

INTERNATIONAL WOMEN PILOTS

THE 99

VOLUME 13 NO 7

JULY, 1987



AMELIA
50th Anniversary

50th Anniversary Amelia Earhart Commerative Coin



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On the brink of being the first woman to pilot a flight around the globe, Amelia Earhart disappeared.

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All proceeds support the restoration of Amelia Earhart's Birthplace.

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Expiration Date _____

A Letter To Amelia

Dear A.E.

It has been 50 years since we last talked. Our spirits passed each other — mine coming and yours going. Much has happened in all those years. I'm sure you have heard some things from others that have crossed over into your dimension, but I want to tell you what has happened to that group of women you helped organize 58 years ago.

You were our first President and we have always held a special place for you. We do a great many things in your name. In 1941 we established a Ninety-Nine Scholarship Fund. We call it our Amelia Earhart Memorial Scholarship Fund. Through the years we have awarded 127 Career scholarships, and 5 Research scholarships to deserving members. It is a great honor to receive this award and the competition is keen. It is a thrill to wear the medal with your likeness — a sign of hard work and accomplishment. I know you would be proud to meet any one of these outstanding members. They all have your spirit for adventure and excellence and the courage to reach a goal.

Including myself, there have been 30 Presidents. We have followed in your footsteps and experienced many of the same organizational problems as you. Eleven are on your side of the line now, and have most likely told you about the things they remember most.

We are a hearty lot. There are four Charter Members still flying. Of the original 99, Betty Gillies, Achsa Donnels, Fay Wells, Nancy Tier, Melba Beard and Bobbie Trout are still active in the organization. Edna Gardner Wright is 82 and is flight instructing in Aerobatics. Edna didn't make the deadline for Charter Member — she says you know all about that.

That reminds me — our membership hasn't changed much in attitude. We are still mostly ardent individuals with strong wills and opinions on everything. Heaven forbid we should try to outguess them or make them angry. Why, I made a member so mad she sent me a letter in a barf bag. The interesting thing is she was a good friend — and still is.

THE 99 NEWS

We have grown. We now number 6,500 and have members in 21 countries. It takes ¼ million dollars per year to manage our affairs. We still wrangle about dues and our dominant personalities sometimes get in the way — but we join together when the going gets tough.

You would be proud of our members. We have members that fly for major airlines, are flight instructors, charter pilots, business owners, manufacturers, doctors, nurses, teachers, attorneys, mothers, grandmothers, engineers, government officials — almost any profession. Some are doing two or three things at once. We also have great adventurers — astronauts, record setters, races and explorers. Why one of our members, Jeanna Yeager, just flew around the world on one tank of gas. You would have loved that. The first woman to go into space, Sally Ride, is a member from Texas.

We are as active and resourceful as always. Many of our activities and projects have earned us international acclaim. We hosted the 6th Annual Precision Flying Championships in Florida in 1985. Sixteen countries sent teams to compete, and our members handled the entire event. We also have held many flying events such as air races, rallies, other precision flying competitions and proficiency fly-ins. Many of our members fly for charitable causes — Search & Rescue with the Civil Air Patrol, transport transplant organs for Air Lifeline, carry blood for the Red Cross and other organizations such as the American Cancer Society, Make-A-Wish Foundation, and many more.

Our expertise and leadership in the field of Aerospace Education is a standard in the Aviation community. We have participated in Aerospace Education in schools and communities for many years. We have won numerous awards from the FAA and other organizations for our work in the area. Hand in hand with Aerospace Education is our commitment to Safety Education. Every Chapter plans and holds seminars or other activities that feature safety education throughout each year. Our total commitment to aviation safety through education has won

us many awards. You can really be proud of this legacy.

Two years ago, a very special event occurred. The Ninety-Nines were given your birthplace in Atchison, Kansas. It is fitting that the place in which you were born wind up in the hands of those of us who will see it is taken care of. We are currently exploring funding sources so we can restore it to original condition. Your sister, Muriel, has told us how the house looked when you both lived there. She is such a dear person, and has always been a good friend to the Ninety-Nines.

There is one more thing I need to ask you — the mystery of your disappearance has been the greatest topic of speculation for the last 50 years. You would not believe some of the crazy stories. I could write a book about the many books and theories that have been published. The stories go from one extreme to the other, from running out of gas, to secret missions in Saipan. I wish you were able to tell us what did happen. It would put an end to much of the nonsense and speculation.

I really need to get going. I have a stack of mail to answer. One thing about our members: you always know how they feel about almost everything! But I wouldn't have it any other way.

I hope it won't be another 50 years before we meet again. I'll keep you posted on what is happening from time to time. Until then, I wish you blue skies, tail winds and the joy of flight forever.

Your Friend,
Barbara



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THE WEATHER

Saturday and Sunday
generally fair and
warmer

SATURDAY, JULY 3, 1937.

Telephone—Main 1234

VOL. 67, NO. 3

AMELIA'S VOICE, CALLING S-O-S, IS HEARD BY LOS ANGELES RADIO MAN; SIGNALS SPUR SEARCH FLYER'S OWN STORY WRITTEN BEFORE LAST TAKEOFF

Operator Sure He Heard Flyer

Planes and Ships Rush to Hunt For Aviatix, Down at Sea After Futile At- tempt to Reach Howland Island.

By Amelia Earhart
LAE, NEW GUINEA, JULY 2. — (De-
layed)—Denmark's a prison and Lae, as
attractive and unusual as it is, appears to
two flyers just as confining. The Lockheed
Electra is poised for our longest trip.

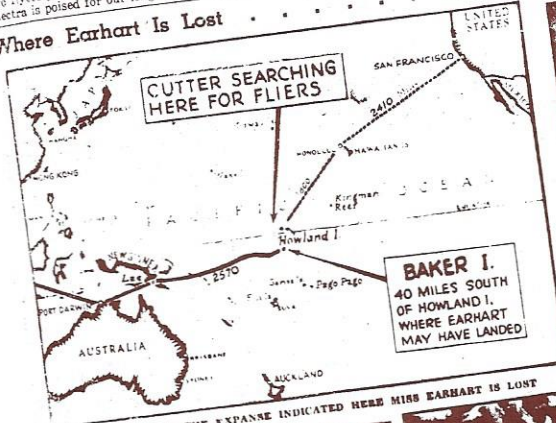
It is weighted with gasoline and oil to a
capacity. There is only one runway and a
parallel is needed to take off. However,
the wind is blowing the wrong way and
threatening clouds conspired to keep her on
the ground today.
In addition Frederick Noonan, my nav-
igator, has been unable, because of radio dif-
ficulties, to set his chronometers. Any lack
of knowledge of their fastness or slowness

would defeat the accuracy of celestial navi-
gation. Howland is such a small spot in the
mid Pacific that every aid to locating it must
be available. Despite our restlessness and
disappointment in not getting off yesterday
morning, we still retained enough enthusi-
asm to do some exploring of native villages
a few miles from Lae.
We commandeered a truck from the
manager of the hotel and with Fred Noonan

at the wheel because the native driver was
ill with fever we set out along a dirt road.
We forded a sparkling little river, which
after a heavy rain so common in the tropics,
can be turned into a lane of grass taller than
drove through a beautiful cococa-
nut grove before a village entrance. The
natives grow the coconuts mostly for their
manus.

CONTINUED ON PAGE 2, COL. TWO

Where Earhart Is Lost



Such a Tiny Island



LOS ANGELES, JULY 3.—(INS).—Amelia Earhart's
voice came crackling over the Pacific today from her big
airship drifting helplessly in mid-Pacific.
The voice was heard by a Los Angeles amateur radio
operator.
"S O S KHAQQ . . . S O S KHAQQ . . ." she re-
peated. The rest of the message, probably giving her posi-
tion, faded away.
The message was picked up here by Walter McMenamy,
an amateur operator. It was the same message received
earlier in dot-dash form by McMenamy and other radio op-
erators on the west coast.
"I have been in radio touch with Miss Earhart on other
flights, and I know it was her voice," McMenamy said.

HONOLULU, JULY 3.—Distress signals signed with
the call letters of Amelia Earhart's monoplane flashed over
the Pacific today in the midst of a feverish sea and sky
hunt for the famed aviatrix missing in equatorial waters
surrounding tiny Howland Island.
Amateur radio operators in Los Angeles heard re-
peated calls of "S O S—KHAQQ" shortly before 1:30 a. m.
Pacific time (4:30 a. m. Eastern Standard Time). This
was more than 14 hours after the intrepid flyer said her
gasoline supply would last but 30 minutes on her flight
from distant New Guinea.

The amateurs, Walter McMenamy and Carl Pierson,
said the signals were so weak they could hardly hear them
through dense static, and that once when they caught the
letters "L-A-T" for latitude, the signals were blotted out
by interference.

"KHAQQ" is the call of Miss Earhart's plane, last
heard from in the air yesterday at 2:12 p. m. E. S. T., when
she reported she and her navigator, the veteran Fred Noonan,
could not sight land and were nearly out of gas.

A further message containing figures believed to be
from Amelia Earhart was picked up in Los Angeles at 3:30
a. m. (P. S. T.) (6:30 a. m. E. S. T.) today by the two
amateur operators who interpreted it as indicating the famed
aviatrix's plane was adrift on the Pacific near the equator
between Howland Island and the Gilbert Islands.

The operators reported intercepting the figures "179"
and a few seconds later the figure "15." They were un-
certain whether the figure intended was 179.15 or whether
the latter figure should have been 1.06. The first figure
was believed by the operators to represent the longitude and
the latter possibly the latitude.
The signals were weak and were considerably hampered
by interference.

CONTINUED ON PAGE 2, COL. ONE



GEORGE PUTNAM AND MRS. F. J. NOONAN
QUESTED 4S



FRED NOONAN

Somewhere between Lae in
New Guinea and Howland
Island or nearby Amelia Ear-
hart was forced down on her
globe-girdling flight, Friday,
and anxious searchers are at
work hoping to find her and her
navigator, Fred Noonan, safe.
Commander C. S. Wil-
liams, who mapped her flight,
thinks she may have landed on
Baker Island, 40 miles south of
Howland Island as indicated on
the map above. Several months
ago when Miss Earhart dis-
closed plans for her flight, a re-
porter asked her how big How-
land Island was and she am-
bigly held up her hand as in-
dication to indicate how tiny
the picture to indicate how tiny
it was. Now that she has
missed the island, the coast
guard cutter Itasca, pictured in
the (P. Wirephotos, has steamed
out from its station at Howland
Island to hunt for her. Her hus-
band, George Palmer Putnam,
and the navigator's wife, Mrs.
F. J. Noonan, are anxiously
awaiting news of the fate of the
couple at Oakland, Calif., where
they are pictured.

Fireworks Stand In Grandview Is Scene of Blast

Celebra-
tion.
Holiday.

Man W
Flyer M
LOS AN
tel



AMELIA REMEMBERED

by HAZEL JONES

It was a quiet news day in the United States in 1937. Japan had launched a full scale undeclared war against China. San Francisco's Golden Gate Bridge was open and the first McDonald's restaurant opened in Pasadena. This country was in a depression. You could buy a new Ford for \$585

and gas was 20¢ a gallon and bread was 9¢ per loaf. How about a 3 bedroom house for \$4,100. Ironically, three of the most popular tunes were "Harbor Lights", "Where Or When", and "Lost". You could do the Jitterbug or Big Apple for fun or go see the first full length animated movie, Snow White And The Seven Dwarfs. Not much going

on until the teletypes began to clack and so began the news story that was to become one of the ten most reported news stories of the Twentieth Century:
Earhart Down In The Pacific . . .
Lady Lindy Lost . . .
Earhart Disappears . . .
Amelia's Plane Vanishes . . .

AE and Noonan took off July 2nd from LAE, New Guinea but they were flying into yesterday as they crossed the International Date Line. It was July 1 in the United States, and it was July 2 in the U.S.A when the word was flashed about the flight. Where did they land? This is one of the greatest mysteries of this century and it is one that continues to intrigue not only aviation enthusiasts, but almost everyone. Everyone wants to know "what really happened". Where did the airplane land and what happened next? Amelia soloed in 1922 and she was lost in 1937. She was only involved in aviation for 15 short years but during that period she became the most widely known and admired woman in aviation. There were many other women pilots but none had the backing or attracted the attention that Amelia did. That is true today. She still continues to be the best known woman in aviation.

Consider the following facts: There are Amelia Earhart streets in Harrison, N.Y.; Oakland, CA; Oklahoma City, OK.

Soon a highway in Kansas will bear her name. There are memorial plaques in Boston, Honolulu, Miami, Washington, and twenty other cities. Schools in Chicago, Houston, Dallas and others bear her name. The USAF operate the Amelia Earhart Hotel for women in Wiesbaden, Germany. The American Legion has a post named for her in Los Angeles. There is a mountain in California bearing her name. A commemorative stamp was issued in 1963 and you can carry Amelia Earhart luggage as you travel and receive the Amelia Earhart Dahlia flower. Painters have done her pictures and sculptors have done her bust and statue. There have been songs and poetry written in her memory. She is my hero and apparently the hero of many men, women, boys and girls throughout the world. She was our first president and we give scholarships under the name of Amelia Earhart Memorial Scholarship Fund. She was very important in the Zonta Club and they give fellowships to women graduate students studying in the field of aerospace sciences.

Everyone wants to know "what really happened?" There are those who think she wound up on Saipan and that her airplane was torched and she died of dysentery. There are those who



think she was buried on Saipan. Some think her remains are in a box in the Navy archives in Washington. There are those who think she was shot on Saipan by the Japanese. There are those who think she came back to live out her life anonymously in New Jersey. There are those who think she was a spy and those who think she was not a spy. There are those who think she was a terrible pilot and those who think she was a great pilot. Some of the new books are: Stand By To Die, Eyewitness: The Amelia Earhart Incident, AE The Final Story, And Earhart Odyssey. I am sure there are others that I have not run across.

On July 2nd, many of us will take to the skies and we will make the call, "let the search for Amelia continue"

and we will hope we hear the call echoed all across the United States and the world. We will journey to Atchison, KS on July 24th and land at Amelia Earhart Airport. We will pass Amelia Earhart Stadium as we join the "neighbors of Amelia" to celebrate a gigantic block party birthday bar-b-cue to commemorate her 90th birthday. We will walk where she walked and we will look at the same stars she looked at. We will visit with Muriel and other old friends. We will spend some reflective time thinking quiet personal thoughts about Amelia and the legacy she left for us. Will the mystic fade away if we ever find out what really happened? Will the aura surrounding her be gone? I wonder. I do know that as long as the mystery lives so will the searches continue. And so will our personal desires to achieve or exceed our potential in our lives and in aviation or whatever discipline in which we find ourselves.

AMELIA EARHART BIRTHPLACE

By Marie Christensen

In January of 1984, Paul and Winnie Allingham, the owners and residents of the Amelia Earhart Birthplace died within four days of each other. They were both great admirers of the women in aviation and most particularly, The 99s. They opened the birthplace (their home) each year during the Forest of Friendship celebration to the 99s. It was thought by most of the townspeople of Atchison, KS that some provision would be made in their will for the home to be donated to us. However, that did not happen. The home was left to ten different relatives to share or dispose of as they saw fit. Mr. William Stillings, the attorney for the estate, was left with the care of the home until it could be sold.

In June of 1984, Mr. Stillings contacted me to offer the house for sale to the 99s. I referred him to our then President, Marilyn Copeland. The three of us arranged to tour the home on June 15 and try to determine the price and feasibility of our buying the house. At that time, Mr. Stillings told us the asking price for the house would probably be \$100,000.00 and Marilyn and I both agreed that it would probably need at least another \$100,000.00 to restore it. The whole project seemed "out of the question" financially but we really felt it should be preserved as a museum and not slip into the hands of an individual owner who might not wish to share it with us or the public. We decided to present the facts to the International Board of Directors at the Anchorage meeting in August.

In the meantime, the Forest of Friendship celebration was held in Atchison and Marilyn took the opportunity to address the townspeople regarding the need to preserve the home and to make them aware of our financial position. Fay Wells made a similar plea in her speech. Now everyone knew the story. Mr. Stillings con-



tacted me again in July to verify our interest in the home and to confirm the selling price of \$100,000.00

The International Board of Directors thought it would be a wonderful idea to own the home and turn it into a museum but, they also

agreed that the purchase price was "out of the question" for us. So, since I was the Board member living closest to the home and had been involved as International Forest of Friendship Chairman, they directed me to try to find a way to get the home preserved, pledging our support in all ways except financial.

That was a big order! I contacted several governmental agencies, Senators and Congressmen plus all the people I knew in Atchison. Everyone agreed that the 99s should really have the home; to restore it and to preserve it as a museum. One wonderful lady, Evah

Cray, is very interested in preserving the past. There are two other restored homes in Atchison and she owns one of them. She is also a very, very energetic octogenarian. Once she knew our story, she directed all her energy into helping us procure the home. She asked her wealthy friend, Dr. Eugene J. Bribach to buy the home and donate it to us. He thought it sounded like a good idea but he wanted to be sure that it would be managed properly and to be assured that it would always be a museum dedicated to preserving Amelia's name and America's aviation heritage. He wanted to meet someone



from The 99s before he would agree to buy the house. On September 18th, I met Dr. Bribach and spent two hours talking with him, aware that he was giving me a test of sorts. I guess I passed his test because he decided to buy the house that day and present it to us as a gift. He was eventually able to buy the house for \$90,000.00 so he decided to donate the extra \$10,000.00 to us to begin restoration.

Dr. Bribach was a wonderful and fascinating man. I met him twice more before he made

the presentation of the title and keys to the house to us. Dr. Bribach was 102 years old when I first met him. He would have been 103 on New Year's Day 1985. Unfortunately he died on December 13th. I attended his funeral services as a representative for the 99s. It was with a great deal of sadness that I did so. he was an inspiring gentleman. A perfect example of age with dignity, charm, intelligence and grace. I wish each of you had had the opportunity to meet him. His memory as well as Amelia's will live on forever through us.

Dr. Bribach presented the house to us officially on

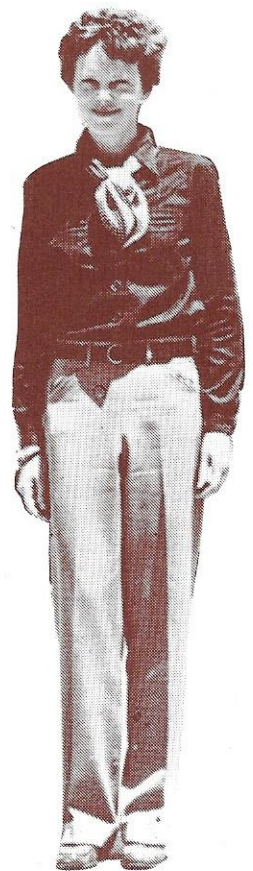
November 19, 1984 in a very simple ceremony held in his home in Atchison. Our President at the time, Hazel Jones, accepted the keys and title. She, Sylvia Paoli, our General Counsel, and I were the only 99s in attendance. Dr. Bribach's poor health and a very cold, damp day prevented the ceremonies from being any more elaborate. We did have another small ceremony at the Birthplace attended by members of the Greater Kansas City Chapter. Significantly, it was a very big event. We all wished Dr. Bribach could have been there to share it with us and to have a really big celebration.

The house is currently managed by a Board of Trustees, four members of that Board are 99s and three are citizens of Atchison. Fund raising to restore and maintain the house continues to be a problem for this Board. We continue to sell Honorary Grant Deeds to one square foot of the Birthplace for \$100.00 each and now offer commemorative coins (in a limited edition) for sale for \$50.00 each in a one ounce pure silver version. A one ounce pure gold version is also available. We also continue to explore all possibilities for grants from Foundations and governmental bodies.

To date, most of our funds have been spent on repairs and the completion of a small kitchen and laundry room for a caretaker. The house is now safe enough to have guided tours through it but has not actually been restored. We do have a caretaker living on the premises and she does conduct tours by appointment. If you would like to tour the home, please give her a little advance notice and phone her at 913/367-4217.

We are extremely pleased to be the owners of this beau-

tiful, old home on the Missouri River. It is a part of America's history and most especially of our aviation history. Aviation has played such an important role in the shaping of this century, it is important to preserve the roots of aviation wherever possible. The restoration of this home and the preservation of Amelia's memorabilia IS important. We will continue to make every effort to that end and we welcome all the help we can get.



ATCHISON, KANSAS

ATCHISON'S HERITAGE BEGAN IN 1794 and continues to thrive . . . through the 1980's.

IN 1804 A CELEBRATION WAS HELD ON THE BANKS OF A LARGE STREAM near the banks of the Missouri River, where the Lewis and Clark expedition camped for the night. An observance was held, a shot was fired from a gunboat and the stream was named Independence Creek. It is said to be the first Independence Day celebration held in Kansas.

FOR THE NEXT 54 YEARS, the city experienced the opening of the territory of Kansas and Nebraska as a battleground between forces of freedom and slavery; the incorporation of Atchison as a town which was an important factor to overland freighting, as the farthest point west on the Missouri River; the Atchison, Topeka and Santa Fe was born and the first bridge connecting Atchison to Missouri was completed. Ed Howe also introduced the homespun journalistic style of editorship in his newspaper, the first of its kind to the area.

BY THE MID-1800'S HOMES WERE BUILT, schools begun and an industrial, agricultural and educational economy was established. The land around was taking new form and by the late 1800's growth became a byword! The Missouri River was a major transportation artery and the Atchison, Topeka and Santa Fe railroad began its journey, making Atchison a major grain processing center.

ON JULY 24, 1897, ATCHISON'S FAMOUS DAUGHTER AMELIA EARHART WAS BORN. The world's most famous woman flyer, she became the first woman to fly the Atlantic Ocean, along with other accomplishments that has created her a place not only in Atchison's history, but international fame.

HERITAGE IS RESPLENDENT in the awesome Victorian homes which are numerous in each section of our community and has given Atchison a unique atmosphere. The magnificent Missouri River bluffs are dominated by scores of Nineteenth Century mansions along with the Old World architecture. The modern Abbey church tower in contrast, can be seen for miles in the Missouri Valley. The many splended landmark homes help to attest to the heritage of Atchison.

UNIQUE FOR A TOWN OF ITS SIZE, Atchison residents remain in housing which has been in the same families for generations. Many of the Victorian homes have had no more than three or four owners.

IN 1858, THE MAYOR at that time waxed eloquently about being "up and doing". Uppermost in his mind was building brick streets throughout the town. The red clay of the countryside lent itself to the making of bricks, and Atchison became home to several brickworks. This, and the high-minded ideals of the town founders bent on re-creating Eastern elegance in the West, led to the rapid growth of brick streets, many of which still remain.

TO THE TOURIST/HISTORIAN, structures of historical significance are scattered throughout this town. Many of them are on the National Register of Historical Places. Stained glass windows are commonplace and elegantly carved staircases exist in many of the homes. Amelia Earhart's childhood home (with Victorian era structural design) is located on the eastern city boundaries and overlooks the breathtaking views of the Missouri Valley.

A BEAUTIFUL SLOPE IN THE HEARTLAND OF AMERICA is the site of the International Forest of

Friendship. Overlooking Lake Warnock, the forest is made up of trees from the 50 states, 2 territories and 33 countries around the world. The roots of the forest are deeply entwined in the rich Kansas soil, creating an exciting, growing memorial for America's heritage. Winding through the forest is Memory Lane, tying America's flying past to its future, honoring those who have, or who still are, contributing to all facets of the advancement of aviation. Another tribute to Amelia Earhart can be found on the downtown mall, in the form of a bronze statue. An exact duplicate is also occupying an honored space at the Forest of Friendship.

ATCHISON, LONG TIME DESIGNATED AS "TREE" CITY, U. S.A., comes alive in lovely splendor during the fall months, with the colorful Oak and Maple trees which encompass the entire city. Vivid golds, reds and rusts appear as leaves turn. Looking east across the river, the same breathtaking splendor can be seen in the Missouri Valley bluffs.

IN ATCHISON THE ACCENT IS NOT ONLY ON ECONOMIC GROWTH, which is evident in three industrial parks, but mostly in livability . . . the most valued of all its heritage.



A statue of Amelia Earhart is admired by Joe Carrigan, the former mayor

Kansas artist honors Amelia Earhart with bronze bust

By CAROLYN McMASTER

It was a happy coincidence that Jim Brothers was asked if he would make a sculpture of Amelia Earhart, the Atchison-born flier who disappeared over the Pacific Coast 50 years ago.

"I'd just gotten my pilot's license and I was really interested," Brothers said, sitting in the small study of his North Lawrence home. He is wearing a T-shirt emblazoned with the 1946 Aeronca Champ airplane that he flies. Brothers is known for designing the images on the silver and bronze medallions commemorating the 125th anniversary of Kansas' statehood. He seems to be steeped in the history of the state — the sculpture of a cowboy, modeled after his grandfather, sits by the Amelia Earhart bust. The cowhand sculpture may be placed near the Santa Fe Trail.

The Earhart bust was commissioned for the Ninety Nines, the group of women aviators that Earhart helped found in 1929. One copy will be placed in their national headquarters in Oklahoma City, Okla., and another in Earhart's restored birthplace home in Atchison.

BROTHERS SAID the aviation connection got him more interested in researching the Earhart bust. And his band, the Alferd Packer Memorial String Band, does a ballad about her.

"I started with as many books as I could get on her," he said. "You want to research your subject, but it went past that."

There is much written. Earhart earned her place in the pages of aviation history. She flew her first solo flight in 1921 and bought her first plane on her 25th birthday. In 1928, she was the first woman to cross the Atlantic Ocean in a plane, but since she only kept the log and didn't pilot the aircraft, she said she was nothing more on the flight than a "sack of potatoes."

In May 1932, Earhart became the first woman to fly solo across the Atlantic, from New York to Ireland. In 1937, she set off with navigator Frederick Noonan to go around the world.

She also was married to publishing magnate G.P. Putnam, who handled her publicity and perhaps made her famous a little earlier than she might have been

otherwise. Earhart went the lecture circuit, and her husband guided her career well, at least as far as the public was concerned. He advised her in all matters, even getting her to practice smiling with her lips closed so as not to reveal the gap between her front teeth.

DESPITE THE wealth of material, it was hard to find good photographs to work from when it came time to create the likeness, Brothers said.

"This is basically a composite," he said. "A lot of the pictures in the books were different ages and in shadows . . . It looks like her which is what they wanted."

"I spent a lot of time staring at the faces in those pictures, and she finally came alive . . . rather than do an artistic interpretation. I wanted to do a humanistic interpretation." Brothers opted to depict her about a year before her disappearance. As in many of her photographs, the boyish Earhart is smiling broadly, with the collar of her flight jacket turned up at a rakish angle. Her aviator's wings are pinned on her lapel. "She liked a string of pearls, too, but I thought that was too much."

Marie Christensen, the Ninety Nine member who is in charge of the Atchison project, recently gave the bust her stamp of approval. It will soon be cast in bronze.

The Ninety Nines' executive director said the group is pretty hard to please. "We see so many efforts — paintings, drawings — we're pretty picky," said Loretta Gragg on the phone from the Oklahoma City headquarters.

THE DATE EARHART disappeared — July 2 — will be a date of much celebration for the Ninety Nines, Gragg said. When the organization began, there were 99 licensed women pilots in the country. Now, there are about 6,500 Ninety Nines in 33 countries. The group will gather in Atchison on July

2, as it does each year. But this year will be special because it's the 50th anniversary of Earhart's disappearance. A highway will be renamed in her honor and the bust will be presented for placement in her birthplace and the Ninety Nine headquarters. The house where Earhart was born was given to the group in 1984 by Dr. E. J. Bribach, and about \$10,000 has gone into its restoration.

Earhart is perhaps one of the most famous people to emerge from Atchison. She was born there in her grandparents' house in 1897, but her family lived in Kansas City, Kan., until she was 8. In addition to her flying fame, she worked hard in her own way for women's rights, was active in ZONTA International and even had a marriage contract drawn up, Brothers says.

"SHE REALLY was a far-sighted woman," he said. "Where G.P. wanted personal glory, she was happy just to say a woman had done it."

It was after an all-woman race, dubbed the Powder Puff Derby, that Earhart pushed for the formation of an organization of women aviators, so they could try to compete with male pilots.

And Earhart made a point of mentioning the fact that the Wright Brothers had a sister, Katherine, without whose financial support they wouldn't have made that first flight at Kitty Hawk.

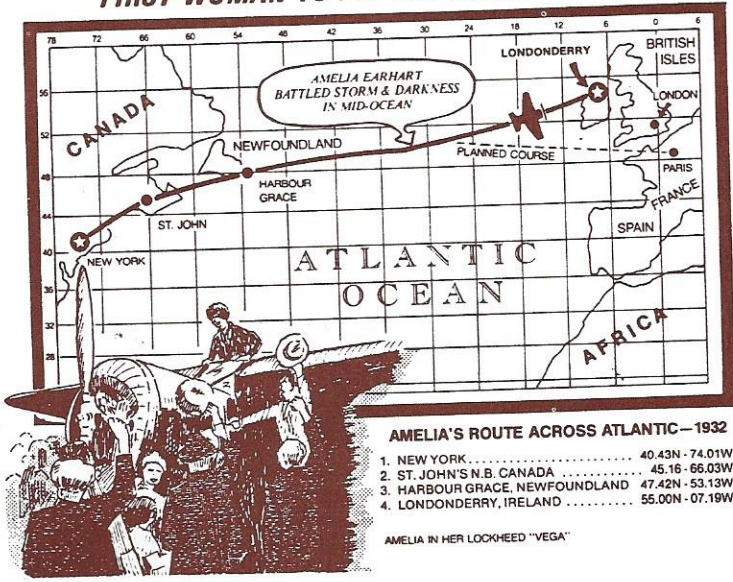
Despite her accomplishments, there were many more women fliers who were better than she was and Earhart sometimes did foolish things, Brothers said. For example, she left behind the radio antenna that might have saved her life on her round-the-world attempt.

"She, actually, was not the pilot that a lot of other women were," Brothers said. "She did some really foolish things — but it's easy to look back. She was a very interesting woman."

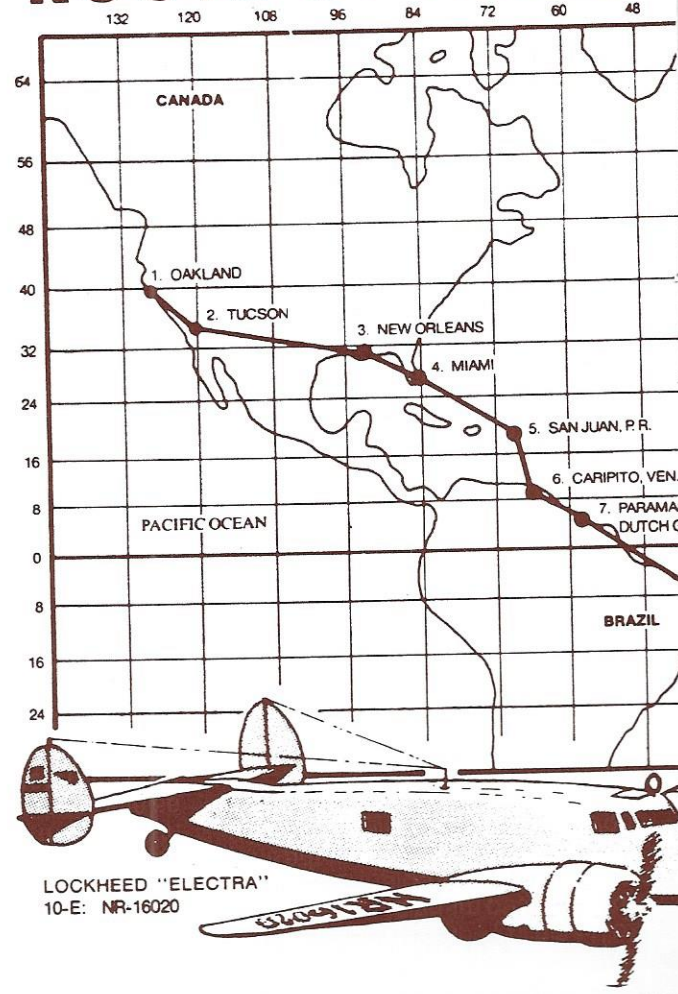


OTHER AVIATION ACCOMPLISHMENTS

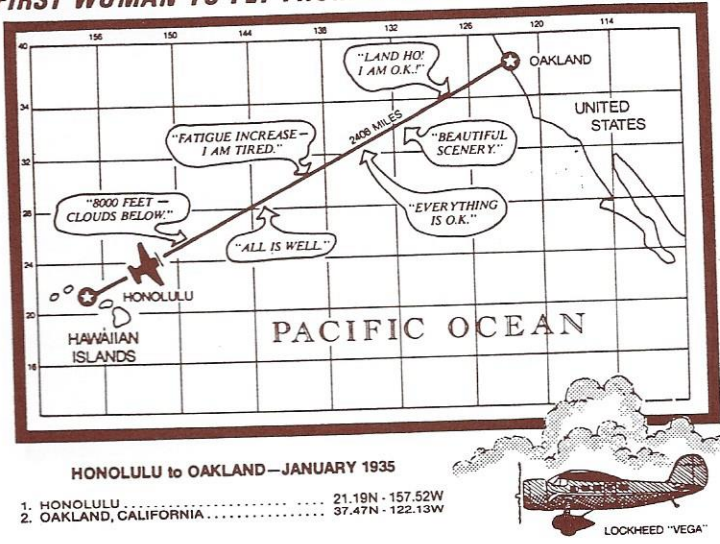
FIRST WOMAN TO FLY THE ATLANTIC (SOLO)



ROUTE OF AMELIA

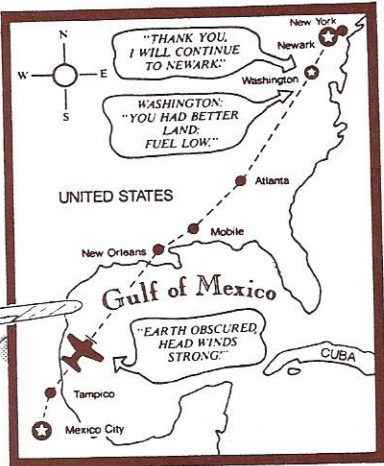


FIRST WOMAN TO FLY FROM HAWAII TO MAINLAND USA



FIRST AVIATRIX TO FLY FROM MEXICO CITY TO NEWARK, NJ - 1935

- AMELIA'S ROUTE MEXICO CITY TO NEWARK, NJ**
1. MEXICO CITY 19.24N - 99.09W
 2. TAMPICO 22.13N - 97.51W
 3. NEW ORLEANS 29.58N - 90.07W
 4. MOBILE 30.42N - 88.05W
 5. ATLANTA 33.45N - 84.23W
 6. WASHINGTON, D.C. 38.54N - 77.01W
 7. NEWARK 40.44N - 74.10W



SECTION

NEWS

EAST CANADA SECTION

The Annual Meeting and Spring Section Meeting of the East Canada Section took place at Elmhirst's Resort near Peterborough, Ontario, on May 9th.

Highlight of the meeting was the report on the success of the Section participation in the local Youth Science Fairs in London and Toronto and at the Canada Wide Science Fair in Mississauga in May. The 12 year old lad, who won the prize for the best aviation related exhibit at the London Science Fair, called his prize the "neatest prize in the whole Fair". He won a book and an airplane ride with a 99.

Ron Johnson of the Ontario Ministry of the Environment spoke about the Skywatch program and the success it has had in photographing and keeping watch over potential environmentally hazardous sites in the province. The program has led to prosecution of some guilty parties and has been instrumental in helping to keep the land and waters of Ontario free of pollution.

Reports of the chapters showed that they are active in various activities from Poker Runs to Airmarking to Aerospace Education. Harriet Fuller of the International Board attended the meeting and spoke about activities of the 99s on the international level.

The Section has sent a letter of congratulations to the Duchess of York (nee Sarah Ferguson) on the acquisition of her private pilot's license.

Eastern Ontario

The May meeting of the Eastern Ontario Chapter featured Dr. Georgette Buch of the Aviation Safety Bureau of the Department of Transport. She showed the assembled meeting of Ninety Nines and other local pilots the audio visual presentation "On Landings — Part 3". Ten members of the chapter attended the Spring Section Meeting at Elmhirst's Resort near Peterborough, Ontario on May 9th.

First Canadian

Chapter members, Margo McCutcheon and Anna Pangrazzi, coordinators of the joint 99/Ministry SKYWATCH PROGRAM, participated in a slide show and discussion of aerial pollution detection and surveillance, that was sponsored by the Toronto International General Aviation Society and presented by Ron Johnson of the Ontario Ministry of the Environment. Margo and Anna spoke about the 99s participation in this program.

The April meeting of the chapter featured guest speaker, Gord Price, champion Canadian aerobatic pilot and airplane captain, who talked about aerobatic aerodynamics and showed slides of his "Ultimate" aerobatic aircraft which he manufactures at Guelph Airpark. The plane is available in kit form or fully assembled.

Fourteen members of the Chapter attended Spring Section Meeting at Elmhirst's Resort near Peterborough, Ontario.

Maple Leaf

In March the chapter held an information meeting for prospective members in Windsor. At the Youth Science Fair in London, the chapter presented a prize of a book, certificate, and an airplane ride to the best aviation related project. The May meeting took place in Brantford and featured Phil Dunbar who spoke about ballooning.

WESTERN CANADA SECTION**Alberta**

We were delighted with the turnout for our May meeting, when almost half of our total membership arrived at Stettler on a sunny Saturday morning. It's amazing what clear blue skies will do to get those planes into the air! We were especially pleased to see Eva Bellwood, who travelled from Dunster, B.C., and Cheryl Merkel, who is presently visiting her family east of Edmonton. Cheryl will soon be returning to her nursing position at the Hutt hospital in Wellington, New Zealand. She is on an exchange program and has just had her position extended for another year. While in New Zealand, she validated her pilot's license and flown extensively, entering rallies and flying with her new friends in the 99s.

The agenda included a safety and education report, with review of the Forestburg airmarking and flying companion seminars. Safety Chairman Susan deBeurs submits a challenging safety quiz in each chapter newsletter. We followed up on her latest quiz at the meeting.

Chapter elections were held with the following positions filled: Chairman, Wendy Baskin; Vice-Chairman, Karen Rutledge; Secretary, Rosella Bjornson; Treasurer, Treva Woodman. This slate will be installed at the chapter's annual general meeting in September.

The latest airmarking was completed May 25th at Camrose Airport, which is one of the stops for our Poker Run Rally. Their Flying Club was most anxious to have the name painted before our Poker Run, which coincides with the start of their two-day aviation weekend, June 6th and 7th.

NEW ENGLAND SECTION**Western New England**

The New England Spring Section meeting was hosted by the Western New England Chapter. It was a CAVU day so that many were able to fly into Northampton, Mass. After the meeting a lovely buffet was served and we were treated to a talk by Burton Bernstein, who discussed his latest book, "Plane Crazy". Marjorie Van Vliet Zeuch spoke about her proposed "Flight for Peace". The 1987 Shirley Mahn Scholarship was presented to Joelle Jansen, a junior at Daniel Webster College. She will use the scholarship toward CFI.

Northern New England

The USPFT rally was held on May 9th. The first place finisher was our very own Renee Sinicki who had only been licensed for a month and at the time of the rally had 120 hours. Second place went to Denise Dostler a 99 from Connecticut. Third place was Deirdre Cleary from New Hampshire. Nine contestants participated.

N.Y./N.J. SECTION**Central New York**

The Central New York Chapter met at the Horizon Hotel on April 4, 1987, to tour the facility where the October Section Meeting will be held. Joyce Revell showed her slide presentation of her trip via Beech Bonanza to Alaska. The May 2nd chapter meeting was held at Kamp Airport. The chapter is sponsoring Tiffany Roy on her way to next summer's EAA Air Academy.

Greater New York

The Greater New York Chapter met on May 18, 1987, at the Wings Club to plan the summer schedule of fly-ins, meetings, and functions and to establish the slate of new officers. The slate presented is Denise Lamneck, Chairman; Leslie Helf, Vice-Chairman; Mary Day, Treasurer; Naima Raum, Secretary; Ginny Hart as Membership.

New York Capital District

The New York Capital District Chapter's May 13th meeting was the annual election meeting. The new officers were Florence Dooley, Chairman; Barbara Fioravanti, Vice-Chairman; Ann Elliott, Secretary (for 4 months) with Peg Weiss to take over for the remainder of the term; Mary Lou Falco, Treasurer.

The program for the meeting was a presentation by a speaker from the Aviation Unit of the New York State Police who spoke on their jobs. There was also a video presentation on their medivac program.

MIDDLE EAST SECTION**Hampton Roads**

Our USPFT Rallye was a great success! Although we did not have as many contestants as we had hopes to have, the event went smoothly. At the conclusion of the safety seminar (ably presented by Linda Hollowell and Barbara King), we had a first place winner in Harroll Armstrong, Tim Sobel placed second and Susie Sarro came in third. A special thanks to Linda Bangert, our USPFT Chairman, who orchestrated all of the details.

We are proud to announce that we have a winner of our \$500 Chapter scholarship. She is Aida Couch, who is studying for her Airframe and Powerplant mechanic license. Aida, who is wife and mother, returned to the workforce and is currently in the Navy.

Greater Pittsburg

Looking good from 1,000 feet was WEST
Continued on page B

INTERNATIONAL WOMEN PILOTS

PENN Airport's name which had been painted on its new runway by 99's Helen Davison, Billie Latshaw, Mary Lou Waite, Sandy Andrews, 49 1/2er's, and friends.

Billie and Helen once again produced the Allegheny Air Derby at Westmoreland County Airport, Latrobe, Pa., May 16th after a prior rain-out. Nine aircraft, mostly Skyhawks, a Bonanza, and a Viking participated in the annual proficiency event. Our sincere appreciation to 49 1/2er's Carl Latshaw and El-lison Davison for their expert line work.

Eastern Pennsylvania

Saturday, May 16th, was the date for Pennies-a-Pound at Mercer County Airport, Trenton, N.J. With the cooperation of weather and local news media, the crowd was fairly constant all day, and the airplanes — varying in number from three to ten — were kept busy. The local CAP helped by directing traffic; 99's and friends turned out in force to ensure a successful day. After the last ride, 18 tired but happy members and friends adjourned to the airport restaurant to relax and rejoice.

Joyce Jemo, one of our several tower controller members, attended the Professional Women Controllers' Convention in Long Beach, CA. She was elected the Eastern Area Director, and discovered that 18.5% of controllers are now women. She has conducted several seminars for pilots on ATC procedures and the implications of the new ARSA to be implemented at Allentown, Pa. on June 4th.

Shenandoah Valley

Despite the snow, our chapter decided to have our April meeting with whomever could make it. To our joy, ten people enjoyed a pot luck luncheon at Shenandoah Valley Airport. Our guest, Rick Davis, gave a fascinating talk and slide presentation on "Houston and Astronaut Training". His first-hand knowledge made it doubly interesting.

For the first time, our chapter will hold a

Poker Run on June 20th (raindate, June 27). The Poker Run will terminate at Shenandoah Valley Airport where refreshments will be served and a \$45 first prize will be awarded.

Western Pa.

Eleven 99's and 66's braved the weather and kids and met on April 11th at the Westmoreland Co. Airport to conduct two series of tours for approximately 225 Girl Scouts from Westmoreland Co. Yes, despite our constant companion, rain, we pulled off a great day!

Delaware

Our Pennies-a-Pound was May 16th at Summit airport. The weather was great. Nine members, eight planes, and lots of good friends and 49 1/2ers to help made the day a pleasant one. Over a hundred rides were given. As we had decided, proceeds will be divided between the chapter and the Delaware Tech collegiate flight team.

We are proud to have Carol Weiser as a finalist for the Amelia Earhart scholarship. Also, chapter member, Jan Churchill, is executive director of the Valiant Air Command in Florida and is the primary commentator for their air shows.

West Virginia

Our chapter proved once again that if we're involved in a fly-in breakfast, you can be sure it will adversely affect the weather! This time it didn't rain, but we still managed to have IFR conditions due to haze. However, all was not lost. We did manage to make a slight profit at our fly-in breakfast held May 31st at Parkersburg and, as always, we enjoyed each other's company.

SOUTHEAST SECTION

Florida Suncoast

Florida Suncoast Chapter sponsored a May FAA Safety Meeting in St. Petersburg. Alice Cutrona headed the display crew

for EAA's Aviation Day at the DeSoto Mall in Bradenton with help from Mary Fletcher, Barbara Sienchio and Mary Webb.

The May meeting was held at Crystal River that included a spot landing contest with winners Gudie Lashbrook, Kathryn Fuqua and Mary Webb respectively taking 1st, 2nd and 3rd place. Tom Davis presented a program on ARSAs, MOAs and restricted areas.

Mary Fletcher and Barbara Sienchio have returned from the 99/U.S. exchange trip to China. They were accompanied by Southeast Section members Ursula Davidson, Alexis Ewanchev, Janet Green, Dianne Johnston, Jacque Marsh, Hazel Monroe and Connie Wilds.

North Georgia

The Chapter's May 30th meeting was an interesting presentation by Mr. Don Wade entitled "What Really Happened to Amelia Earhart." Special guest was Erin Darden, a personal friend of Amelia.

The June activity by the Chapter was painting a compass rose at the Peachtree-DeKalb Airport. Members manned a booth at the Peachtree Airport's Neighbor Day, June 6. Nancy Toon is planning on piloting her Beech Dutchess with Joy LaCaille as co-pilot in the Air Race Classic.

Spaceport

Members from Spaceport & Crown Chapters, along with husbands and guests, painted a compass rose on the taxiway at Palatka's Kay Larkin Airport, May 2nd. The FBO supplied cold drinks and lunch to the 18 workers.

Several members worked the Great Southern Air Race in May. Flying the race were Shirley Zillig and 99 co-pilot Bonnie Gann. Bonnie's husband, Archie and co-pilot Pippin the Great, were among the winners. A few days later Bonnie and Archie flew the International Air Race and won 6th place in their Baron.

VOTE FOR Alexis Ewanchev

For International Board
of Directors at Convention.

Alexis has been a 99 for 11 years and has held offices from Southeast Section Governor thru Chapter Chairman to committee chairman positions.

Her proven leadership skills and willingness to undertake and complete projects will be an asset to the board and to the organization.

Put ALEXIS to work for you!



NORTH CENTRAL SECTION

Spring Section Meeting

"I've never seen so many small planes with women pilots on this line before," yelled the line boy to us as he directed the Beachcraft "Duke" to park in front of the North Country FBO. The Minnesota 99s provided red carpet treatment to all arrivals and supervised the transportation to the Holiday Inn Headquarters in Duluth, Minnesota.

Enthusiastic aviators, 264 of them, arrived safely on May 1st to attend the North Central Section Meeting. Although she was delayed in Minneapolis and missed her first connection to Duluth, Edna Gardner Whyte amazed and charmed the overflow crowd at our noon luncheon on Saturday. Edna's seasoned stories of her life's "x-countries" kept the audience spellbound.

Seminars and demonstrations included: Dr. Robert Pozos, hypothermia; Verdon Kleimenhegen, spacial spinner; Dr. R. Reinhart, medical certification process; the M-1 North Star LORAN demonstration.

Our "plans" socializing began Friday evening with a tour of the S/S William A. Irvin, Oar boat, which is anchored in the Port of Duluth. After a full day of meetings, seminars, and 49½ activities, we gathered at Glensheen Mansion on the shore of Lake Superior for a pre-banquet tour of this mysterious and beautiful landmark.

The Saturday banquet featured the awards. After a banquet which featured Minnesota products, our weekend activities closed with an uplifting performance by the Good Sam Singers from Edna, Minnesota.

On Sunday morning our high flying guests were briefed, breakfasted, and bid farewell until another Section Meeting.

All-Ohio

Darlene Eldridge, hostess for the chapter meeting at Middletown, Ohio, gave members an exciting tale of a live action filled flight by All-Ohio 99 Carol Deitsh, who also received

the Atta-Girl Award at the April meeting.

Lana Stewart got acquainted with Voyager's Dick Rutan and Jeana Yeager when she drove them to and from a luncheon in Columbus, Ohio.

Hostess Jayne Herman had a beautiful VFR day for a Poker Run at Wood County Airport, Bowling Green, Ohio, in May. Joan Hrubec won with four kings!

The spring section meeting was well attended. Marcia Greenham, Linda Blodgett, Vi Blowers-Stamm, Izetta Thompson, Janet Keith, Darlene Eldridge, Jean Wolcott, Connie McConnell, Sandy Gordley, Elenor, and 49½ Steve Klein were there.

Martha Velesky attended the AEA Convention in St. Louis in May. Dick Rutan had the audience spellbound when he and Jeana Yeager were there.

Aux Plaines

It was a real honor for the chapter to receive the Legislative Award at the Spring Section Meeting in Duluth, Minnesota. Dee Griesheimer has been our guiding light in this endeavor by keeping us up-to-date on pending legislation.

Sue DeWolf and her 49½ attended a safety seminar in Milwaukee. Virginia Raabung, Secretary of Silver Wings, attended that board meeting.

Much of our effort this month has been directed to helping the Chicago Area Chapter in its annual III-I-Nines Air Race on May 29th-31st. Mary Weddel is in charge of operations at DuPage Airport.

Chicago Area

Safety Education co-chairmen Susan Murray and Eileen Ferch have found another good way to keep us proficient. They are putting pilot quizzes in our newsletter.

Diane Cozzi and Poly Gilkison attended th National Congress on Aerospace Education in Orlando, Florida. On Sunday, April 26th, thirteen 99s, 66s, and family members participated in the 8½-mile March of Dimes

Walk to raise \$1600.

Our May 17th meeting included breakfast at THE FARM, near Sanger Airport. THE FARM, 600 acres of land with a large pond, is the lovely home of Marge Krupa's parents. While we met, our 49½s and children went fishing.

Greater Detroit Area

During our April 16th meeting at Sue Philpot's home, we had the honor of welcoming a new member, Laurrelle White. Also during the meeting, Marie Littler gave the tongue-in-cheek "Awards from the Chairman" to various members for their help through the year.

GDAC received many awards at the Spring Section Meeting: Outstanding Member Award, Mardi Drebing; First in Membership, Second in Legislation and Aerospace Education; Third in Public Relations.

Greater St. Louis

May is the month when our chapter leadership changes. Our dinner meeting was held at the Backstage Club and featured Alan Barkledge, who now flies the "yellow copter." He gave a very interesting and informative talk as he recounted the experience of being hijacked in his helicopter.

Under the able leadership of Rosemary Zander, the chapter "manned" a booth for Girl Scout Career Day on May 9th. It was quite an event since it celebrated the 75th anniversary of Girl Scouting.

The chapter had a good turnout at the Spring Section Meeting in Duluth, Minnesota. Jan Eveans, Amy Laws, Dorothy Haupt, Jan Pocock, Vivian Waters, Barbara Wilper, and Martha Norman flew in for the event. Some of us flew all the way back on Sunday; Martha and Barbara got stopped by weather.

On May 16th and 17th, Jan Pocock led the group as we worked the food booth for the Antique Aircraft Fly-in which was co-sponsored by the St. Louis Aviation

JUDY HALL FOR DIRECTOR

NINETY-NINE SERVICE:

- International Treasurer
- International Director
- International Nominating Comm. Chairman
- International Airmarking Chairman
- International College Program Chairman
- Southeast Section Governor, Vice-Governor & Secretary
- Chapter Chairman, all chapter offices

Owner/Manager Photography, Photo Finishing Business



LET EXPERIENCE WORK FOR YOU!

INTERNATIONAL WOMEN PILOTS

Museum. Many of the group went to a party honoring JoAnne Sabo and 49½ Steve. To our great loss, they will be moving from the area.

Indiana Dunes

Our chapter received several awards at the Spring Section Meeting in Duluth, Minnesota. We brought home: First for Scrapbook, Chairman Christine Murdock; First in 66 Membership, Chairman Darlene Hickcock; Third in Aerospace Education, Chairman Joy Black; a special award in Air Marking, Chairman Courtney Bargerhuff.

Phyllis Webb has been very busy. She attended the CAP "SLS Leadership Conference in Grand Rapids", and the CAP Aerospace Conference in South Bend. Of 200 applicants, Phyllis was among the twenty chosen to attend a one-week intensive Radio-Biological Response Course. She now is a two year certified Monitor. In case of radio-active fallout, radio-activity will be monitored both on the ground and in the air.

The May meeting marked the change in command for the chapter with the installation of new officers.

Kentucky Blue Grass

About fifty people were at the FAA Safety Meeting at Van Dusen Hangar despite the untimely arrival of the mailer. It reached the public two days after the meeting. The topic of consideration was "Flight Distractions."

Lake Erie

Lake Erie members attended a meeting concerning the proposed ARSA at Akron-Canton Airport. Meigs Adams, Evelyn Moore, and Marg Juhasz had a splendid day on May 16th at Portage County Airport for our one-day Flying Companion Seminar.

Karen Reed and Alice Henry flew Alice's plane when the group of ten Plane Janes from Skypark went to Huntsville, Alabama, to visit the NASA Museum.

Attending Spring Section Meeting in Duluth were Sandy Stokes, Jennifer and Dotie Jewett, Helen Sammon, and Marg Juhasz.

Jeanne Simpson hosted the May meeting at her own home in Hudson. The program was a presentation on LORAN.

Minnesota

Members of the Minnesota Chapter have been busy with the Spring Section Meeting. The Saturday banquet featured committee awards. The chapter received three of them: Public Relations, Airmarking, and Aviation Activities. Clara Johannson had Debra Funk appear on the May 20th TODAY SHOW. It was televised live from Minneapolis-St. Paul. The segment featured the 99s at work in blood runs, flying activities, and daily life.

SOUTH CENTRAL SECTION

Colorado

Memorial Day weekend found Colorado Chapter members assisting with the Third Annual Colorado National Air Show at Front Range Airport. Members were seen parking airplanes, manning the telephone message center, and working at the air show gates. Many of the thirty two members and 49½'s worked both days of the two day air show.

Installation of newly elected officers of the chapter was held at the home of Kitty Hach in Loveland, Colorado. The new officers are: Carol Leyner, chairman; Paulie Perry, vice-chairman; Gretchen Jahn, secretary; Linda Horn, treasurer.

El Paso

The El Paso Chapter's May meeting was held at the home of Ruth Deerman. This was the first chance for some of the members to see the memorabilia of the former International 99 President.

The second 99's breakfast of the season was held at West Texas Airport, and proceeds are going toward the 99 chalet for the

Amigo Air Show.

Kansas

Kansas Chapter welcomed new member Susan Fairchild at the April meeting. Susan is a former Air Force pilot.

An FAA Aviation Flight Safety Seminar was hosted in Chanute by Dodie Noland and Shirley Huser.

The State of Kansas held its first State Aviation Conference in Topeka in April. Kay Alley moderated a panel on "Women in Aviation". Members of the panel included: Sammy Lambrechtse . . . Women in Aircraft Manufacturing; Susan Fairchild . . . Women in Military Aviation; Sondra Ridgeway (Northeast Kansas Chapter) Professional Charter Pilots; Michelle Stauffer (Northeast Kansas Chapter) Professional Aircraft Sales.

Each panel member gave a ten minute presentation on her area of specialization.

Oklahoma

The Oklahoma Chapter offered free ice water and lots of amiable visitation at the Weatherford Airshow. Chapter aircraft were on display including Gina Taylor's red Pitts. Former astronaut General Thomas P. Stafford and grandchild were visitors to the display booth manned by chapter members.

Chapter members gathered at Will Rogers Airport in Oklahoma City to wish Mary Kelly and Joe Cunningham a safe flight to Londonderry, Ireland. The flight was successfully completed in the 172RG and Mary arrived back in Oklahoma City on May 31st.

Chickasha, Beaver, and Blackwell/Tonkawa Airports are sporting new paint jobs as Air Marking Chairman Norma Vandergriff gathered crews from different parts of the state to spread paint.

Pikes Peak

Pikes Peak Chapter installation banquet and meeting took place at the Officer's Club, Peterson Field, Colorado Springs, Colorado.



CHOOSE

Lu Hollander

for the International Board of Directors.

Recognized both nationally and internationally for her work as editor of *The 99 NEWS* magazine, Lu can bring additional expertise to the Board position she seeks.

Her proven leadership and experience at all levels of the organization enhances Lu's capability to serve the 99s at its highest level.

Be sure your chapter/section exercises its right to vote!

Incoming Chairman Clancey Maloney introduced newly elected Vice Chairman Sharon Roush, Secretary Cindy Wright, and Treasurer Cam Stomberg. Outgoing Chairman Joanne Wormsbacher was presented a pro-peller clock with pen desk set in appreciation of her past leadership.

A Poker Run was held in June. The chapter will again be selling hot dogs, coffee, donuts, cold drinks and popcorn at the 2nd Annual Space and Aviation Fair.

Member Dawn Walker will be moving to California where her husband has taken a job with a commuter airline.

Marty Benham and 49½ Howard are returning to Iceland. Howard will be in charge of teaching the Icelanders to service U.S. Radar Stations while Marty assists with administrative and PR duties. Marty may have been the first U.S. woman to get a pilot's license in Iceland a few years ago.

A USPFT Rally and FAA Seminar will be held at the Fremont County Airport, Canon City, Colorado, July 18th-19th.

San Antonio

San Antonio and Austin Chapter will co-sponsor a Poker Run with the local EAA participating in June.

Shreveport

The last air marking of the summer would have been impossible for the Shreveport Chapter without Dottie Ports motor home. The hottest day of the year so far was chosen to airmark Marion County Airport at Jefferson, Texas. Members called it a day after doing nine letters and one runway number with glitter. Air Marking Chairman Lisa Garrett continues to inspire the chapter with enthusiasm and determination regardless of temperatures.

South Louisiana

South Louisiana Chapter welcomes new members Claire Sharp, Glad Stream (former 1951 Kansas Chapter member), and Cathie

Miller, also reinstated 99s: Cal Meredith and Judy McLane. New Life members are Marian Baltzer, Jan Phillips and Marion Brown.

Pat Ward served on the steering committee for the Natchitoches Folklife Fest to insure that women pilots are represented in the exhibits on Louisiana Aviation History.

Chapter members again served as marshalls in transient aircraft parking for the Hammond Air Show.

Two young boys in Sandra Leder's Young Astronauts Club won honors in an essay project featuring The Ninety Nines. Chapter and EAA members took a "quiz" on women pilots, the 99s, and Louisiana Aviation. Sandra Leder won the framed signed poster of ZAR.

Tulsa

Nevin Dodd, retired FAA Medical Examiner, was the speaker at the Tulsa Chapter April meeting.

Sixteen persons including three men attended the Flying Companion Seminar conducted in Jan Mauritsen's hangar. Earline Biles was chairman of the seminar and was assisted by many chapter members.

The chapter welcomes new members Meredith Hoosier, Margarita Martinez, Mona Moody, Sandi Orth, Marilon Poore, and Denise Whitman.

Montana

The Montana Chapter sponsored a Flying Companion Seminar in Kalispell, MT., May 9. The weather cooperated, and many 99's were able to fly in from far-reaching parts of the state.

Approximately twenty people were treated to topics dealing with the cockpit and instruments, aerodynamics and parts of an airplane, actual preflight of an aircraft, navigation and flight planning, weather for pilots, and weight and balance. Several interesting films were also shown.

A business meeting was held during

lunch, chaired by Dorothy Albright. Discussion was held on various projects and activities coming up in the near future.

NORTHWEST SECTION

Alaska Chapter

Two Anchorage educators and the Alaska Chapter of Ninety-Nines have been selected to receive the regional Federal Aviation Administrator's Award for Excellence in Aviation Education. The selection of Alaska Ninety Nines to receive the award was based on the chapter's sponsorship of education clinics and seminars. In making the awards, FAA Administrator Donald D. Engen said, "We do so because we care about the future of aviation and want to identify and applaud those outstanding people who use aviation education to serve the needs of education."

Greater Seattle

The Chapter's March meeting was held at Boeing Flight Test Center. All those attending had the opportunity to fly the 747 Full Flight Simulator. We watched pilot training tapes while waiting for our turn at the simulator.

We had our Safety Seminar April 8th at the GADO office on Boeing Field. The general public was invited. Scott Gardiner, regional Flight Safety Standards Officer, conducted the seminar which included films about fueling and mid-air collision avoidance.

We helped Totem Girl Scouts celebrate their 75th anniversary by hosting a booth and distributing momentos, career information, and educational information. Fanny Dell Hendricks co-sponsored the booth. Jan Swecker was a great help setting up the booth and organizing handouts.

Columbia Cascade Chapter

Nineteen members heard Wayne Schoor's presentation, "Flying From PDX to Victoria, B.C. including information from weather to U.S. and Canadian Customs.

Elect Roberta Taylor to the International Board at Convention



- ★ Governor, Western Canada Section
- ★ International Safety Education Chairman
- ★ Active Member, International Convention Committee
- ★ Previous Amelia Earhart Scholarship Winner
- ★ Former Chapter Chairman, Treasurer and News Reporter

★★★

- ★ Active Commercial Pilot - 2000 hrs. T.T.
- ★ Co-owner, Taylor Aviation Ltd.;
- ★ Air Charter/Sales Company
- ★ College Instructor, Womens Programs

Roberta has strong leadership and communication skills - we need her!
Put a Canadian 99 on the board

ELECT ROBERTA TAYLOR!

CONVENTION '87

Vancouver's Beach Heritage

To miss Vancouver's varied but always beautiful beaches while here for 1987 Convention would be like going to Hawaii and never leaving one's hotel room.

Vancouver's surrounding mountains and glittering metropolis are reflected in the waters and beaches wrapping about this major port city. Commercial marine traffic and recreational vessels move serenely against a backdrop of mountains and city. When temperatures rise, Vancouverites turn to the sea for cooling comfort and relaxation.

Sunset Beach and English Bay are the closest to Hotel Vancouver as are Second and Third beaches in Stanley Park, a forested thousand-acre park leading to the Lions Gate Bridge separating West and North Vancouver from downtown Vancouver.

English Bay was named by Captain Richards of the survey ship "Plumper" in 1859 because he was miffed about the popular beach across the bay being called Spanish Banks. At the beach change rooms and showers are available, and popcorn vendors line the street behind the beach.

Second Beach, which is in Stanley Park north of English Bay, has a saltwater pool, a pitch and putt, and an old fire engine for children to enjoy. Displays of folk dancing occur between 8:00 p.m. and 10:00 p.m. during the summer. Concessions and showers are available.

Third Beach, farther north, is more isolated and ruggedly beautiful than Second Beach. By Convention time, a children's water playground may be completed. Concessions and showers are available.

Sunset Beach lies below Vancouver's Aquatic Center to the east of English Bay at 1050 Beach Avenue. It currently has a saltwater pool although some members of the public have been pushing for a freshwater pool instead. A quiet zone, concessions, and showers are at the beach.

Across the Burrard Street Bridge, which stretches above Sunset Beach and to the west, is Kistilano Beach. On crowded days there is hardly room to breathe. Every possible bathing suit and recreational activity abound with muscle men strutting their "stuff" for bathing beauties. A 187-foot saltwater pool (open 10 a.m. to 8:30

p.m.) and showboat are at the inshore end of the park. On Monday, Wednesday and Friday evenings bands play at the Showboat. Adjacent to Vanier Park, with the Vancouver and Maritime museums, are the Planetarium, The St. Roch, and the city archives.

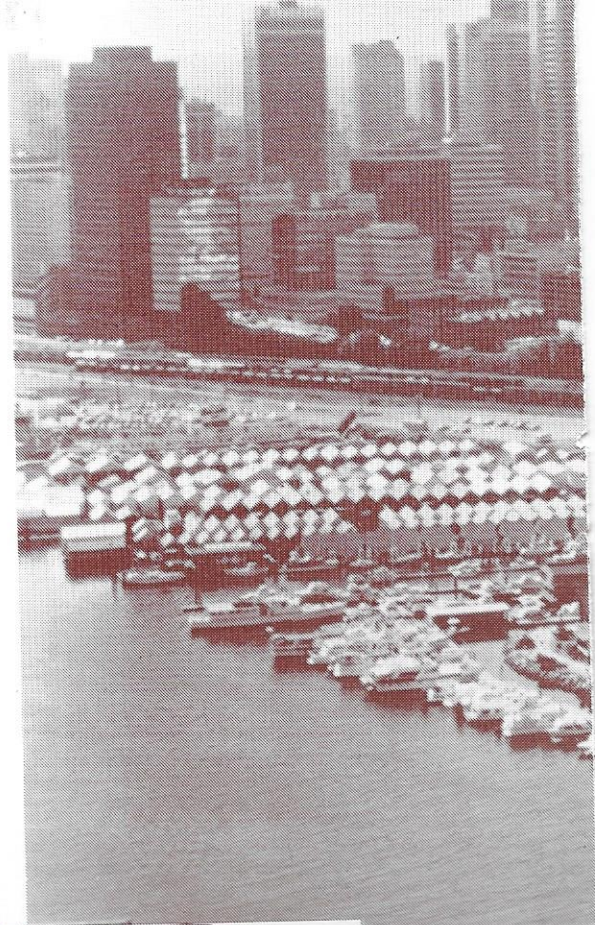
Moving west along Cornwall Avenue onto Point Grey Road, one encounters Jericho, Locarno and Spanish Banks which lie across the bay from the cityside beaches. Concessions, showers and lifeguards are at all three beaches.

Jericho has warm, shallow water and a pier from which people can enjoy smelt fishing, and crabbing. Windsurfing and sailing lessons, plus equipment, are available at the Jericho Sailing Center.

Locarno is adjacent to the southwest side of Jericho and offers wide shallow sandbars. It too is designated as a quiet zone and is a particular family favorite.

To the southwest of Locarno stretches East Spanish Banks, also designated as a quiet zone, and also with warm, shallow swimming. At low tide, the flats stretch 250 meters. People also enjoy fishing, birdwatching and picnics.

Stretching from Spanish Banks west for 6 km. below the UBC cliffs, is world-famous, clothing-optional Wreck Beach. Most visitors appreciate its rugged wilderness-like beauty, au naturelle, but nudity is optional. No concession stands or buildings mar its beauty, but almost any beverage or food imaginable — from fresh sushi to Caesar salad — can be purchased. Bounded on the south by the Musqueam Marsh, and estuarine habitat rich in bird and wildlife, and bounded to the east by Spanish Banks West, Wreck Beach is an esthetic and social phenomenon no to be missed. Tour the UBC campus, the Museum of Anthropology, or the Nitobe Japanese Gardens before joining the 10,000 sun worshippers who frequent the beach on a good day.



Robsonstrasse — Vancouver is one of most cosmopolitan in North America. Canadian culture put little pressure on immigrants to jump the "melting pot," so residents find it easy to be Canadians and still be Ukrainian, Chinese, or German. In the case of most of shopkeepers along stretch of Robson Street.

Gastown Fisherman's Market

— Here's the place to buy seafood at a myriad of shops and stalls, fresh off the boat. A number of nearby restaurants specialize in seafood, including *The Only*, 20 E. Hastings St., and *The Cannery*, 2205 Commissioner St. Closed Mondays and Tuesdays during the winter, Tuesdays during the summer. At the north end of Columbia St.

The European flavor along Robson Street matured in the 50s, many German shops opened to serve the immigrants living nearby. Homesick and a little these new Canadians would gather to talk to read hometown news imported by the *Evening News*. As some of families and shops relocated in residential neighborhoods and suburbs, their place



Columbian coastal Indian art and artifacts as well as collections from elsewhere in the Americas, the Pacific Islands, Asia, and Africa. The entire collection is displayed in public galleries, with striking visible storage galleries designed around computerized data books for browsing or serious research. There's also a unique group of totem poles in the Great Hall. Closed Mondays. Small admission charge. On NW Marine Dr.

Park and Tilford Gardens — This compact 3-acre area contains several different gardens, including a rose garden, a herb garden, a greenhouse, a flower garden, a delicate Oriental garden, and a native wood garden. The gardens are illuminated at night, and there are special displays for Christmas and Easter. Open daily. Free. 1240 Cotton Rd., North Vancouver

Bloedel Conservatory — Under this ultramodern dome, you'll find some 400 exotic plants and flowers thriving in simulated desert, rain forest, and tropical environments. There are also 50 varieties of birds from throughout the world. Open daily. Small admission charge. In Queen Elizabeth Park at 33rd and Cambie

H.R. MacMillan Planetarium — This unusual building has sophisticated projection and sound equipment essential to its imaginative visual presentations of astronomical themes. The shows change frequently, and you should make reservations in advance. Here, too, is the Centennial Museum, depicting Vancouver's early history as well as native British Columbia cultures, and the Maritime Museum, permanent berth of the *St. Roch*, the first vessel ever to navigate the treacherous Northwest Passage in 1928.

taken by specialty shops with other strong national leanings.

Today it is a neighborhood of small shops and family businesses where the shopkeeper knows his regular customers by name and remembers preferences for rye bread with or without caraway seed. He'll also be pleased to show you the difference between knockwurst and bockwurst. As you stroll along *Robsonstrasse* you can buy this month's issue of *Stern* or this week's *Der Spiegel* at the *European News*. The loudspeaker blares out a Marlene Dietrich-style song in German. At a delicatessen a few steps away, you can choose pinkish white wurst from the selection of over 70 varieties of sausage. In fact, you can eat your

way from one end of the stretch to the other because the streets are lined with cheese shops, sausage shops, bakeries, delis, and restaurants. The area is also prime browsing territory, with boutiques and shops carrying many imported fashions. On Robson St. between Hornby and Bute.

Robson Square — This innovative complex designed by Arthur Erickson houses the provincial government offices, the courthouse, and shopping facilities in a multilevel galleria. The key attractions are a skating rink, food fair, cinemas, and a theatre. Robson at Hornby.

Vancouver Art Gallery — The highlight of the gallery is its extensive collection of the works of Victoria-born artist Emily Carr, who drew her

themes from British Columbia landscapes and Indian life. The gallery features changing exhibitions of contemporary work. Closed Mondays. Free. 1145 W. Georgia St.

BEYOND DOWNTOWN AND THE SUBURBS

Van Dusen Botanical Display — Gardening is such a passion in Vancouver that it has been called the city's religion. If that's the case, Van Dusen must be the answer to a communal prayer. Its 55 acres of formal gardens and lakes are given over to displays of native and exotic plants. The fountain at the entrance is a gift from the Swedish Society and depicts the contribution of Swedish Canadians to the economic and cultural life of British Columbia.

Open daily. Small admission charge. 37th Ave. and Oak St.

Simon Fraser University — Sitting atop Burnaby Mountains, this campus commands beautiful views of the city and the surrounding coastal areas. Many of its striking modern buildings were designed by Arthur Erickson. Free hourly tours of the campus are conducted from July 1 to Labor Day and on weekends during the rest of the year. The campus theater has frequent programs that may interest visitors. Open daily. Free. In Burnaby on Burnaby Mountain

Museum of Anthropology — This museum on the University of British Columbia campus has fine collections of British

Mona Searles & Joyce Hunt were welcomed as new members. On May 16, 1987. Seven airplanes with fourteen members participated in a poker run organized by Barbara Daufel and Lillian Wager. Awards were given for best poker hand and spot landing. On May 23, 1987, Dorothy Mercer, Mary Hill and Jean Krutzer collected eggs for Mid-Columbia egg hunt. Peggy Szah Blinco and Madelyn Leesacker joined the group for lunch.

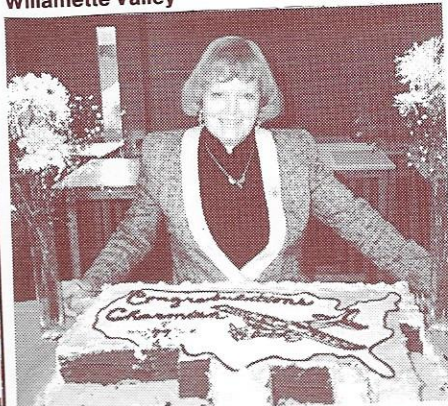
Columbia Gorge

99 Donna Davidson and her 49½, Ben, hosted a chicken barbecue at their FBO at the Hood River Airport on May 16th. Around forty flyers and their families enjoyed a wonderful meal and an impromptu air show by some exuberant, well fed pilots. It was a CAVU evening to watch the mock races, spot landings and short take-offs. Seven of our members have enjoyed participating in the Mid-Columbia 99's Chapter Easter Egg Hunt.

Southern Cascade

Dana has set her first jump (dual) for June 1, 1987 at Beagle Sky Ranch. There will be slides, a picnic lunch and the opportunity to skydive. We welcomed a new member, Dena Bullion.

Willamette Valley



Willamette Valley Charter Member, Chairman Byers-Jones was honored at a reception to celebrate her 60th cross country flight from New Hampshire to Oregon via Texas.

On May 27th the chapter met at the OPA lounge at Corvallis Municipal Airfield. Fourteen members were presented with Vice Chairman Lola Skirvin chairing the meeting. Chairman Lori Hewitt was scheduled to take her IFR rating check ride. A report on the fly-in to Walla Walla to attend the Mid-Columbia luncheon which culminated the Egg Hunt, was given by Verda Giustina. Wanda Joyner reported the plans for the 99's Flying Companion Seminar at the Oregon Pilot's Association convention to be held in June at Ashland, Oregon.

Ray Costello, Regional representative for the AOPA, gave an update on activities statewide and nationally, followed by a question and answer session.

Jane Capizzi and Betty Starker Cameron were hostesses.

Eastern Idaho

The first meeting of the year was held Feb. 14th at the Cattle Baron Restaurant located at the Pocatello Airport. A poster was made commemorating Mary Kilbourn, a 99 who passed away last October. The poster will be on display during Women's History Week at Idaho State University. The Chapter voted to send \$25 to the Amelia Earhart Scholarship fund and a donation of \$50 to the families of both of the Skywest pilots who were killed Jan. 16th landing at the Salt Lake International Airport.

SOUTHWEST SECTION

Utah

In April we met for a dinner meeting at the Ideal Cafe in Spanish Fork, which is owned and operated by a former Air Force pilot who profusely decorates with aircraft pictures. After dinner the members were enlightened about the early years of the chapter and reviewed the history and scrapbook.

The first of May found chairman Dee Ricord, Carol Clarke, and Linda Anderson at the San Diego section meeting. They renewed old acquaintances and attended the many functions, fully enthralled by Betty Gillies stories of early flying in the 99s. The May meeting found several members learning the intricacies of the ARSA and tower at the Salt Lake International Airport tower tour. This is always a good way to educate the members on the procedures and services of the controllers and helps us see the voices on the other side of the mikes that we always talk to. Several student pilots also attended and were impressed with the facilities.

Las Vegas Valley

Linda Gagnon was elected the new chairman for the ensuing year while Nita Klaholz, Maria Torres and Priscilla Pelletier were elected Vice-Chair, Secretary, and Treasurer respectively.

Chapter members participated in the Hayward Air Race. Pilot Barbara MacDonald and co-pilot Linda Gagnon took 15th place while Kathleen Snaper was awarded the "Red Baron Award" for the most things to have gone wrong. Members assisting on the ground were Bev Wanamaker, Jeanne-Marie Soderquist, Elaine Panter, Gerrie Krause (of Arkansas Chapter), Connie Francis (a Palomar transplant), and a host of 49½ers and friends of the 99s.

San Gabriel Valley

Claire Kopp, assisted by Dot and Jerry Barden, Catherine Murphy, Margaret Lawson, Isela Rios, Sheila Drayster, Joan Winter, Nancy Gordon, and Ferrel Salen conducted a very successful Flying Companion Seminar at Brackett Airport on April 4th.

On April 11th and 12th, Mt. San Antonio College played host to fourteen collegiate flying teams at Brackett Airport.

The chapter helped at the PCIFA "Safecon 87" flying contest by providing judges for various events. Despite some problems finding VFR weather, a great time was had by all, especially Mt. SAC, who swept the winnings.

The May meeting program was presented by Chairman Margaret Lawson who showed slides of her recent trip, a flight from New York to London on the Concorde and return on the QE2.

Sacramento Valley

May 9th dawned bright, sunny and warm for our third annual Executive Aviation Fair at Sacramento's Executive Airport. Kris James chaired the event that is sponsored by the chapter, the purpose of which is to educate the community about the airport and aviation. Table displays were prepared by FBOs and other aviation related interests, and static displays of experimentals, antiques, the University of California Med Center's Lifeflight helicopter, and the Caribou among others were all a part of the event. The FAA showed aviation movies and airplane rides with 99s were sold. A pancake breakfast and Dixieland Jazz helped round out the day. Even Mayor Rudin visited!

Arizona Sundance

Casino Nite '87 was a big success. Connie Arnold, Scholarship Chairman, headed the event with the able assistance of Ruth Benedict, Daphene Downs, and Pat Fick. Liz Kramer and 49½ Mikey deserve special thanks for their help, including Mike's role as auctioneer. Local businesses and individuals, including America West Airlines, are

to be thanked for all the prizes they donated. One item auctioned, 50 gallons of AvGas, was bought by a non-flyer who now wants to buy an airplane. That's one way of getting new pilots! The event was covered by TV Channel 5 News and was both a fun and profitable way to raise money for the Scholarship Fund.

Orange County

Thirteen Orange County Chapter members attended the Southwest Section Meeting in San Diego, and we won the APT (Annual Proficiency Training) Trophy again for large chapters. Three of us rushed home to unpack, do the laundry, and repack for the China-U.S. Exchange Trip. We will be telling our stories about that for many years to come. A full report will surely be here in the 99 News. The rest of the Chapter had a Piz-zza-Hangar Party as part of the regular meeting to get better acquainted with new members. Sorry to miss that, but will try to catch up next month.

EI Cajon Valley

April 14th was our first ever information Media Day to help enable local news media to accurately "Communicate the Crash". Presenters included Dottie Campbell, Frankie Clemens, January Riddle, and Betty Wharton (San Diego Chapter) as well as Larry Lehr, FAA representative. Opportunities to sit in a private pilot's seat, optional tower visits, and courtesy flights were available to interested media persons. Topics presented and included in informational packets included Airspace, Preflighting, Emergency procedures and Crash Technology, focusing on the private pilot's role in local air safety and emergency situations.

Veteran seminar chairman, Dottie McAuley, successfully organized yet another Flying Companion Seminar held April 25th and 26th. Thanks to Polly Brown, Dottie Campbell, Frankie Clemens, Lynn Coulthard, Marian Delano, Martha Horvitz, and Betty Wharton for all their help.

We sponsored an Essay Contest for the Cajon Valley Schools, Grades K through 6, which was organized by Dottie Campbell with Doris Ritchey. We were pleased with the response — 220 entrants!

May 1-3rd found many chapter members covering Airport Hospitality at Lindbergh Field for the incoming 99s attending the Spring Section Meeting. Dottie Campbell and Eleanor Richardson greeted guests at the commercial terminals while Frankie Clemens, Lynn Coulthard, Marian Delano, Joan McNeil, January Riddle, Doris Ritchey, and Carol Sparks met those arriving in private aircraft at JimsAir.

Cameron Park

An exciting May fly-away to Columbia and the Moaning Caverns was organized by Carol Cleifton. Thirteen of our folks in five planes arrived at 10:30 a.m. and were driven 8 miles into the mountains where they became "repellers", dropping 180 feet into the caverns, once visited and written about by Mark Twain. Lunch followed with an exchange of impressions from the adventure.

Misti Flaspohler received her MBA this month from Sacramento State University.

We welcome new member Dianna Rhoda who has transferred from Sacramento Valley.

We've just elected new officers for the ensuing year. They are Carol Cleifton, Chairman; Misti Flaspohler, Vice-Chairman; Linda Swan, Secretary/Newsletter Editor; Sherri Shetler, Treasurer.

San Fernando Valley

The 14th annual Jim Hicklin Memorial Air Rallye attracted 44 race teams to Bullhead City, Arizona. Winners of the all-men's race were Don Farmer and Bill Schankel of Bullhead City.

This year's scholarship recipient was Philip Theophilou, a CFI from Van Nuys, CA.

Section news continued

INTERNATIONAL WOMEN PILOTS

Section news continued

Chapter members Jeanne Fenimore, Suzanne Jablonski, and Dolly Hicklin Kunkle chaired the rallye which annually awards aviation scholarships and provides exciting air race competition.

The chapter also sponsored its annual CFI Revalidation Clinic at nearby Glendale College last month. Chairman Betty Irwin reports that more than 100 CFIs attended the two-day clinic.

In addition to the already full schedule, members found time to airmark Agua Dulce Airport. Led by chairperson Vickie Carlton, chapter members spent a Saturday sprucing up the uncontrolled airport just north of the San Fernando Valley.

Long Beach

The Aero Club of Southern California presented Dick Rutan and Jeana Yeager with their world records during lunch at the Proud Bird Restaurant near LAX on March 12. Mr. Bob McCaffery, Past-President of the Aero Club, invited the 99s to attend the ceremonies. Among the guests were Gen. Chuck Yeager, Forrest Wysong, who flew with the Wright Brothers, and many other world record holders.

Long Beach Chapter members and friends who attended were Jean Schiffmann, Margo Phipps-Alden, Dorothy Ruether, Betty Randolph, Connie Farmer, Ginger Larmon, Ben Snyder, Deborah Henriquez, and Jacquie Sprague, Arthelle Sorensen from San Fernando Valley Chapter also attended.

Dorothy, Arthelle, and Connie are also members of the Aero Club.

New Ratings Southwest Section

Constance E. Francis CFI	Las Vegas Valley
Catherine A. Murphy Instrument	San Gabriel Valley
Mayetta Behringer Multi Engine	Santa Clara Valley

Northwest Section

Lori Hewitt Instrument	Willamette Valley
Jeanne Hills Phase I	Columbia Gorge

North Central Section

Kathy Osborne CFI	Kentucky Blue Grass Chapter
Cheryl Hussan Instrument	All-Ohio
Joyce Warger Commercial	All-Ohio

Southeast Section

Barbara Sierchio Phase III Wings	Florida Suncoast
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Headquarters Building Begins

Construction crews have started breaking the ground for the new headquarters building, Will Rogers Airport, Oklahoma City.

If all goes according to schedule, the new addition will be dedicated November 2, 1987.

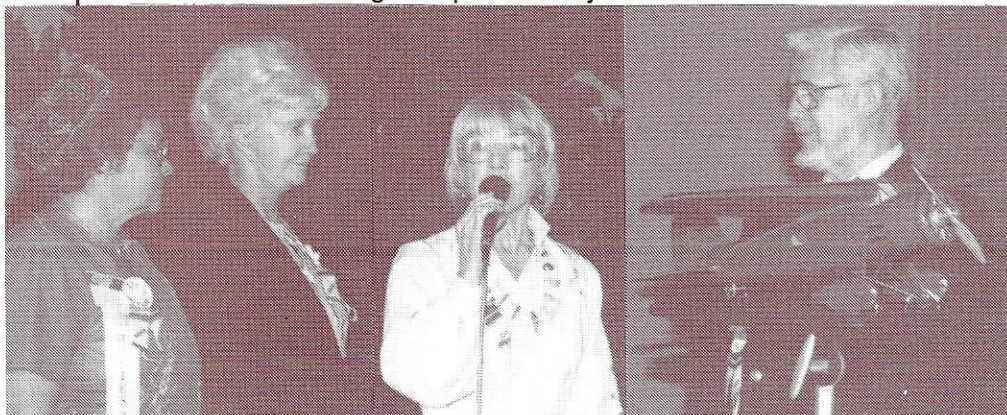


THANKS

to all the Sections, Chapters,
99s and those individuals who
caught the spirit and gave to
the USPFT.

The Eagle...

Dedication of Amelia's Lockheed Vega pictured left to right: Fran Bera, Marian Banks, meeting Co-Chairman, Dottie Helm, Chairman of the WIA Exhibit and Chairman of the San Diego Chapter and Ray Crowell.



SOUTHWEST SECTION MEETING OF THE NINETY-NINES

265 Women pilots and friends attended the reception at the San Diego Aerospace Museum, May 1, 1987.

Ray Crowell, Master Model Maker, presented a model of Amelia Earhart's Lockheed Vega to the Women in Aviation Exhibit.

The San Diego Chapter of the Ninety-Nines, Inc. presented a check for \$500.00 to the WIA Exhibit from the proceeds of the reception.

Barbara Sestito, International Ninety-Nine President, and Shirley Winn, Governor of the Southwest Section, were two of the honored guests.

Betty Gillies was the keynote speaker at the banquet, May 2, 1987.

CALENDAR

DATES

JULY

July 10-11

Okie Derby. Contact: Shirley Brown, Okla. Chapter.

July 10-12

21st Annual Flight Instructor, Recertification Course. FAA approved. Auburn University, Alabama. (205) 826-4370.

July 10-19

2nd Annual Sentimental Journey to Cub Haven, Lockhaven, Pennsylvania. Contact: Ray Schaefer. (717) 893-4201.

July 11

Flying Companion Seminar, Owensboro, Ky. Contact: Blue Grass Chapter.

July 11

Valley Air Derby Proficiency Run, Van Nuys, CA. Contact: Betty Irwin, (813) 349-2778.

July 11-12

Air Show, Moose Jaw, Saskatchewan.

July 11-16

Singapore World Congress. Contact: Curtis Graves. 8004-16th Street N.W., Washington, D.C. 20012.

July 13-17

Flying Physicians Assoc., 33rd Annual Meeting, Santa Fe, New Mexico.

July 17-19

Certified Flight Instructor, Recertification Course, El Paso Airport, Hilton, Texas. Contact: Jim Eslinger. (512) 476-9262.

July 17-19

Louisiana Aviation History/Natchitoches Folk Festival. Contact: Pat Ward, (504) 924-3303.

July 17-19

EAA Fly-In and Sport Aviation Convention, Arlington, Washington Airport, WA. Contact: Al Burge-meister, (206) 631-9194.

July 21-23

FAA Back to Basics, Yellowstone Park. Contact: Eastern Idaho Chapter.

July 24-26

International Forest of Friendship, Atchison, Kansas.

July 29-Aug. 2

Lawyer-Pilots Bar Assoc. Meeting, Oconomowoc, Wisconsin. Contact: David Prewitt. (215) 557-9998.

July 31-Aug. 7

EAA OSHKOSH '87 AN AVIATION SHOWCASE

Airplanes — seminars — forums — workshops — airshows. Be sure to visit the 99s exhibit in the friendship tent in the women's activity area for the daily hospitality that is available to 99s, 66s, 49½ers and friends.

AUGUST

August 7-8

18th Annual Palms to Pines Air Race for Women, Santa Monica, California to Bend, Oregon.

August 9-15

International Convention 99s, Vancouver, B.C. Contact: Kate Merry.

August 15-16

3rd Annual CAF Air Show, Hector Field, Fargo, N.D. 9-6 p.m. Contact: Col. Ron Saeger. (701) 232-1612.

August 21-23

Mountain Flying Clinic. Contact: Eastern Idaho Chapter.

August 21-23

CFI Recertification Course, Holiday Inn, D/FW Airport S., Dallas, Texas. Contact: John Eslinger. (512) 476-9262.

August 21-23

Michigan Small Race, Grand Rapids Kent County Airport, Grand Rapids. For further information contact: Grace Lieneman, 33159 Utica Road, Fraser, MI 48026. Entry deadline Aug. 1.

August 28-29

Schenectady Air Show. N.Y. Cap. Dist. Contact: Florence Dolley.

August 29-30

Kentucky Air Derby, Owensboro, Ky. Contact: Diane Stafford.

SEPTEMBER

September 4-6

3rd Biennial Convention Women Military Pilots Association, USAF Academy, Co.

September 17-20

Reno National Championship Air Races, Nevada. Contact: Reno Air Races. (702) 826-7500.

September 26-27

Northwest Fall Section Meeting, Spokane, Wash.

September 19-20

EAA East Coast Fly-In, Martin State Airport. Contact: East Coast EAA. (301) 942-3309.

September 18-19

Mile High Air Derby, Round Robin, Front Range Airport, Denver. Mile High Air Derby, 14437 West 32nd Ave., Golden, Colorado (804) 401-1475.

September 24-26

Southeast Fall Section Meeting, Clearwater Beach, FL. Contact: Nancy Wright.

September 25-27

North Central Fall Section Meeting, Traverse City, Mich.

OCTOBER

October 2-4

Southwest Fall Section Meeting, Universal City, CA. Contact: Monie Pease.

October 2-4

Michigan Air Tour. Contact: Nancy Walters.

October 8-10

57th Fighter Group Reunion, Atlanta, GA. Contact: Ray Clark. (404) 441-1945.

October 9-11

Tennessee/N. Carolina Air Tour. Contact: Diane Gusky. (615) 741-3208.

October 16-17

N.Y./N.J. Fall Section Meeting, Oneida County Airport, Utica, N.Y.

THE 99 NEWS

The 99 NEWS is published monthly by the Ninety-Nines, Incorporated, International Women Pilots, Publication Division.

The Ninety-Nines, Inc. is a non-profit organization engaged in education, charitable and scientific activities and purposes.

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NOTAM

EVENTS

MIAMI PILOTS WIN 1987 INTERNATIONAL AIR RACE

Miamians Frank Neves and Hector De-Lao flew away with first prize in the 1987 International Air Race between Pensacola, Florida, and Nassau, Bahamas, May 19th-May 21st. Their win was announced in Nassau the night of May 22nd during the awards ceremonies at the Ambassador Beach Hotel.

"Whether by accident or by design they appear to have done everything right," said race official, Virginia Britt. "They renovated a Cherokee 150, installed a new engine, a new propeller and gave it a new paint job. The combination, with a lot of tender loving care during the renovation, won them the race."

Second place in the race was won by physician Raymond Van Grubbs from Greer, S.C. With his son Ray, Jr. as co-pilot, he flew a Cessna Cutlass RG to a score of only .204 under Neves. Following closely for third place was Pauline Mallary of Atlanta, GA. She flew solo in a Beechcraft Musketeer to a score of within .881 of Neves.

Pilots from Qatar, Belgium, Cuba, and The Bahamas as well as the United States competed in the event. A total of \$15,000.00 was awarded to win, place and show positions with \$7,500.00 going to the winner.

The race was hosted by The Bahamas Ministry of Tourism to support All Women's International Air Race, Inc. in their efforts to renew interest in international sport and private flying.

31st Michigan Small Race

The 31st Michigan Small Race will be held at Kent County International Airport, Grand Rapids, Michigan, the weekend of August 21, 1987.

The Small Race is sponsored by the Michigan, Greater Detroit Area, and Lake Michigan Chapters of the Ninety-Nines, Inc. and the Michigan Aeronautics Commission. Each year the Race is held at a different airport in Michigan.

The purpose of the Small Race is to promote both men and women pilots to exercise basic pilot skills over a triangular race course, safety in general aviation and an opportunity to share together in the spirit of sportsmanship and camaraderie of "Fun and Friendship" through our common interest — Flying!

A Race clinic will be held in Lansing on August 8th, for first time racers and even "old" time racers who wish to brush up on their skills and pick up a few pointers.

This is a proficiency race — contestants are to choose their own speed handicap in miles per hour. The Small Race is limited to 60 aircraft, so send your entry early in order to be a part of this Michigan Sesquicentennial event. We look forward to seeing you as a Contestant in the 31st Michigan Small Race. Race Kits are now available for \$5 and Entry deadline is August 1st. Contact: Nancy Walters, Entry Chairperson, 2522 Woodland, Royal Oak, Michigan 48073.

1988 WHIRLEY-GIRLS SCHOLARSHIP APPLICATIONS

Applications for the two \$4,000 1988 Whirly-Girls Scholarships are now available.

For 1988, The Doris Mullen Scholarship will be awarded to a deserving Whirly-Girl for use in obtaining advanced add-on or transition helicopter ratings to further her degree of professionalism and marketability as an experienced pilot in the helicopter industry.

For the first time, the second Scholarship will be awarded to a deserving woman pilot — airplane, balloon or glider — to be used toward obtaining her initial helicopter rating.

Applicants for the 1988 Doris Mullen Scholarship must have proof of financial need (i.e. a copy of their 1986 income tax return) and a FAA or its foreign equivalent, private or commercial Rotorcraft: Helicopter license. They must be representative of the high standards upheld by the Whirly-Girls and must have demonstrated a strong desire and sincere effort to pursue a career as a helicopter pilot.

Applicants for the 1988 Arlo Livingston Memorial Scholarship must also have proof of financial need (i.e. a copy of their 1986 income tax report) and a FAA, or its foreign equivalent, airplane, balloon or glider license. They must have demonstrated a sincere effort to pursue a career in the aviation industry, with a genuine desire to specialize in helicopters.

1988 Whirley-Girls Scholarship applications are available from The Whirly-Girls, Inc., 1619 Duke Street, Alexandria, VA 22314-3406. Deadline — completed applications, with check for \$15 enclosed, payable to The Whirly-Girls Scholarship Fund, Inc. to cover the cost of processing and mailing, must be postmarked on or before NOVEMBER 1, 1987 and mailed to Mrs. Alicia Lane, #310, President Whirly-Girls Scholarships, Inc., 1604 Brown Trail, Hurst Texas 76053. Winners will be notified in January.

ROMEO CHARLIE, INC., ACQUIRES PIPER AIRCRAFT CORPORATION

VERO BEACH, Fla., May 19, 1987 — Romeo Charlie, Inc., based in Newport Beach, California announced today that it had acquired all of the stock of Piper Aircraft Corporation, a privately held general aviation manufacturer, based in Vero Beach, Florida.

EMPLOYMENT OPPORTUNITY FINANCIAL AND DIRECTOR'S SECRETARY

Aviation Career Center to be located in OKC at Will Rogers World Airport. 5 days a week. Salary Open, Excellent Benefits. Aviation Background Preferred

CONTACT:
Personnel Office, Okloma City Votec 22
405-424-0002
1600 Springlake Drive, OKD, OK 73111

Chevron Employment Opportunity

HELICOPTER PILOT

JOB SUMMARY: A helicopter pilot capable of planning and performing routine flight duties.

SPECIFIC DUTIES INCLUDE: Conducts prescribed preflight inspection of aircraft; prepares flight plans and schedules for each trip. Determines that the aircraft is functioning properly, that weather, loading and fuel are within prescribed safe operating limits. Pilots the helicopter, conducting necessary navigation, radio contacts, and weather checks. May be required to spend up to seven days on offshore oil and gas production platforms in performance of duties, including performing daily air worthiness checks, engine wash procedures and other pilot maintenance requirements. Completes required forms, logs and flight manuals covering flight operations.

REQUIREMENTS: 1500 pilot-in-command flying hours (at least 500 of these have to be helicopter flying hours). Must have FAA commercial license with rotorcraft-helicopter and instrument rating. FAA first class medical also required. Previous related experience flying Bell 206-type aircraft in an offshore environment desirable.

FIXED WING (SINGLE ENGINE) PILOT

JOB SUMMARY: A single engine pilot capable of planning and performing routine flight duties.

SPECIFIC DUTIES INCLUDE: Conducts prescribed preflight inspection of aircraft prior to commencing flight operations; prepares flight plans and schedules for each trip. Determines safe operating limits. Pilots the Cessna, conducting necessary navigation, radio contacts and weather checks. When required, flies as co-pilot on Goose (G-21), assisting pilot as needed. Completes required forms, logs and flight manuals covering flight operations. Sees that the aircraft is properly secured at conclusion of flight operations.

REQUIREMENTS: 1500 fixed wing pilot-in-command flying hours of which 500 hours must be seaplane time. Must have FAA commercial pilot license with airplane-single engine sea ratings and FAA first class medical. Related experience flying Cessna 185 Amphibians desirable. Contact Earl J. Fields, Chevron USA Inc., Eastern Region, 504-241-2120.

Department of the Army Employment Opportunity

Ft. Rucker, Alabama will be hiring approx. 60 flight instructors within the next few months. If interested, contact Merle Wise, Fed. Women's Program Manager, 205-255-3720 or 3378.

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by James A. Donahue

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About the Book:

- * Over 100 discussions with individuals directly and indirectly involved with the last flight
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- * Two government documents establish the fact that she survived the flight... other authors have, "to a great extent overlooked those documents..."

About the Author:

- * 35 years in aerospace industry
- * Historic consultant to Northrop Corp.
- * Historic consultant to Smithsonian's National Air and Space Museum
- * Television historical consultant
- * Director of Pacific Enterprises-an aviation research organization

"...Mr. J.A. Donahue, President, Pacific Enterprises, Inglewood, California, is an aeronautical historian well known to members of the staff of the National Air and Space Museum. Mr. Donahue has assisted in the preparation of publications on aeronautical subjects. He is known as an extremely thorough, conscientious historian..." - Sept. 20, 1985

- E.T. Woolridge
Chairman, Aeronautical Department
National Air and Space Museum - Smithsonian Institute
Washington, DC

"When you write history, one of the hardest parts of it is to project yourself (into that period)."

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Mr. Donahue did say that, he's "found that Miss Earhart and her navigator were not held captive by the Japanese or any other hostile force, as some writers have theorized. They were, however, held against their will on an island administered by the British government after that last landing."

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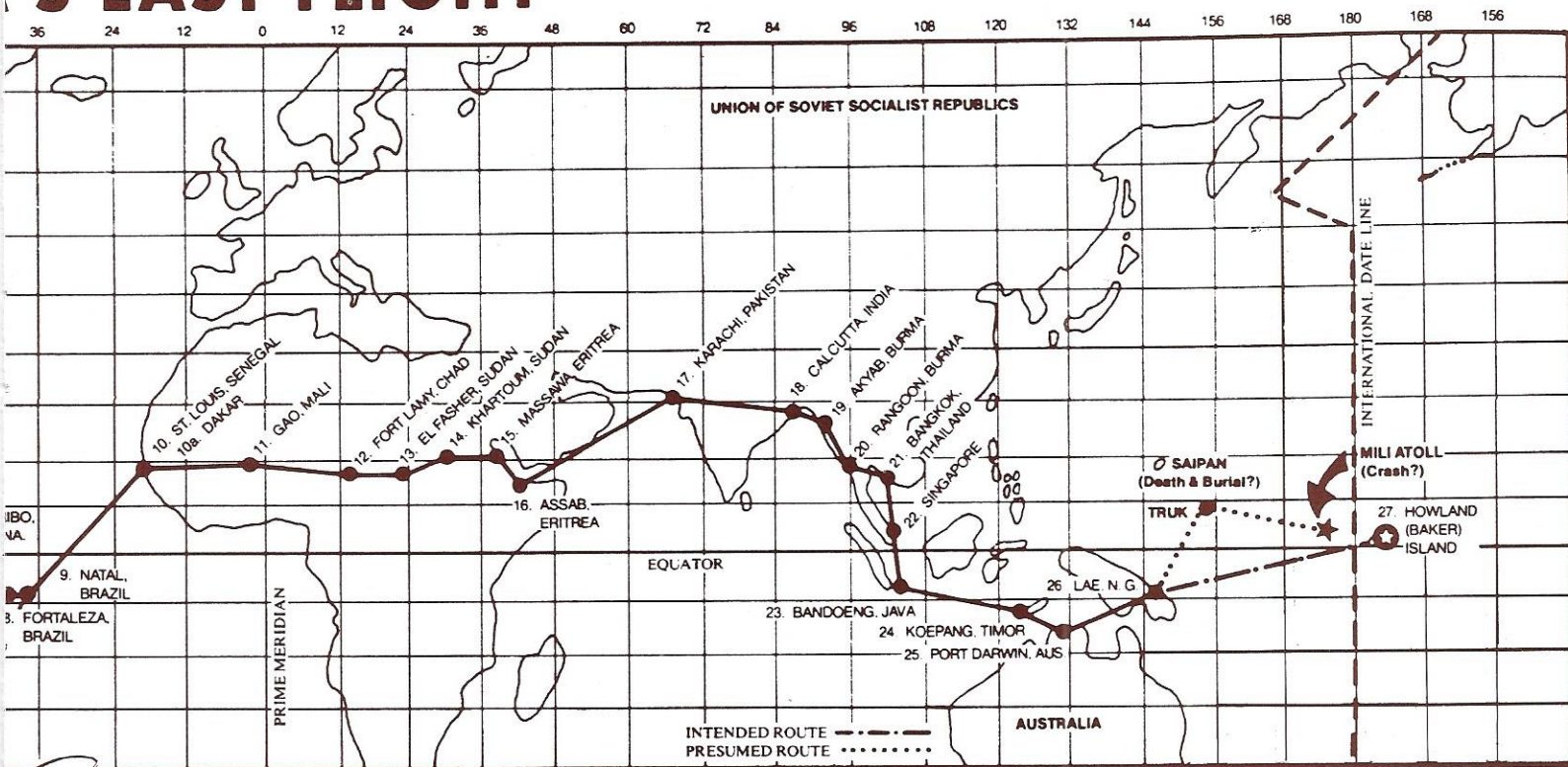
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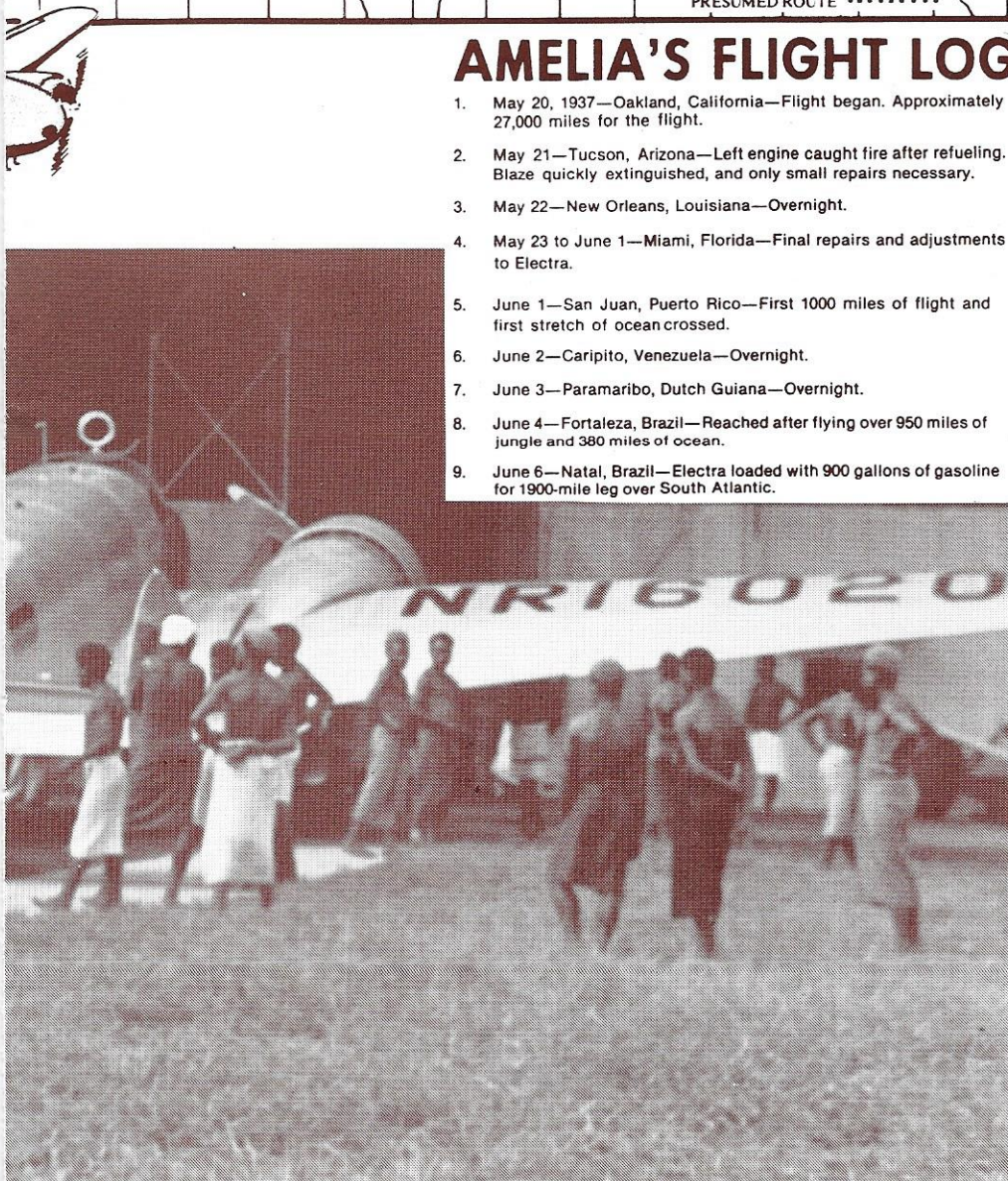
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'S LAST FLIGHT



AMELIA'S FLIGHT LOG

1. May 20, 1937—Oakland, California—Flight began. Approximately 27,000 miles for the flight.
2. May 21—Tucson, Arizona—Left engine caught fire after refueling. Blaze quickly extinguished, and only small repairs necessary.
3. May 22—New Orleans, Louisiana—Overnight.
4. May 23 to June 1—Miami, Florida—Final repairs and adjustments to Electra.
5. June 1—San Juan, Puerto Rico—First 1000 miles of flight and first stretch of ocean crossed.
6. June 2—Caripito, Venezuela—Overnight.
7. June 3—Paramaribo, Dutch Guiana—Overnight.
8. June 4—Fortaleza, Brazil—Reached after flying over 950 miles of jungle and 380 miles of ocean.
9. June 6—Natal, Brazil—Electra loaded with 900 gallons of gasoline for 1900-mile leg over South Atlantic.
10. June 7—St. Louis, Senegal, French West Africa—Overnight.
- 10a. June 8—Dakar, Senegal—Two-day layover to rest and study weather conditions and maps.
11. June 10—Gao, Mali—Overnight.
12. June 11—Fort Lamy, Chad, French Equatorial Africa—1000 miles from Gao. Overnight.
13. June 12—El Fasher, Anglo-Egyptian Sudan—Overnight.
14. June 13—Khartoum, Sudan.
15. Massawa, Eritrea.
16. Assab, Eritrea (Ethiopia)—Two-day layover.
17. June 15—Karachi, India (Pakistan)—Two-day stop after Electra spanned two seas—the Red and Arabian—on 1950-mile flight from Assab. Mechanics from Imperial Airways and Royal Air Force instrument specialists put the plane back into top condition.
18. June 17—Calcutta, India—Overnight. After 1400-mile flight from Karachi.
19. June 18—Akyab, Burma—Overnight.
20. June 20—Rangoon.
21. Bangkok.
22. Singapore—Overnight. Reached after battling torrential rainstorms.
23. June 21 to June 27—Bandoeng, Java, Dutch East Indies—An American engine specialist, F. O. Furman, and a crew of mechanics worked three days on Electra's engines. (On June 24, Amelia and Fred flew to Surabaya, but returned to Bandoeng because of engine and navigation-instrument difficulties. The repairs took two more days. There was no indication of the exact nature of the work of Furman or of why he happened to be stationed at Bandoeng.)
24. June 27—Koepong, Island of Timor (Indonesia)—Overnight. After five-hour flight from Bandoeng.
25. June 28—Port Darwin, Australia—Two-day layover. (Parachutes were shipped back to States because they would be of no use on long over-the-water flights. No other reasons were given for the two-day stop at Darwin.)
26. June 30 and July 1—Lae, New Guinea—About 7000 miles remaining.
27. The next hop to Howland Island would be the most difficult: 2556 miles over open water.



Amelia Earhart's Legacies Fly High



ATCHISON, Kan.—This small Midwestern town is a mecca for women pilots from throughout the world because this is where Amelia Earhart was born.

When women fliers make pilgrimages here in their light airplanes they land at Amelia Earhart Airport, the only airport in the United States named after the famed aviator.

Nearby in a forest and in a downtown mall are two identical life-size bronze statues of the pilot depicted in her familiar short leather flight jacket, scarf and slacks, her hair tousled by the wind.

Amelia Earhart Stadium is the local high school and college football facility. The town's baseball diamond is called Amelia Earhart Field.

The largest collection of Amelia Earhart's possessions, memorabilia and artifacts are housed in the Atchison County Museum.

"Way things are going around here, one of these days they might change the name of this place from Atchison to Amelia Earhart, Kansas," observed Joe Carrigan, 69, a former mayor who remembers a visit by the pilot when he was in high school. "Every kid in town got to shake her hand," he said.

The two-story white clapboard Victorian home where Amelia Earhart was born on July 24, 1897, and spent her first 12 years sits on a bluff overlooking the Missouri River. The house, considered a shrine by women pilots, is owned by the Ninety-Nines.

Each July the Ninety-Nines stages its annual three-day fly-in here. Women pilots fly in from nearly every state, from as far away as Australia, Japan, Brazil, Italy, France and Great Britain. They come to the small Kansas town to mark Amelia Earhart's birth date.

Memories of Famous Flier Live On

□

In America's bicentennial year, 1976, the Ninety-Nines, the city of Atchison and the forestry depart-

ment of Kansas State University, Manhattan, gave to America the International Forest of Friendship.

It was Fay Gillis Wells' idea to establish the forest to further honor the memory of Amelia Earhart and pay tribute to men and women of the world who have made outstanding contributions to aviation.

Wells, chairperson of the Ninety-Nines Bicentennial Committee, and Atchison's former mayor and civic leader Joe Carrigan, bicentennial chairman for the town, headed up the friendship forest project from its inception and have continued as its co-chairman ever since.

Within the park overlooking Lake Warnock are trees from the 50 states, Washington, D.C., U.S. territories and 33 foreign nations where Ninety-Nines chapters exist. At the foot of each tree is a granite marker listing its species and the state or county it represents.

There is a tulip tree from the White House, a cherry tree from Japan, a redwood from California. The English oak tree was a gift from British Ambassador Peter Ramsbotham, who flew out from the nation's capital to Atchison to plant it.

A Sycamore tree is growing from a seed flown to the moon and back on a space shuttle flight. In a circle surrounding the moon tree are granite markers honoring the memory of the astronauts who have died in space-age accidents.

More than 400 living and dead aviation notables are honored with granite markers embedded in a milelong walkway that winds through the forest.

The majority of those honored are women pilots, women like Amelia Earhart, Jacqueline Cochran, Alice Hammond, Neta Snook Southern, Shirley Chapfield, Louise Thaden, Lucille Wright, Tiny Broadwick, many of the original Ninety-Nines and Sally Ride, the first woman astronaut.

□

To this day Amelia Earhart is remembered as the premier woman pilot in the world as far as her influence in aviation.

She was the first woman to solo across the Atlantic on May 20-21, 1932, the first woman to solo across the Pacific from Honolulu to Oakland Jan. 11, 1935, the first woman to fly solo round trip from the United States to Mexico City, the first woman to make a transcontinental non-stop flight, the first woman to receive the Distinguished Flying Cross, and much more.

Her last flight began from Miami with her navigator Noonan as they attempted to fly around the world. They were last heard from searching for tiny Holland Island in the mid-Pacific when Earhart radioed: "Position uncertain."

Earhart was a multifaceted woman. She was a fashion designer for leading women's magazines, Vogue, Harper's Bazaar, Vanity Fair, Woman's Home Companion. She was aviation editor for Cosmopolitan magazine.

She authored three books. She took a course in photography at the University of Southern California and was a professional photographer. She was a poet, a painter.

Popular Songs

She was a vocal pacifist and had a favorite saying: "Let there be peace on Earth and let it begin with me." She was a nurse in World War I, a social worker at Denison House in Boston, a premed student at Columbia. Her husband, George Palmer Putnam, a publisher, died in 1950. They were childless.

Over the years numerous books, poems and songs have been written about Amelia Earhart. "Lady Lindy" and "Amelia, Queen of the Air" were popular songs in the 1930s. A fox trot called the Earhart hop was named after her. She loved to dance.

Schools carry her name. Postage stamps in the United States and foreign nations have featured her. A street in Los Angeles and streets in other cities and towns are named after her. So is a mountain in Yosemite National Park.

Speculation over her death has persisted and given rise to all sorts of stories, such as: Earhart and Noonan did not perish at sea. They were captured by the Japanese,

held prisoners and later executed. Amelia Earhart is alive and well and living today in America under another name.

"We've heard all the stories all these years and consider them ridiculous," insists Muriel Morrissey, 86, Earhart's sister who lives in Medford, Mass. "Amelia went down in the ocean near Howland Island."

Morrissey, who received her master's degree from Harvard, taught high school English in Massachusetts until her retirement. Never a pilot herself, she often flew with her sister. They were the only children of Ed Earhart, a railroad lawyer, and Amy Otis Earhart. Their grandfather, Alfred G. Otis, was an Atchison judge.

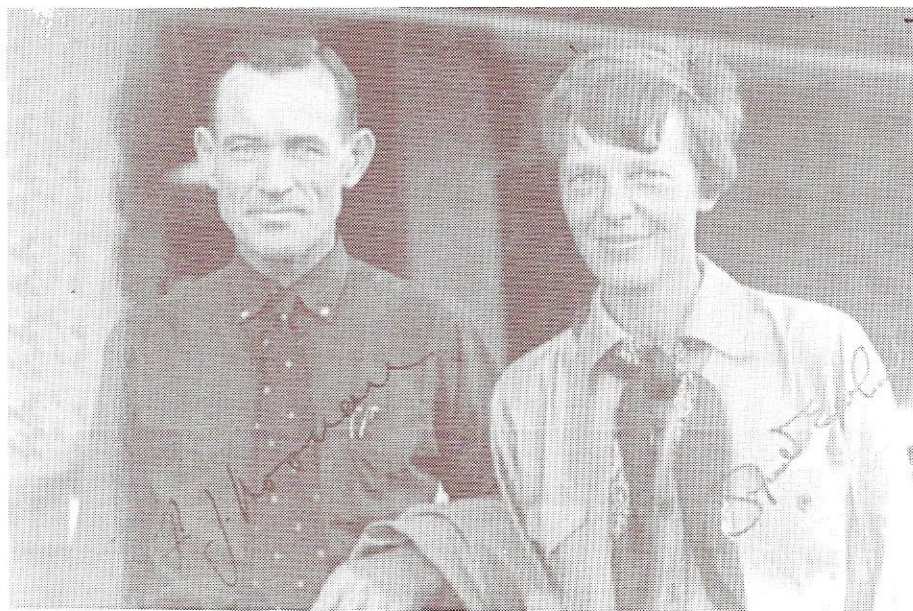
Morrissey wrote a biography of her sister, "Courage Is the Price," published in 1963. A frequent lecturer about her sister before women's clubs, she is guest of honor each year at the Ninety-Nines Fly-In to Atchison.

□

From 1928 until her death, Amelia Earhart took great pride in her membership in Zonta Inc., the service club for executive women founded in 1919. Headquartered in Chicago, Zonta has 35,000 members in 48 countries and each year since 1938 has granted graduate study Amelia Earhart fellowships in aviation (now aerospace) science and engineering.

It was the Zonta Club and the Jaycees of North Hollywood, Calif., who placed the Ernest Shelton statue of Amelia Earhart outside the entrance to the North Hollywood Library.

"Amelia Earhart is the legend of aviation. Her name still rings bells. The magic is still there."



AMELIA EARHART



In the Spring of 1927, events which would catapult Amelia from obscurity to international fame and a flying career were already in motion. Mrs. Guest, the owner of a Fokker trimotor plane, was looking for a woman pilot to fly her plane from America to Great Britain and to act as a goodwill ambassador. She enlisted the aid of G.P. Putnam, a well-known publisher, to find such a woman. After several inquiries, and a little detective work, Amelia's name was proposed. When approached, she accepted the challenge with enthusiasm. Bill Stultz was chosen as pilot and Slim Gordon as flight mechanic.

The plane was named "Friendship," and in early June 1928, the great adventure began. The Boston newspaper headlines screamed, "Boston Social Worker to Fly Atlantic," and "Girl Pilot Dares the Atlantic."

The fliers reached Trepassey, Newfoundland, on June 5. A dense fog rolled in and bad weather grounded them. Finally, on June 17, 1928, they were airborne once again. Twenty hours and forty minutes later they landed at Burry Port, Wales. Amelia was an instant celebrity. Great crowds and ticker-tape parades greeted the fliers on their return to New York and Boston.

Although Amelia enjoyed meeting people and "talking aviation," her 1928-29 lecture schedule was an exhausting one. She was delighted when Cosmopolitan magazine asked her to become an associate editor and to write at least eight articles a year for the magazine. Her articles were very popular and became an instant success.

In 1929, she bought a Lockheed airplane and entered the Women's Air Derby to be flown from Santa Monica, California, to Cleveland, Ohio. This was the first competition recognizing women pilots. This race was promptly dubbed "Powder Puff Derby."

A few months later, 26 women pilots met at Curtiss Field in New York. At this time, there were only 118 licensed women pilots in the United States. They formed a club, and Amelia suggested that the group be named for the number of charter members. When the final count of requests for membership was made, they had found their name — the "Ninety-Nines." Amelia was elected the first president and served from 1929 to 1933.

Amelia kept busy with lecture engagements, writing aviation articles, and writing her book. She also accepted an advertising contract from the Beechnut Packing Company to make a transcontinental autogiro flight. Before this flight began, she set an autogiro altitude record, and upon reaching Los Angeles, she set another record as the first woman in the United States to cross the country in this type aircraft.

Following the successful publication of her book, Amelia depended upon G.P. Putnam for advice in many areas. On February 7, 1931, Amelia and G.P. were quietly married at this mother's home in Noank, Connecticut.

Early in 1932, Amelia made her decision to fly the Atlantic alone. Her Lockheed Vega was overhauled and several new instruments added — there were to be no pontoons for this flight. On May 19, Amelia, Eddie Gorski (her mechanic), and Bernt Balchen, a skilled Norwegian pilot, took off from New Jersey for Harbour Grace, Newfoundland. Balchen and Gorski would handle this leg of the flight so that Amelia could begin her long journey

across the Atlantic refreshed. Soon after 7 p.m. on the evening of May 20, 1932, Amelia was airborne, this time alone. She flew through an intense storm, heavy clouds, and high winds with icing wings and a broken weld in the manifold ring. All her skill was needed to keep the plane on its course. She landed at a farm on the outskirts of Londonderry, Ireland, approximately fifteen hours after taking off from Harbour Grace. She had crossed the Atlantic — alone!

She was warmly received in London and had an audience with the Prince of Wales. Her natural reserve and quiet, good humor won the hearts of the British. She became the second non-British pilot to receive Honorary Membership in the British Guild of Airpilots and Navigators. Amelia left London for France where she was received by the French Senate and awarded the Cross of the Legion of Honor. She also received honors and awards in Italy and Belgium.

Upon her return to the United States, Amelia was honored as no other woman had ever been. The National Geographic Society voted to award her a gold medal for her contributions to aviation and science, and the President of the United States was asked to present the medal. The next day before a joint meeting of the House of Representatives and the Senate, Amelia became the first woman to be awarded the Distinguished Flying Cross.

In November 1934, Amelia went to California to have her Lockheed Vega overhauled at the factory there. During 1934 while she was making preparations for a flight from Hawaii to Oakland, a \$10,000 purse was offered by a group of Hawaiian businessmen to the first person to make this flight. With her plane safely tied down on the deck, on Christmas Day in 1934, Amelia and G.P. boarded the S.S. Lurline and sailed for Hawaii. On a rainy January 11, 1935, Amelia took off from Wheeler Field, Hawaii, and just before noon on January 12, she climbed out of the cockpit at Oakland, California. Thousands were on hand to greet her — another record had been set.

Less than three months later, Amelia flew two "Goodwill" tours — one from Los Angeles to Mexico City and the other from Mexico City to New Jersey. She became the first person to make a solo flight to Mexico and the first to fly nonstop from Mexico City to Newark, New Jersey.

By now, Amelia was participating in many panel and discussion groups. She was the champion of the young "lost generation," with their pacifist demonstrations, their strange new music called "jazz," and their preference for flying rather than traveling by more conventional transportation. After listening to Amelia's portion of a program, the President of





would settle down to enjoy her home, family, friends, books, and leisurely travel. On March 17, 1937, Amelia and her crew took off from Oakland for Hawaii. The plane did not pick up speed as quickly as it should have and it lurched awkwardly to the left and the nose pulled to the right. Amelia pulled back on the throttle but over-corrected; the Electra swung in a wide circle, ground looped, collapsed the landing gear, and badly damaged one wing. As fuel poured from the ruptured tanks, Amelia cut the switches avoiding fire and certain tragedy for the fliers. They were shaken but unhurt, and the plane was taken to Lockheed for repairs.

Because of seasonal weather conditions over the Caribbean and African legs of the flight, Amelia reversed her flight plan. She would fly around the world east to west — the long way around. On May 20, 1937, Amelia and Fred Noonan climbed aboard the Electra at Oakland, California. They were off to girdle the globe.

Purdue University invited Amelia to join Purdue's faculty. She became a visiting counselor. The trustees of the University established a fund for aeronautical research, and within a year the goal of \$50,000 had been reached. A Lockheed plane of the newest design was presented to Amelia. The shining "Electra" symbolized modern airpower and efficiency. In her brief acceptance speech she said, "My ambition is to have this wonderful gift produce practical results for the future of commercial flying and for the women who may want to fly tomorrow's planes."



She kept careful records of the plane's performance and of the reactions of Noonan and herself to climate, altitude, fatigue, and diet. They flew from South America to Africa in leisurely stages. By mid-June they had reached Sudan and headed for India. At Akyab, Burma, Amelia shopped for gifts at a bazaar and mailed them home to her family. Amelia's last written message was from Lae, New Guinea, and revealed a wish "to stay here peacefully for a time and see something of this strange and appealing land." She concluded her dispatch by saying, "I shall be glad when we have the hazards of the navigation of this broad ocean behind us."

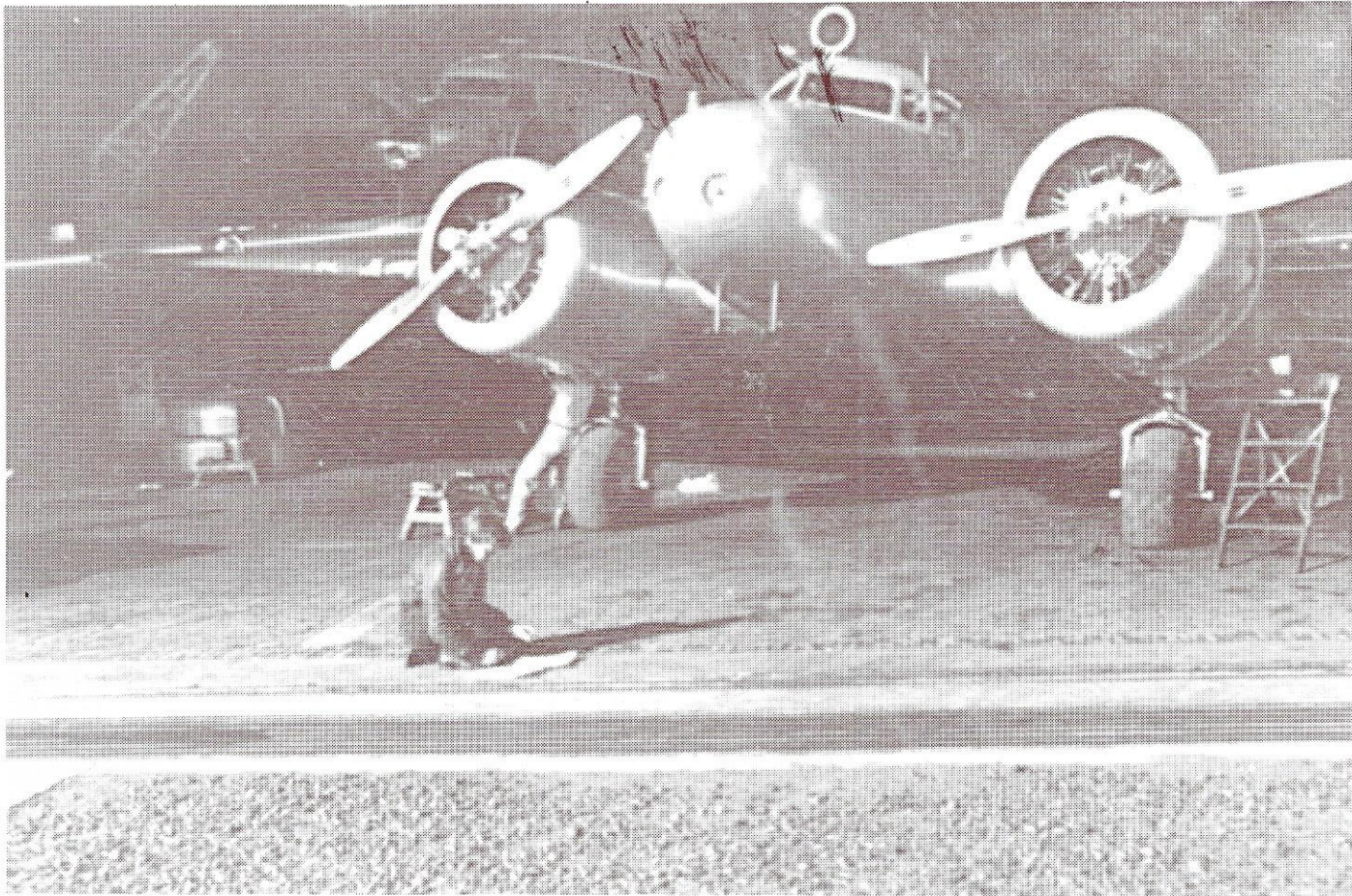
FLIGHT ROUND THE WORLD

In February 1937, Amelia announced that she would make a round-the-world flight — about 27,000 miles from Oakland to Oakland. This was to be her last flight after which she

Three days before takeoff from Lae, Amelia talked with G.P. by phone and assured him that the plane and the crew were in top condition. They refueled for the longest flight of the trip — 2,500 miles. The next landfall was tiny Howland Island. If they passed Howland, the fuel would run out before they reached the



INTERNATIONAL WOMEN PILOTS



next landing site which was 1,600 miles farther north.

On the morning of July 1, Amelia and Fred boarded the Electra and were soon airborne. During the night and the early dawn of July 2, Amelia's signal was heard by the Coast Guard Cutter Itasca. She reported a heavy overcast and asked for her position but apparently could not receive the transmissions sent by Coast Guard personnel. After three hours of silence, the Itasca sent out a message that she was presumed down in the ocean with a dead transmitter.

A Naval search was begun of approximately 220,000 square miles of ocean. Thousands of tiny atolls were checked out, and low flying planes scanned the endless sea. After fifteen days of exhaustive search, the Navy sadly admitted defeat.

One theory was that she and Fred Noonan flew far off their intended course, crash-landed near Saipan and were taken prisoners and perhaps killed by the Japanese soldiers stationed there. Others speculated that Amelia was on a "spying" mission for the United States overflying islands and charting Japanese fortifications when her plane went down. These are only conjectures, of course. The manner of Amelia's disappearance/death will probably never be known. What is known, however, is that Amelia Earhart flew to advance the interest of aviation, and this she accomplished.

Many theories have been advanced about Amelia's disappearance.

Amelia W. Earhart



COURAGE

Courage is the price which life exacts for granting peace.
The soul that knows it not, knows no release
From little things;

Knows not the livid loneliness of fear
Nor mountain heights, where bitter joy can hear
The sound of wings.

How can life grant us boon of living, compensate
For dull gray ugliness and pregnant hate
Unless we dare

The soul's dominion? Each time we make a choice we pay
With courage to behold resistless day
And count it fair.

Amelia Earhart

Atchison, Kansas

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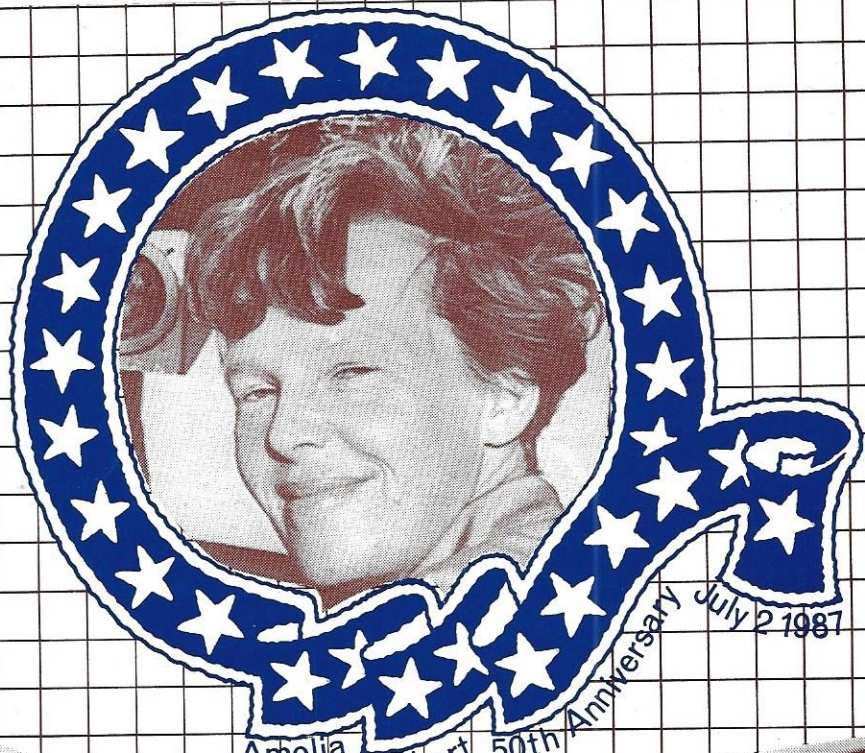
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