of many, but not all, classified government and military documents. While much information has been gleaned from the recently released files, there are many files that have not been seen by researchers that may pertain to Earhart in various government and private files, including a section of State Department classified files called "Special War Problems."

The symposium is not intended to reach a conclusion on what happened to Earhart and Noonan, but to allow a forum for researchers to present interpretations not previously published or released and to draw attention to still classified government documents.

Plans include a private viewing of the 1943 RKO film, "Flight for

Freedom," starring Rosalind Russell and Fred MacMurray, believed based on the life of Amelia Earhart and in which, it is now learned, Amelia's husband, George Putnam, was more involved than originally thought; a full day and a half of panel presentations by research scholars with audience participation; a reception; a formal dinner featuring special guests; a guided bus tour of the Oakland-Alameda sites where Earhart and Noonan conducted their activities; and a tour of the bay on the yacht formerly owned by Franklin D. Roosevelt who was President of the United States at the time of their disappearance.

A block of rooms has been reserved at the Oakland Airport Hilton Hotel for \$129 per night. Registration is \$180 after April 15. This includes the two-day admission, Friday night reception and Saturday night dinner at the Hilton and Sunday's bus and harbor tours. Individual events tickets are also being offered. Reservation and registration information is available through Ron Reuther at 415-435-3951 or the Western Aerospace Museum at PO Box 14264, Oakland, CA 94614, 510-638-7100.

A. LEE ORR NAMED TO SOUTH CAROLINA HALL OF FAME

A. Lee Orr, CFI IA, of the Blue Ridge Chapter Ninety Nines, has been named to the South Carolina Aviation Association Hall of Fame. She was inducted on February 7, 2002, at the Association's annual convention at Hilton Head Island, South Carolina.

Lee entered the aviation business in November of 1950 when she married Buford B. (Bill) Orr. After the birth of their three daughters, she obtained her private pilot certificate in 1965. A multi-engine rating, Certified Flight Instructor and Certified Flight Instructor Instrument certificates quickly followed. Over the years Lee has taught close to a thousand people the art of flying – with hundreds in the Spartanburg, South Carolina area alone. It is estimated that several hundred of her former students are currently active in commercial aviation as corporate pilots and flying for the national and regional air carriers.

Lee was the owner, with her husband, of two fixed-base operations simultaneously. One was in North Carolina while the other was Orr Aviation located at the Spartanburg, South Carolina airport. She served as chief pilot for a Part 141 approved flight school. She has also served as Designated Examiner for the FAA, as an FAA written Test Examiner, and is

presently an FAA Aviation Safety Counselor in South Carolina.

In 1971, Lee joined the Arkansas Chapter of The Ninety-Nines. Shortly after that she assisted in chartering the Blue Ridge Chapter. She is presently serving as Chairperson, a position she has held previously as well as other positions in the organization for the past 14 years. On the national and section level, Lee has served as secretary and governor. From 1989 to 1996, she served on the International Board of Directors.

Lee is a veteran of many air races. She has represented The Ninety-Nines and the Blue Ridge Chapter of South Carolina in numerous air races. She has competed in the AWTAR (All Women's Transcontinental Air Race), the Air Race Classic and the Powder Puff Derby.

In 1993, Lee was the recipient of the Spartanburg Junior Women's Club first Achiever Award. She was an Amelia Earhart scholarship recipient in 1988. She is a member of the Aircraft Owners and Pilots Association, the Crosswinds Pilots Association, the Warbirds, Inc., and many other pilot organizations. With over 25,000 hours of flying time, Lee has served as a role model not only for women in aviation but as a mentor for countless other pilots and colleagues.

Although all members of the South



Carolina Aviation Hall of Fame have South Carolina roots, most have achieved their fame and distinction outside of the state. Lee dedicated her entire flying life to the people of South Carolina. She chose to remain in South Carolina and work with her local students and send them off to aviation careers and hobbies throughout the world. Through her dedication to aviation, both in instruction and safety, many pilots have come to know the freedom of flight and the responsibilities that accompany that freedom.

Attending the induction ceremony were her husband, Bill, her daughters, Billie and Babbs and fellow Ninety Nines, Carol Theiler, Allyson Acker and Dot Penney.

JOAN KERWIN INDUCTED INTO 2002 ILLINOIS AVIATION HALL OF FAME

The Illinois Aviation Hall of Fame recently honored Joan Kerwin with her induction on April 24, 2002. A pilot since 1969, and a lifetime resident of Illinois, Joan is modest about her influence on aviation in her home state. Nevertheless, her list of aviation accomplishments and involvement in aviation organizations speaks for itself.

Joan is a founding member of the DuPage Pilots Association, a co-creator of the Flying Companion semi-

nar with the Illinois Department of Transportation - Division of Aeronautics, a member of the Illinois Aviation Hall of Fame for over 25 years, and an aviation badge counselor for the DuPage Council of the Boy Scouts of America. She worked with students in Chicago area schools, and created a "Women in Aviation" exhibit for the Chicago Museum of Science and Industry Golden Jubilee. In addition, Joan flew two Powder Puff Derbies, ten Illi-Nines Air

Derbies and has been a long time member of the Chicago Area Chapter 99s where she served as Vice Chairman.

Joan's previous awards include Accident Prevention Counselor of the Year - GADO #3 - 1985, Jane's Who's Who in Aerospace and Aviation - 1983, and North Central Section of The 99s Public Relations Award - 1974. The Ninety-Nines, Inc. and the Chicago Area Chapter are proud to call Joan one of their own.

ONE 99 RECOUNTS HER CHALLENGES ON THE ROAD TO THE RATING

After encountering numerous obstacles, I recently earned my Instrument Rating in our Mooney M-20 F. It was the most thrilling and challenging flying I have ever had the opportunity to encounter.

It took me five months to complete this rating. I started in May of 2001.

The first obstacle I encountered was the failure of the remote gyro to my HSI. My instructor and I flew numerous hours using only the Magnetic Compass and the VOR. I did not realize at the time the true significance or benefits of this failure. Later, after flying actual IFR, it became crystal clear that the Magnetic Compass & VOR may be the only instruments you can rely on if you have electrical or vacuum pump failure.

Your life may depend on understanding and being able to fly using either of these instruments.

Obstacle number two happened on July 11, 2001. My husband, co-pilot, best friend, suffered a very unexpected heart attack. Imagine a 42-year-old marathon runner, non-smoker who never had high cholesterol, high blood pressure or diabetes waking up one morning with the symptoms of a heart attack. Believe me, denial was rampant. My husband is an A&P mechanic and he did a lot of trouble shooting in the wee hours of July 11. Fortunately, we opted for immediate intervention and headed for the hospital. Because of our decision my co-pilot suffered no heart damage. We are currently working on retrieving his medical and should be successful by early 2002.

To my dismay, the HSI was repaired and reinstalled in the Mooney the day my husband was released from the hospital.

Also in August 2001, I was the Chairman for the 23rd Annual Okie Derby 2001. Okie Derby is held at Wiley Post Airport in Oklahoma City and is the largest proficiency air race in the United States. It was a blast, but it took numerous hours from my instrument flying and studying.

However, my obstacles were not over. On September 11, 2001, the terrorist attacks on America and aviation occurred. With the assault on the World Trade Center, aviation came to a complete standstill. Believe me, at this point I was finished, kaput and exhausted. Luckily, being a member of The 99s, I had a lot of support. One particular 99 would not let me give up. Quitting is not in her vocabulary.

Wyvema Startz pushed, shoved and cajoled until I accomplished this prestigious goal. We studied the oral questions and she flew numerous approaches while I talked her through them like an instructor would. Actually, I believe Wyvema was prepared to pass the test the same day I did if she had wanted to.

I will be forever grateful to Wyvema, my husband, Robert, and to my excellent instrument instructor, Larry Culver, for their support and encouragement. I received a congratulatory card from a female friend who is a pilot for America West Airlines that read: "neither rain, nor sleet, nor snow. . .no wait, that's the wrong slogan! How about neither Okie Derby, husband's heart attack nor WTC attack kept you from reaching for the stars and grasping your goal. We are so proud of you! Congratulations."

I am now a female Mooney pilot with an Instrument Rating and it feels so good. All of you non-instrumented pilots set a goal this year to obtain your rating. Believe me, you'll be amazed at how much you will learn and thrilled at your new-found flying freedom.

You can contact Phylis Hensley at dragonladyokc@home.com.

— by Phylis Hensley, Oklahoma City Chapter

WOMAN PILOT MAGAZINE CHOOSES ANA PROVINCE AS "AVIATION AMBASSADOR U.S.A."

Ana Province was chosen from 39,157 women pilots in the United States for her many long term contributions and inspirations to aviation. In addition to this honor, she has appeared on the cover of the 99s magazine and holds The 99s President's Award.

She has received the Girl Scout Spirit Award, and the Channel 10 Leadership Award and was named as Outstanding Role Model by the San Diego Unified School District.

The California Legislature issued a proclamation honoring her, and the County of San Diego designated a day in her honor.

She earned her pilot's license in a World War II ErCoupe and flies antique and experimental airplanes for her television program, "Aviation Theater." The program has won three Gold Medals for public television.

Ana joined The 99s the day after she received her pilot's license.



JOAN STEINBERGER SCHOLARSHIP WINNERS ANNOUNCED

The winners of the Joan Steinberger Aviation Scholarship for 2002 were announced on January 9 at a dinner for the local chapter of The Ninety-Nines supporting women in aviation. Presentation of the award certificates and scholarship was made by Committee Chairwoman Lisa Derrick following the dinner at an Aviation Safety Meeting held for local pilots at the Santa Barbara Airport. The scholarship provides a financial stipend for women pilots in training for primary private licensure as well as advanced aviation certifications. Local woman pilot Jeanie O'Connell was awarded full scholarship for Private Pilot licensure and Diana Feddrsohn was given a Merit Award to support her endeavors in becoming a Commercial Pilot. Also present to receive full scholarship for Advanced Pilot

was Melissa McKinley from Reno. A Merit Award was given to Maria Clinton for her primary training. The local Ninety-Nines chapter wishes to

thank the local aviation community for their generous contributions which allowed the Joan Steinberger Scholarship to be created.



Joan Steinberger, Melissa McKinley, Jeanie O'Connell, Lisa Derrick.

RATINGS

Katie Leman	Santa Clara Valley	Private
Abbe Lyle	Santa Clara Valley	Private
Kathy Croft	Santa Clara Valley	Type Falcon 50
Candice Tuttle	Santa Clara Valley	BFR
		(after a 12-year break)
Nancy O'Loughlin-Dougherty	Eastern/Tennessee	Type rating in DC3
Emily Lloyd	All Ohio Chapter	Instrument Rating
Jann Thompson	Old Dominion	Commercial Rating
Kim Blair	Old Dominion	CFI
Morgen Reeb	Old Dominion	Type Rating
Linda Wiekhorst	Old Dominion	Type Rating

WINGS

Marjorie Johnson	Santa Clara Valley	Phase X
Betty Patterson	Santa Clara Valley	Phase XII
Virginia Harmer	San Gabriel Valley	Phase VIII
Joan Landrey	Eastern Pennsylvania	Phase V
LouAnne Gibson	Dallas Chapter	Phase XV
Wally Funk	Dallas Chapter	Phase XX
Cyd Busko	All Ohio Chapter	Phase X
Ruth Hawks	All Ohio Chapter	Phase V
Pamela Distaso	San Fernando Valley	Phase V

TOUCH & GO'S

- Future Woman Pilot Heather Monaghan was selected as the recipient of the 2001 Illinois Pilot Association Memorial Scholarship.
- Lifetime member of The 99s, Genevieve M. Alexander, was recently the subject of a life experience profile in the November 2001 issue of *Woodland Heights View*.
- SGV member, Adriana Attar, received a \$500 scholarship from PAMA to be used toward her education in obtaining her A&P Certificate. Adriana attends Chaffey College.
- Melanie Frey-Eppard of the Golden Triangle 99s has been appointed an FAA Aviation Safety and Accident Prevention Counselor by the Ft. Worth FSDO.
- Chicago Area Chapter member Dr. Gina Santori of Lisle, Illinois received her Commercial Pilot's certificate on January 24, 2002.

NEW HORIZONS

The 99s extend their thoughts and prayers to the families of those who have flown to New Horizons.

ALICE KUDRNA, who passed away in January at the age of 83, was an avid pilot, long time member of the Chicago Area Chapter and a life member of The Ninety-Nines, Inc. When she joined The Ninety-Nines in 1949, the chapter was still named the Illinois Chapter. Alice was a very active member who encouraged young people to fly, including working with the Wing Scouts and she flew her Ercoupe in the fly-by at the dedication of Meigs Field Airport in Chicago in 1950. Blue skies forever, Alice.

MAGGIE HILL of the Eastern Pennsylvania Chapter 99s flew to New Horizons on December 15, 2001. Some 40 years after she had graduated from high school, her family discovered in her yearbook her dream to someday become a pilot. Her husband and three sons encouraged her to live out her dream and take lessons at a nearby airport. In 1984, immediately after receiving her pilot's license, she became a 99. Her warm smile and gracious personality will be deeply missed.

MARY LOWE died after a lengthy illness. Mary called me just two short years ago when she saw the U.S. Air Race was running the Marion Jayne Air Race out of Kansas City. We did some hangar flying and I reminded her of how good she made me feel in 1972.

I was a new pilot flying my second air race, the Powder Puff Derby with my mom, Marion Jayne from California to Tom's River, NJ. Mary was the mom in her mother-daughter team. The weather from LaTrobe, PA to New Jersey was VFR with only a mile visibility. . .going 200 mph in the Twin, it was very hard for me to navigate even when Mom was very good at holding her heading. I did

the radio work and announced the check points before the fly-by at Tom's River. The truth be told, I didn't see everything but I knew from time and distance where we were and we hit the fly-by exactly as planned. I was sure my voice during the radio communications had betrayed my lack of confidence. . .until the next day when Mary made a point of telling us how professional I had sounded.

It was this unsolicited bolstering of my flying skills that made me want to join The 99s. As Mary flies off to join my Mom in those air races in the skies, I remember her fondly as the spirit of The 99s personified circa 1972.

*—Patricia Jayne (Pat) Keefer
Chicago Area Chapter and
now Dallas Chapter 99*

HAZEL MARJORIE HOHN, a member of the Reno Area Chapter, died of breast cancer on January 15, 2002. Hazel joined the chapter almost at its inception in 1964, and continued to be an active member until her death. Her ties to aviation also included membership in the EAA and a proud association with the WASPs.



She drew inspiration to become a pilot directly from Amelia Earhart

when the famous aviator came to speak at 11-year-old Hazel's school. Ten years later, Hazel graduated with the WASP 444 Class and began flight instructing, ferrying aircraft and towing targets for combat gunnery training during WWII.

Twenty-five years after their quiet disbanding in 1944, the WASPs began lobbying for veteran status and Hazel worked closely with the late Senator Barry Goldwater to see the project through. After the successful completion of that mission in 1978, Hazel continued on the quest for equal recognition, working for the establishment of the Women in Military Service for America Memorial. Another goal was achieved when the Memorial was dedicated in 1997.

Hazel was an accomplished writer and historian, having published more than 60 items over the years. No one could have been more appreciative or deserving of what turned out to be her last time at the controls in 1977 when she was able to pilot a replica of the "Spirit of St. Louis" over the Nevada landscape near her home in Carson City.

*—Kathy McPherson
Reno Area Chapter*

PEGGY BEEMAN, a charter member of both the First Canadian (1950) and the Eastern Ontario Chapters (1968), moved to New Horizons, January 22, 2002. A private pilot, Peggy was a faithful worker in Chapter and Section activities filling most chapter offices through the years. A participant in the 1968 AWNEAR, she often helped out at AWTAR stops. She served as a WREN (Womens Royal Naval Air Service) in WWII.

Always ready to travel on short notice with minimum luggage and cheerful flexibility, she chuffed across most of the northern US and Canada

with her husband, Jack, a Bell representative. Many of her six children and several grandchildren have already entered the aviation world to continue in Peggy's flight path.

—Lorna deBlicquy
Eastern Ontario Chapter

SYLVIA MILMINE, of the Maple Leaf Chapter, passed on to New Horizons on November 13, 2001. Sylvia was a life-long resident of Ingersoll, member of the Woodstock Flying Club as well as an active, long-time Scouting leader. Sylvia's partner, Mel Blundell, shared her freedom of flight, dancing and love of life. Sylvia's legacy includes five sons and families and fond positive memories by anyone who ever met her.

It was a poignant farewell at the cemetery as members of the Woodstock Flying Club did a pass over with three airplanes including Sylvia's FCCV, which diverted from the graveside formation flight and climbed "home" into the sky.

In memory of Sylvia, MLC members have donated an engraved brick in the walkway at the Amelia Earhart Birthplace Museum in Atchison, Kansas. It is our intent to have this in place in time for members to be able to visit during International Convention in July 2002.

I retain the comforting memories of a petite bundle of joy, cheer and optimism, my classy friend.

—Pat Crocker
Vice-Chair
Maple Leaf Chapter

ELLY JONES, succumbed to leukemia on October 29, 2001 in Helena, AL. Born in Amsterdam, Holland in 1923, Elly grew up in San Francisco. During WWII, she worked for the Army at McClelland Air Base in Sacramento, CA as well as the Alameda Naval Air Station. She became the first woman hired as a mechanic by Pan Am. In later years, she went back to school and became a nurse.

She met her husband, Roy, during WWII and they were married in 1946. Both started flying lessons in 1961 and in 1963 Elly joined the Bay Cities Chapter where she was active many years and later belonged, at one time, to the Alameda, Clear Lake and Alabama Chapters. Elly and her husband attended many International Conventions. She is survived by her husband and son.

—Joyce Wells
Bay Cities Chapter

CHRYSTAL CLIFT JACOBS, a second generation member of the Reno Area Chapter, passed away on December 10, 2001, never having regained consciousness after a drowning accident on September 13. Her mother, Joyce Beail, is a charter member of the Reno Area Chapter which was formed in Fallon in 1964. Chrystal and her two brothers were introduced to flying in Fallon during the early 1960s when Joyce and Bob Beail decided to sell a car and use the money to buy a Stinson Voyager. Neither knew how to fly, but they both soon learned. "We traded a T-Bird for a real bird," Joyce says. Chrystal's father and brother went on to become A&P's. Chrystal and Joyce mastered the foot-long needles used in fabric wing repairs.



Joyce Beail and Chrystal (Beail) Clift Jacobs, circa 1988.

Both mother and daughter have remained active in aviation through the years. Joyce and Bob now live

in Rio Linda, CA, with three airplanes. In Quincy, CA, Chrystal and her husband, Gary Jacobs, flew a Cessna-175 together as they awaited the rehabilitation of their other airplane, an Aeronca Champ. On the day of her accident, Chrystal had been working at the Reno Air Races site with the Chapter as the event stood in limbo in the shadow of the September 11 attacks.

In recognition of her love of flying, a memorial service for Chrystal was held at the Quincy Airport on January 12 and an aviation scholarship is being established in her name with the Reno Area Chapter.

—Kathy McPherson
Reno Area Chapter

MARY ROYSTER HORNER died October 21, 2001 of cancer. She was a long-time member of the DC Chapter and joined the Shenandoah Valley Chapter of The 99s when she moved south. Because of her illness, she has not been active for a number of years.

—Margaret M. Shaffer
Old Dominion Chapter

*Do not stand at my grave and weep;
I am not there, I do not sleep.
I am a thousand winds that blow.
I am the diamonds glint on snow.
I am the sunlight in ripened grain.
I am the gentle autumn's rain.
When you awaken in the morning's
hush,
I am the swift uplifting rush
Of quiet birds in circled flight.
I am the soft stars that shine at night.
Do not stand at my grave and cry;
I am not there. I did not die.*

—from the Remembrance Card
of Sylvia Milmine

CHICAGO AREA CHAPTER

Chapter members Deanna Elias Close and Katie Heatherington participated in an evening of education sponsored by the Girl Scouts of DuPage County - Waubonsie Valley Service Unit at Aurora, Illinois, on February 22. They helped the girls earn their "Try It" and "Aviation" badges. Over 128 Girl Scouts attended, including Daisies, Brownies and Juniors. Some of the activities included listening to stories about Amelia Earhart and projects where the girls made pinwheel mobiles, paper airplanes and kites. Some girls had an opportunity to participate in flight-testing and experiment with space food technology. The Ninety-Nines staffed a "hands-on" station where they introduced the girls to pre-flight activities, radio communication, and navigation; Dale Rust of the Illinois DOT-Division of Aeronautics provided the sectional charts. A successful rocket launch added the perfect climax ending to the evening.

-Julie A. Murray

SAN GABRIEL VALLEY CHAPTER

Members hosted a booth at the Pomona Valley Air Fair at Cable Airport selling drinks and aviation placemats for scholarship money. The group also held their 14th Annual Poker Run to earn scholarship money.

San Gabriel Valley presented a \$500 scholarship to Kristina Barnwell, a student at Mt. SAC Community College.

-Judee Wilson

INDIANA DUNES CHAPTER

Dr. Robert F. Reed, author of *A Drop In The Bucket of World War II*, related many of his escapades, both humorous and serious, as a Marine navigator in WWII to the Indiana Dunes Chapter at the home of chairman Christine Murdock in January. Chapter members delivered Valentine cookies, candy, and popcorn to the three FBOs where they meet during the year.

-Joy Valek

EL PASO CHAPTER

The El Paso Chapter 99s had eleven members who flew a November 2001 poker run, which was originally planned for September. Chapter Chairman, Dottie Loveless, commented, "The flying community in this region was ready for a fun flight event and supported it with 17 planes completing the poker run and three more arriving at the last stop just to eat. Ninety-Nines in the air were Suzie Azar, Betty Sue Basham, Bridgette Dungan, Eve Fitzpatrick, Fonda Hivick, Dottie Loveless, Marsha

BOOK CORNER

Go to the 99s website; click on Book Corner.

American Aviation Experience
edited by Tim Brady

East to the Dawn - The Life of Amelia Earhart
by Susan Butler

How to Draw an Airplane Like a Pro
by Ann L. Cooper/Crater Lakes Flyers Chapter

My God! It's a Woman
by Nancy Bird, new edition/Australia Section

No Place for a Lady; The Story of Canadian Women Pilots
by Shirley Render; Manitoba Chapter

The Originals: The Women's Auxiliary Ferrying Squadron of World War II
by Sarah Byrn Rickman

Pancho/The Biography of Florence Lowe Barnes
by Barbara Hunter Schultz/Antelope Valley Chapter

The Powder Puff Deby of 1929
Gene Nora Jessen/Idaho Chapter

Taking Off
by Margaret Thomas Warren/Ireland Member at Large

Tethered Mercury
by Bernice Trimble Steadman/Michigan Chapter

They Call Me Mama Dakтари
by Anne Spoerry/former member of Africa Section

Wedell-Williams Air Service
by Barbara Schultz and Robert Hirsch/Antelope Valley Chapter

Mascorro, Debbie Reavis, Cheri Spier, April Terrell and Valdeen Wooton.

Competitors were based at four of the five airports where cards were to be picked up: eight from Cielo Dorado; three from Silver City-Grant County; four from Las Cruces; and two from Santa Teresa.

From the fifth airport, West Texas, two plane loads hopped over to 5T6 Resources, an FBO owned by Suzie and Dick Azar at Santa Teresa. In this spacious, immaculate facility, lunch was served and prizes awarded. Participating planes took advantage of a special gas price offered by 5T6 Resources.

There were 62 poker hands and 57 lunches sold. The winning hand, a straight, was drawn by Marti Shellburg, a prospective member. Dave Daniels won second with three kinds. Tobie Bowen's three jacks took third.

Judges for the event were chapter members Ruth Deerman, Fonda Hivick and Didi Shaffer. Bridgette Dungan, Eve Fitzpatrick, Betty Sue Basham and Vicky Wingett were involved with recruiting, wrapping and handing out prizes. It was good to have long time members Marilyn Cragin, Lois Hailey, Evelyne McLaughlin and Cheri Spier join the party.

Most planes had at least two occupants which helped with "seeing and avoiding" traffic. Everybody got something to take home in the way of a prize or memento. Profit from the event is designated for a fund to finance a permanent scholarship for aviation training.

-Valdeen Wooton

ALABAMA CHAPTER

The Alabama Chapter Ninety-Nines and the Zonta Club of Birmingham held an Amelia Earhart Luncheon on January 12, 2002 at The Club in Birmingham, Alabama. Proceeds from the luncheon go to benefit the Amelia Earhart Birthplace Museum in Atchison, Kansas. Thirty-one members were in attendance and \$225.00 was raised for the museum. Guest speaker, Aileen Henderson, spoke on her book *StateSide Soldier* that details her experi-



Dianne Lollar, Chair, Alabama Chapter Ninety-Nines; Aileen Henderson, author of Stateside Soldier and Nancy Miller, 99, Zonta member and event coordinator at a fund-raising luncheon for the Amelia Earhart Birthplace Museum.

ences in the military during the 1940s. Mrs. Henderson donated a percentage of the sales of her books to the Amelia Earhart Birthplace Museum. The event is an annual partnership between the Alabama Chapter Ninety-Nines and the Zonta Club of Birmingham.

-Dianne Lollar

SANTA CLARA VALLEY/SOUTHWEST

The chapter ended the year with a 2nd annual potluck party at Betty Patterson's hangar at Frazier Lake Airpark, about 30 miles south of SJC. Runway 5/23 is 2500' of well maintained turf and that's where you want to land - not on the seaplane runway (water channel) parallel to the grass. Betty's Starduster Too was parked outside the hangar showing us the way to the food. Some drove, some flew, some walked from their hangars but Betty and Fred hosted about 50 people that day.

The chapter has a new project of mentoring junior students at Overfelt High School. They have established an "Aviation Academy" whereby the chapter is offering help and support as well as companionship, knowledge and guidance to those enrolled in the high school's course in aviation. Trips



Betty Patterson in front of her Starduster Too at the Frazier Lake Fly-In.

to museums, airports and historical parks, as well as movies, hikes and bowling are ways to bring them together. The 99 Mentors are Judy Stark, Marci Reid, Pat Gregory, Gale Infeld, Leslie Ingham, Sharon Sweeney and Mayetta Behringer. The January get-together was for bowling followed by ice cream.

-Nancy Rodgers



Frazier Lake Fly-In, December 2001. Back row: Nancy Rodgers, Verna West. Front row: Brigitte Iwaszkiewicz and Betty Patterson.

CHICAGO AREA

During January, the Chicago Area Chapter co-sponsored an annual IFR/VFR/Flying Companion Safety Seminar, Aviation Expo. The Illinois Department of Transportation-Division of Aeronautics, the FAA, the DuPage FSDO, and Lewis University in Romeoville, Illinois, also co-sponsored the event that drew nearly 300 people. The organizers of Aviation Expo 2002 were 99s Bev Greenhill, Sharon Schorsch, Carol Para, Barbara Muehlhausen, Rita Adams and IDOT's Gary Stevens.

The highlight of the Expo was former U.S. Army Golden Knight Parachutist and pilot Dana Bowman, recognized for his motivational presentations and skydiving skill as a double amputee whose motto is "Never Quit." Bowman also heads a foundation that collects and distributes used prosthetic limbs free. You may contact him on his website: <http://www.danabowman.com>.

The seminar speakers included Gary Stevens, Clyde Ericson, Sheneda Woods-Hoskin, Scott Landorf, E. Allan Englehardt, Carol Para and Barbara Muehlhausen. In addition, 13 exhibitors were present, and Lewis University students represented the local chapter of the American Association of Airport Executives (AAAE) and sold refreshments.

Nearly 20 Ninety-Nines volunteered their time at registration and the chapter booth. Chapter members recruited several new Future Woman Pilots and 99s and successfully raised funds for the chapter through aviation product sales.

-Julie A. Murray

KEYSTONE CHAPTER 99S

Erna Bonstein, Keystone chapter member and sixth grade teacher at Philip Lauer Middle School in Easton, PA, has developed an aviation-themed curriculum that incorporates reading, math, science and social studies and demonstrates the practical use of those skills in a fun and exciting field. Students read about a boy's ad-



Toni Marina, Keystone Chapter, explains the airport environment to students at Philip Lauer Middle School in Easton, PA on "Flight Day," October 9, 2001.

venture in a small plane to the Canadian wilderness; they use math and learn about geography as they plot flights between airports in the region; and they learn the scientific principles that enable flight. The program's highlight is "Flight Day," which includes a field trip to Braden Airpark, and a visit by the chapter members in which they talk to the students about the principles of flight, instruments and part of the airplane and the airport environment. The students also build and fly gliders.

The second annual flight day was held October 9 with Keystone members Ellen Baker-Baltz, Diana Kelly, Toni Marina, Nancy McCurry, and Sally Hiestand presenting. The event was filmed by our local PBS television station and was the subject of a feature article in the Allentown, PA, newspaper, *The Morning Call*.

Also in October, the Keystone Chapter, along with the Great Valley Girl Scout Council of eastern Pennsylvania, held the first "Aviation Day" for Junior Girl Scouts at Queen City Airport in Allentown, PA. One hundred twenty fourth through sixth grade girls attended morning or afternoon sessions that included airport tours, preflighting an airplane, about the principles of flight and building and flying balsa wood gliders. Keystone also coordinated assistance from the Queen City Action Committee Pilots Association and Piedmont-Hawthorne. Presenters Erna Bonstein, Ellen Baker-Baltz, Diana Kelly, Toni Marina, Helen McKeever, Nancy McCurry and Sally Hiestand made the event a fun learning experience for the girls and their parents and a great opportunity to showcase the airport and its benefits to the community.

-Sally Hiestand

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FIRST CANADIAN

The First Canadian Chapter celebrated Christmas with a pot lunch dinner at the Toronto home of 99s member Akky Mansikka and husband, Henry. They had trouble squeezing everyone in but they did it!



Members of the First Canadian Chapter bottom from left are: Sarah Mansikka (future 99), Mary Wagner-Smith, Noriko Moss, Suzanne Wiltshire, Shirley Allen, Pat Lee, Daphne Schiff, Anna Pangrazzi's husband, John. Second row from the bottom left: Jill Dermott (winner of the Amelia Earhart scholarship), Hella Comat, Rachelle Starret, Marilyn Dickson (Eastern Canada Governor), Helen Hems, Laureen Nelson-Boutet, Shirley MacDougall, Margo McCutcheon, Del Birchmore, Karen Adams. Third row from left are Wendy Ghuhuskin, (chapter chair), Ron Smith (husband of Margo McCutchen, Dave, firend of Nat McHaffie), Lisa Aslta (future 99), Phil McDougall, (husband of Shirley), Pat Thunic, Jean Franklin Hansher, Adele Fogle, Anna Pangrazzi, Anne Starret. Top Row: Henry Mansilla, Akky Mansilla, Bill Comat, Marc Boutet (Laureen Nelsons' husband), Howard (Daphne's husband), Arnie, (Adele's husband and Anne Starret's husband).

ORANGE COUNTY

On December 6, 2001, seven Orange County 99s participated in their annual "Cookies To The Tower" at John Wayne Airport. This year, however, because of September 11th, the airport tower was closed to all visitors. Every year, the chapter also always includes the Orange County Fire Station 33 Crash and Rescue Team when distributing cookies and this year was no exception. In fact, all the members knew the firemen were giving them the VIP treatment when they rolled out the behemoth firetrucks demonstrating their water and foaming power. Also, the chapter visited the fire station tower which has a clear view of the runways and airport facilities. For the grand finale of the visit, the group was shown a hilarious, taped vignette under the guise of a "training tape." Talk about being in good hands! It was very obvious to all of the members, they had just been hosted by Orange County's finest. Those guys are heroes, every one!

-Mary Van Velzer

Orange County's 99s "Cookies To Tower" on December 6, 2001 at John Wayne Airport. Top to bottom: Orange County Chapter Chair, Vicky Anderson, Kelley Gorman, Lianne Oakes, Trudi Briscoe, Bonnie Shanks, Mary Van Velzer, and Patty Murray.



GRASS ROOTS - Section and Chapter reporters share their recent activities

GREATER SEATTLE

A special activity held in the past two months was the January 2002 meeting, when Chapter members toured the Flight Safety International/Boeing Flight Training Center. The 45-minute tour took them through the largest and most up-to-date flight training facility in the world. They viewed some of the latest Boeing flight simulators, from the smallest 737 to the largest 747. Several members made approaches and a landing in the 767 simulator. They also toured CBT (Computer Based Training) classrooms, a fixed base simulator and many displays of Boeing history. The lunch meeting was held in a reserved section of the cafeteria.

-Marian Hartley



The Greater Seattle chapter toured the Flight Safety International/Boeing Flight Training Center in January. From left are Doreen Keyes, Julie Gouveia, Nancy Jensen, Karen Anderson and Elice Hoit.



Taking a guided tour of the Flight Safety International/Boeing Flight Training Center were Liz Lundin, Karen Anderson, Nancy Jensen, Kathy Gouveia, and Greg Love, tour guide.

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Katharine Hepburn



Lucille Stone: Circa 1930's

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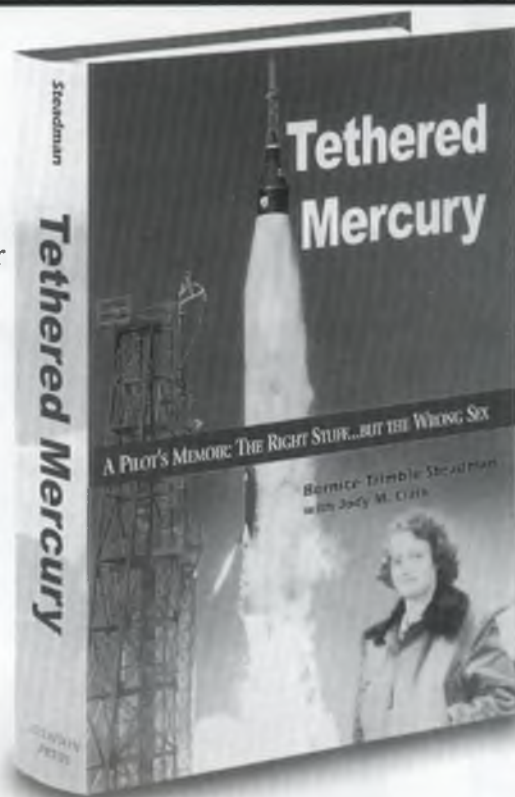
Susan Noakes, Member of the Board of Directors of Zonta International

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MB800. 14V or 28V. Cream or Black. List \$175.00.
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Mounts on Control Column or Arm. Easy to Install!
Lighted Chart Holder with Batteries 177.00
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- ❑ Bonanza Vernier Cables Factory New.
Specify Model, Serial Number and Cable Length.
Throttle or Mixture Cable \$290.00
Propeller Cable 310.00 - 345.00
- ❑ Bonanza Throttle-Mixture-Prop Knob Sets ... 159.00
Replace Cracked Worn Knobs with New Anodized or
Plastic Vernier Knobs. Includes Push Buttons.
- ❑ Bonanza Throttle-Mixture-Prop Button Set 69.00
Color Coded Plastic Buttons. Includes New Screws.
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'47 thru '61N. Original. Factory New.

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Anodized or Plastic

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FASTENERS

- ❑ Bonanza/Baron Stainless Exterior Screw Kits
33-35-36 (710 pieces) \$59.00
55 (1330 pieces) 99.00
58-58P-58TC (1530 pieces) 111.00
- ❑ Bonanza Stainless Cowl Door Fastener Kits
Original Dzus Stainless Steel Fastener Kit 71.00
Camloc Stainless Steel Conversion Kit 131.00
33 (thru '69E), 35 (thru '69), 36
- ❑ Bonanza Stainless Engine Access (Gill) Door
Fastener Kits
Original Airlac Stainless Steel Fastener Kit 149.00
Camloc Stainless Steel Conversion Kit 191.00
- ❑ Bonanza Fuel Sump Door Winged Stud 11.00
- ❑ Baron Stainless Fastener Kits
Engine Side Panel (Door) Fasteners 485.00
Engine Air Scoop Fasteners 249.00
Engine Panel Fasteners (except 56) 190.00
Engine Nose Cowling Fasteners (55) 98.00
Nose Cone/Radome Fasteners 26.00
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Bonanza Gear Down Mirrors with Bracket pr. 45.00
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- ❑ Bonanza Throttle Security Lock 190.00
- ❑ Control Yoke Security Screw Kit 25.00
- ❑ Bonanza/Baron Rudder Lock Pin 89.00
Lock Attaches Between Rudder Pedals. Factory New.

RUB STRIP & CHAFE SEAL KITS

- ❑ Bonanza/Baron Rub Strip Kits
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Bonanza Engine Access (Gill) Door Kit 15.00
Bonanza/Baron Landing Gear Door Kit 27.00
- ❑ Rub Strip Tape
36 Yard Roll of 3M Polyurethane 1/2" Tape 65.00
- ❑ Bonanza/Baron Gear Door Chafe Seal Kits
Precut Kits. Black Silicone. Includes Adhesive.
Main Gear Door Chafe Seal Kit 50.00
Nose Gear Door Chafe Seal Kit 30.00
- ❑ Bonanza Upper Cowl Chafe Seal Kit
Precut Kit. Black Silicone. Includes Adhesive 50.00

INTERIOR

- ❑ Instrument Panel Wood Grain Material \$165.00
Original Burl Wood Grain Look. Brown. 18" x 50" Panel.
- ❑ Bonanza Vertical Radio Panel Screw Kit 10.00
Oval Head Screws & Finishing Washers on Panel Edge.
- ❑ Certificate Holder 11.00
Holds Airworthiness and Registration Certificates.
Original. Clear plastic. Two pouches with Four Snaps.

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- ❑ Custom Aluminum Travel Chocks (Red) \$20.00
Lightweight Aluminum Travel Chocks with Bungee Cords.
- ❑ Bonanza/Baron Custom Checklists 17.95-19.95
Includes Checklists. V-Speeds. Emergency Procedures.
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Custom Embroidered. White with Red Lettering.
- ❑ "Beechcraft" Key Chain 8.00
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- ❑ Engine Log Book 14.00
Original EF5-1 Engine Log Book. Red.
- ❑ Airframe Log Book 14.00
Original AF5-1 Airframe Log Book. Green.

BOOKS

- ❑ Flying the Beech Bonanza by John Eckalbar
The Science of Bonanza Operation \$39.95
- ❑ Those Incomparable Bonanzas by Larry Ball 39.95
Complete History of the Bonanza thru 1971.
- ❑ They Called Me Mr. Bonanza by Larry Ball 39.95
The Bonanza from 1972 thru 1990.
- ❑ From Travel Air to Baron by Larry Ball 39.95
Travel Air ('58-'68), Baron ('61-'94).
- ❑ Colvin's Clinic by Norm Colvin. Revised 1992 39.95
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Fax Phone () _____

Husband's Name _____

Birth Date _____ Application Date _____

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UNDER WHAT NAME?

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Vocation _____

Advanced Degrees _____

Type of Certificate

____ Private ____ Recreational ____ Commercial ____ ATP
____ Military ____ Student

Ratings and Limitations

____ ASEL ____ ASES ____ AMEL ____ AMES
____ Instrument ____ Glider ____ Balloon ____ Helicopter
____ A&P

Flight Instructor

____ Airplane ____ Instrument ____ Rotor ____ Glider ____ MEL

Ground Instructor

____ Basic ____ Advanced ____ Instrument

FAA Flight Examiner

____ Private ____ Commercial ____ Helicopter ____ Glider
____ ASEL ____ ASES ____ AMEL ____ AMES
____ Instrument ____ Written

FAA Safety Counselor

Airman Certificate Number _____

Issue Date _____ Total Hours _____

Biennial Flight Review Date _____

Newest Rating _____ Date _____

Last Flight Physical Date _____ Class of Physical _____

A COPY OF THE APPROPRIATE AIRMAN CERTIFICATE MUST BE SUBMITTED WITH THIS APPLICATION.

Note: Academic Membership requires that certification of "full-time academic student" status provided by the educational institution be attached to this application. Future Woman Pilots should include a copy of student medical certificate. 99s attach airman certificate.

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Total amount in U. S. dollars enclosed \$ _____ ____ Check ____ Money Order

Credit Card: ____ Visa ____ MasterCard ____ Am. Express Account #: _____ Exp. Date _____

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B WOMEN'S TOTE BAG - Smooth black nylon. Sturdy handles. Zippered closure. Folded 8" x 9", opens to 23"H x 13"L w/8"W base. Available with or without gold "Flight Crew" logo on flap.				19 ⁰⁰ ea.			
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D MUG (not shown) - Durable, insulated, glossy black finish. Gold logo. Sip-through lid included. Perfect for auto beverage wells!		BLACK ONLY		7 ⁵⁰ ea.			
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G BABY ROMPER - 100% cotton. 3-snap crotch. Black logo only. Sizes: 12 months, 18 months, and 24 months. Available colors: white, pink, blue.				15 ⁰⁰ ea.			
H FLEECE BABY ROMPER - 50% cotton/50% polyester. Full cut 7 snap closure, reinforced seams, ribbed cuffs & legs. Sizes: 18 or 24 mths. "Future Pilot" logo on red, pink or royal, "Future Crew" on red, pink or navy.				17 ⁰⁰ ea.			
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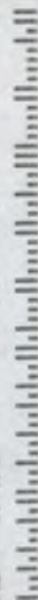
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