



THE INTERNATIONAL WOMEN PILOTS MAGAZINE

OFFICIAL PUBLICATION OF THE NINETY-NINES[®] INC.

'96 AE Scholarship Recipients



Phyllis Berry, CFI



Nohema Fernandez, ME



Susan Gene Thomas, CFI



Donna Jeanne Miller, MEI



Tracy S. Leonard, MEI



Coleen Anne Campbell, CFI



Janice M. Welsh, CAX



Danuta Pronczuk, MEI



Ann Marie Leining, TP



Karen Diane Helly, ME



Janet Patton, TP



Kelly Sue Hamilton, TP

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10-8-96



THE INTERNATIONAL WOMEN PILOTS MAGAZINE

OFFICIAL PUBLICATION OF THE NINETY-NINES[®] INC.

99 NEWS
The International Women Pilots Magazine
(ISSN 0273-608x)

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

International Headquarters
Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159, USA
405-685-7969 Fax: 405-685-7985
e-mail: 102126,135@compuserve.com
www: http://www.ninety-nines.org.

Loretta Gragg, Executive Director
Cindy Rusher, Classified Advertising Sales

Editorial Committee
Lois Erickson, Pat Ward and Carolyn Carpp
Lu Hollander, Editorial Consultant

Betty Rowley, Editor
Jim Simpson, Art Director
Tom Hutchinson, Coordinator
PATRIC ROWLEY PUBLISHING
807 N. Waco, Suite 22, Wichita, KS 67203
Fax: 316-263-7350

DISPLAY ADVERTISING SALES
John Shoemaker
Village Press, Traverse City, Mich.
1-800-773-7798, Ext. 3317



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September/October 1996

Volume 22, No. 5

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STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in *The International Women Pilots Magazine* are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines[®] Inc. **Deadline: 15th of month preceding date of publication: Dec. 15, Feb. 15, Apr. 15, June 15, Aug. 15 and Oct. 15.** Spelling of proper names is proofed against information submitted. All photographs submitted are returned to 99s Headquarters.

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

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

Dues Schedule:
U.S. - \$65 Canada - \$57
Overseas - \$54 (U.S. dollars)
Includes one-time initiation fee of \$10
Non-member subscription rates: U.S.: \$20
Canada and other countries: \$30 (U.S. dollars)

POSTMASTER: Send address changes to:
The International Women Pilots
Magazine/99 News, The Ninety-Nines[®]
Inc., Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159 USA

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1996

SEPTEMBER

28-10/5 — **World Precision Flying Championships**, Ft. Worth, Texas, Jody McCarrell, 501-642-2508

OCTOBER

2-6 — **WASP Conference**, Anaheim, Calif., Vi Cowden, 714-536-0706

5 — **1996 Valley Air Derby**, San Fernando Valley Chapter, Mary Rawlings, 818-888-5360 or 818-727-0202

9-13 — **Silver Wings National Convention**, Hanalei Hotel, San Diego, Calif., Marion Banks-Prophett, 619-272-7914 or 800-554-1437

10-13 — **Southeast Section Meeting**, St. Augustine, Fla., (oldest city in America), Paula Reckson 904-788-8254

11-13 — **Southwest Section Meeting**, Redding, Calif., Nancy Everett, 916-244-9535

18-20 — **AOPA '96 Convention**, San Jose, Calif., Oct. 19-AOPA Meet & Greet Breakfast, Hilton Hotel, Peggy Ewert 408-245-4687

19 — **Back to Basics Race**, Santa Monica, Calif., Los Angeles Chapter, 310-450-2788

25-26 — **San Luis Obispo 99s 2nd Annual SLO Derby**, San Luis Obispo County Airport (SBP), Calif., Esther Grupenhagen, 805-489-6667

26 — **Mid-Atlantic Fall Section Meeting**, Ramada Inn, Newport News, Va., Connie Zook, Hampton Roads Chapter, 804-487-2067

NOVEMBER

1-3 — **Tucson Treasure Hunt**, Tucson Chapter, Nancy Teel, 520-751-8765 or Fax 520-751-8766

2-3 — **Wings 'n Things Open House and Fly-in**, Sun 'n Fun Air Museum, Lakeland, Fla., 941-644-0741 or Fax 941-648-9264

30 — **Deadline for Intent to Seek Election**

1997

JULY

9-13 — **The Ninety-Nines International Convention**, Portland, Maine, Martha Dunbar, 508-478-3808

OCTOBER

3-5 — **North Central Section Meeting**, Rochester, Minn., Elaine Morrow, 612-955-2802

TO LIST A MEETING OR AVIATION ACTIVITY, CONTACT:

Carolyn Carpp
International Date Coordinator
11021 NE 123rd Lane #116
Kirkland, WA 98034 U.S.A.
Fax 206-823-9799
102755.1134@compuserve.com

Please indicate the name and location of the event and the phone and fax numbers of the Ninety-Nine contact. Dates are perpetual until they expire or until written notice is received of their cancellation.

NOTAM

Bylaws and SRs amendments

The deadline for submitting proposals to amend the Bylaws or Standing Rules to the Bylaws and Standing Rules Committee is Nov. 30 each year. Joan Kerwin, Chicago Area Chapter, NCS, is Chairman of the Bylaws and Standing Rules Committee.



Mainly Fun

Ninety-Nines International Convention
Portland, Maine
July 9-13, 1997

1997 Convention Portland, Maine

The Board of Directors has selected one of Portland's finest hotels, the Holiday Inn by the Bay, as the site of the 1997 convention. With spacious rooms, exciting bayside views and excellent cuisine, this promises to be one of the best conventions yet.

The New England Section members on the local host committee are determined to show us life on the New England coast at its finest with lobster dinners, historical tours, whale watching and side trips to some of the quaint villages along the coast. Watch for the registration form in a spring issue of *The 99 News*.

Working with the Board and leading the local host committee from the New England Section are Governor Martha Dunbar and Chairman of the Katahdin Wings Chapter, Mary Tait.

TWO DIRECTOR POSITIONS OPEN

The election of two Directors for the International Board will be held at the 1997 Annual Meeting in Portland, Maine, USA, July 12.

The Bylaws, Standing Rules, Election Procedures and the Intent to Seek Election form can be found in the 1995-96 Membership Directory, Pages 266-279. The Intent form in the Directory can be copied and enlarged.

All candidates for elected positions in The 99s are required to file an Intent to Seek Election with the Chairman of the Nominating Committee. The Intent form must be mailed with a legible postmark or courier stamp bearing the date and time the form is dispatched. **All Intent forms must be dispatched not later than Nov. 30, 1996. Send via airmail to:**

Barbara J. Collins
P.O. Box 185
Glen Osmond
South Australia 5064
Home: 011-61-88-379-8527
Fax: 011-61-88-373-0963

PRESIDENT'S PERSPECTIVE!



Lois Erickson, President

be remembered as the most prestigious general aviation event of the year. The Ninety-Nines will have gained worldwide recognition as proud participants in this major project, and many of you will have had the privilege of helping to make it so successful.

Next year—together with the citizens of Atchison, Kan.—we'll celebrate Amelia Earhart's 100th birthday. The Amelia Earhart Birthplace Museum Trustees are to be commended for their accomplishments in moving forward with the restoration of that historic house.

On behalf of the International Board of Directors, let me express our appreciation for all the efforts contributed by everyone toward all of these events.

As the Board of Directors and Council of Governors work together to move forward with our Long Range Plan, we will look to each and every one of you

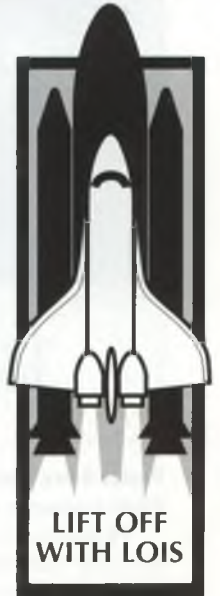
to continue to provide us with your input and support.

This is your organization, and along with all the rights you have come to expect as members comes the responsibility to participate—however you are able, as much as you are able. To paraphrase the quote from John F. Kennedy's inaugural speech so long ago: Ask not *what your organization can do for you. Ask yourself what you can do for your organization.*

Be a part of future solutions. Lend us your time and talents. Be proud that you are a member of the most prestigious organization of women pilots in the world. Rekindle the spirit of enthusiasm and light the fire one more time. Give the gift of friendship, camaraderie and love of flight that made you want to be a Ninety-Nine as a fledgling pilot.

Someone passed you the torch, now pass it on. Keep it burning brightly as you honor the past, live in the present, and look forward to tomorrow with confidence and the knowledge that wherever circumstances and opportunities in life may lead you, you have a Ninety-Nines' family waiting to welcome you home.

The future *is* now. The opportunity *is* yours.



Pat Ward
Vice President
1996-1998



Carolyn C. Carpp
Secretary
1996-1998



Outgoing President Joyce Wells presents some of the newly elected officers, trustees and committee members to those in attendance at the close of the 1996 Business Meeting: Barbara Evans and Barbara Collins, Nominating Committee; Carol Sutton and Lois Feigenbaum, AE Birthplace Museum Trustees; Joan Lynum, Nominating Committee; Lois Erickson, President; Pat Ward, Vice President; Carolyn Carpp, Secretary; Beverley Sharp, Treasurer; Joy Parker-Blackwood, Director; and Gene Rae O'Kelly, AE Memorial Scholarship Fund Trustee



Beverley Sharp
Treasurer
1996-1998



Connie Wilds
Director
1995-1997



Joy Parker-Blackwood
Director
1996-1998



Cathie Mayr
Director
1996-1998



Mary Margaret Wunder
Director
1996-1997



Joyce Wells
Past President
1996-1998



Present and past recipients of AE Scholarships were introduced at Amelia Earhart Scholarship Luncheon.

1996 AE Scholarship Recipients

BY CHARLENE FALKENBERG

**Phyllis Berry, Sacramento Chapter
Flight Instructor Instrument**

Phyllis is an experienced flight instructor with more than 2,500 total hours experience in multiengine, instrument, tailwheel and as a hot air balloon pilot. She received the "Pilot of the Year" award from the Santa Clara Chapter in 1989. Due to a medical problem, she had to stop flying for a few years and her instructor ratings lapsed. She stayed active in aviation by becoming an FAA Safety Counselor, coordinating Safety Seminars for the Sacramento Chapter. Currently she is working as a substitute teacher with a curriculum that teaches history, math, science and geography by teaching about aviation.

**Coleen Anne Campbell,
San Gabriel Valley Chapter
Flight Instructor**

Coleen was born and raised in Halifax, Nova Scotia, Canada. Possessing a passion for airplanes since childhood, she had her first airplane ride at 23 in an Air Canada L1011. Fifteen years later, when her husband bought into an Arrow partnership, she felt she should take a few lessons. Today, six years later, she is working on an instructor's certificate with an enthusiasm that some describe as an obsession. She has always wanted to teach and is grateful to The Ninety-Nines for helping her to achieve her goal. She enjoys helping her pilot friends stay current.

**Nohema Fernandez,
Tucson Chapter, Multiengine Rating**

Nohema was born in Cuba, emigrating to the United States in 1961 as a youngster. Thirty years later, she was bitten by the flying bug and began flight training. She soon obtained private and commercial ASEL certificates, instrument rating



Chairman Charlene Falkenberg, AEMS Trustee.

and, most recently, a CFI certificate. She currently instructs flight students at a Tucson flight school and serves the Tucson Chapter as Vice-Chairman. A concert pianist and university professor, Nohema frequently pilots her C-182 to concert appearances and introduces her students to the joys of flying. With her award, she will become a more versatile instructor.

**Diane Helly, Dallas Chapter
Multiengine Rating**

Upon graduating from the University of Houston and getting her first job in airline catering, it didn't take long for Diane to realize what she really wanted to do was fly planes. She started saving her money, went to a local airport and started flying. Within two years, Diane had her instrument, commercial, CFI and CFII. She is currently working for the City of Dallas Aviation Department full time and flight instructs part-time. Her goal is to become a corporate or airline pilot.

**Ann Marie Leininger
Oklahoma Chapter, B-737 Type Rating**

Ann earned her private pilot certificate in 1988 and today holds her ATP and CFII/MEI ratings. As chief pilot for the Uni-

versity of Oklahoma, she flies the faculty on business trips and manages the flight school. She is actively involved in the Oklahoma Chapter where she has served as Vice-Chairman; and as Flying Companion and Okie Derby chairman. She and her racing partner placed third in the 1995 Okie Derby and the Sunflower Derby. Ann was the 1989 Region VI NIFA Top Female Pilot and has served as OU's flight team coach since 1990.

**Tracy S. Leonard
San Luis Obispo County Chapter
Multiengine Instructor**

Tracy was born and raised in Las Vegas, Nev., and was the Vice-Chairman and newsletter editor for her Chapter in 1995. She has Basic and Advance Ground Instructor, ASMEL with Instrument Rating and CFII certificates. Tracy joined The Ninety-Nines while attending college and now has a BS in Aeronautical Science and a Minor in Safety. She plans to be an airline pilot.

**Donna Jeanne Miller,
Colorado Chapter, Multiengine Rating**

Donna learned to fly while working for the Air Force in South Korea. She continued to fly in Germany where one of her long cross-country flights took her across the English Channel to the Farnborough Airshow in London, then to Edinburgh, Scotland. Last year, she flew to the Arctic Circle in Alaska from her home in Colorado. Donna is currently working in the Flight Training Center at United Airlines.

Danuta Pronczuk, Eastern New England Chapter, Multiengine Instructor

As a young girl, Danuta would drive to Okecie, the Warsaw International Airport, with her mother. There they would pick up her father who frequently attended

international conferences. The airport scene and airplanes fascinated her. With her mother's family in the United States and her father's in Poland, her earliest flying experiences were very positive. In 1989, her piano teacher, who happened to be pursuing an aviation career, took her for her first flight in a Piper Arrow. It was that ride that opened her eyes to flying as a possible career.

Susan Gene Thomas, Greater Pittsburgh Chapter, Flight Instructor

Susan earned her private pilot license in 1992 and her instrument rating in 1995. At present, she is finishing her commercial SEL. Flying is her passion. She has been in public education for almost 30 years and feels that she can put her teaching expertise to good use as a flight instructor. Susan joined The Ninety-Nines in 1992 and is very active in her Chapter, especially in the area of aerospace education.

Janice M. Welsh, Illiana Cardinals Chapter Commercial Certificate

Janice has been a Ninety-Nine since 1990 when she earned her Private Certificate. She also has an Instrument Rating and Advanced Ground School Instructor Certificates. The Commercial Certificate will enable her to work toward her career goal as a CFI. Janice has been a Speech-Language Pathologist for the last 18 years. She hopes to retire early from her current profession in the next few years and to use the CFI as a second profession.



AE Scholarship Trustees, (seated) Merle Frame, Peggy Doyle, Genie Rae O'Kelly; (standing) Charlene Falkenberg, Jacque Boyd, Carol Rayburn and Jean Pearson pose with Joyce Wells (center).

Type Ratings donated by United Airlines

Kelly Sue Hamilton, Pikes Peak Chapter

Col. Kelly Hamilton has spent the past 23 years pioneering opportunities for women in aviation. She is a graduate of Sacramento State College with a BA in Foreign Languages, the University of Northern Colorado with an MA in Public Administration and three military staff colleges. She is a distinguished graduate of KC-135 Aircraft Commanders School, and has over 200 hours flying combat support missions during Desert Storm.

Rated as an avionics maintenance officer, flight instructor, command pilot and airline transport pilot with over 3,700 hours, she is retiring as the highest ranking woman pilot in the Air Force.

Janet Patton, Michigan Chapter

Janet soloed in 1986 and a year later earned her Private Pilot and joined The 99s. During the next two years, she completed her instrument, commercial, multiengine and flight instructor licenses. With an AE Scholarship in 1991, she earned her multiengine instructor certificate, and at the age of 21, Airline Transport Pilot, but she had to wait until turning 23 to officially hold that license. For the past two and a half years, she has been flying with Zantop International Airlines, an FAR 121 Cargo Airline. She started out as a flight engineer on the Lockheed Electra, maximum takeoff weight of 116,000 pounds, and then flew as copilot.



Ninety-Nines Homepage Update

THE NINETY-NINES' HOMEPAGE on the World Wide Web (WWW), since its debut at the end of February 1996, has generated a significant amount of publicity. There have been an average of 5,000 plus visits per month, with August visits numbering more than 7,000. Questions about joining The Ninety-Nines represent the most common subsequent inquiries.

The address on the WWW is <http://www.ninety-nines.org>. The homepage consists of approximately 47 pages and 38 images. The site is divided into six sections: Let Us Introduce Ourselves, Women Who Paved the Way, Women Making History Today, Advancing the Pilots of Tomorrow, Come Fly with Us, and Come Join Us. There are over 50 hyperlinks to other sites on the Web. The area also houses a year-long calendar of general aviation events, a Ninety-Nines scholarship listing and a section on learning to fly.

We hope to make continued progress on the structure and scope of the homepage. There will be an effort to expand the sections involving the history of the Ninety-Nines and generally, women in aviation. We hope to take advantage of the capability of the Internet to present audio downloading and thus present 99s' Oral Histories via the web site. A section on relevant book reviews seems like a fruitful possibility.

The Ninety-Nines homepage has developed an extensive compilation of aviation links, both to and from our site, which also provides good public relations. Additionally, we link to the South Central Section, Alabama, Greater Pittsburgh and Potomac Chapters and other aviation groups such as EAA and NAA.

In summary, the initial phase of the homepage has been successful. It has increased our visibility and image to the public, and provided a new avenue for women pilots to reach our organization.—*Pamela O'Brien*

CONVENTION OVERVIEW

HOMECOMING '96



WEDNESDAY

Pre-Convention Board Meeting 8 a.m. to 5 p.m.

An enormous amount of newspaper clippings, photographs and memorabilia were presented as admission tickets to Headquarters where members could see the displays and the beginning of construction for the completion of the Second Floor.

THURSDAY



Norma Vandergriff, Mae Smith and Joyce Malkmes at the Registration desk.

Early Friday evening, busses transported conventioners to "Homecoming '96" at 99s Headquarters where a bountiful array of hors d'oeuvres were served on patio tables outside. The weather was wonderful!



FRIDAY



Business meetings were held Friday and Saturday mornings.

Linda Finch tells her seminar audience about the planning and work involved in her endeavor to re-create in May 1997 Amelia Earhart's final flight.



In the afternoon, a Women in Aviation and Aerospace panel was conducted with Donna Shirley, Col. Cathy Clothier, Phyllis Howard and Mary Kelly.

SATURDAY

The business meeting resumed early Saturday. Nancy Jensen presented the Bylaws Report, Jody McCarrell reported on WPFC, and Joy Parker-Blackwood gave the Council of Governors Report.



Jody McCarrell

After several motions were presented, discussed and voted upon, the motion passed to raise the yearly dues \$10 straight across the board for everyone, effective Sept. 1, 1996.



Charter Members Achsa Donnels and Fay Wells with past presidents Lu Hollander, Susie Sewell, Marilyn Copeland and Lois Feigenbaum.

During the traditional parade of past recipients, Karen Bailey, a 1989 winner of an Instrument Rating, presented the Scholarship Fund with a check for \$3,000, a very touching presentation by an appreciative recipient. Regina Eugene from United Parcel Service presented a check for \$2,500; Nancy Stuke from United Airlines announced that United Airlines will once again donate two Type Ratings in 1997.

New business included the nominating committee report by Vickie Lynn Sherman and the installation of new officers, directors, nominating committee and trustees.

An invitation was extended by Chairman Martha Dunbar to attend the '97 Convention in Portland, Maine, July 9-13.



Carol Rayburn, Michele Cabot and Jean Pearson at cocktail party before Awards Banquet.



Youngest member present, Liz Gawlick, Kansas Chapter, visits with Charter Member Achsa Donnells.



Paul and Ginny Schweizer at closing banquet. Awards were presented by Joyce Wells to Pauline Glasson, Ginny Schweizer, Gene Nora Jessen, Claire Walters and Charter Members.



Loretta Gragg
Executive Director

A great big thank you to everyone who brought memorabilia of all kinds to the Open House at Headquarters, to all those hard-working, dedicated members of the Oklahoma Chapter who helped make the 1996 Homecoming Convention such a great success, and to all those who came.

—Headquarters Staff .
Carol Sokatch and 99s
Board of Directors.



Cindy Rusher
HQ Secretary



Fay Wells and Achsa Donnells present an offer by Charter Members to underwrite cost of changing the wording on the Headquarters Building to read "International Organization of Women Pilots."



Roses were presented to outgoing Board members Hollander and Orr.



Carol Sokatch
Local Convention
Coordinator

SUNDAY

Jaye Howes presented a check from the San Fernando Chapter for the Second Floor with a challenge: "Meet it or beat it."



99s and friends tour the new Cessna single engine factory in Independence, Kan.

Board of Directors Meetings

BY BEV SHARP, *International Treasurer*

Pre-convention, July 10

TWELVE SECTIONS were represented by their Governors or an alternate Section representative at the meeting. Several others also accepted the invitation to all members to attend the Pre-convention Board meeting at the convention hotel.

Executive Director Loretta Gragg reported that repair of the parking lot and improved landscaping had been completed at Headquarters.

A policy was adopted to allocate unrestricted bequests and contributions greater than \$5,000 as follows: 25 percent to historical preservation, 25 percent to the 21st Century Fund, with the remaining half to be distributed at the Board's discretion.

Sonja Wilford, West Canada Governor, and Martha Dunbar, New England Section Governor, agreed to develop clear procedures for dissolution of Chapters to present to the Board at their fall meeting.

Marilyn Copeland reported that the AEBM restoration project is going well, that the caretaker's quarters had been refurbished and that brick sales promoted by the local Zonta Club are proceeding nicely.

C.J. Strawn and Claire Walters, Palms Chapter, presented an update on the Second Floor construction and progress toward raising the funds needed to complete the work.

As part of our Long Range Planning process, the Board approved a marketing survey. Financial Task Leader Bev Sharp reported that Catherine McMahon, Bay Cities Chapter, has accepted the responsibility for pursuing grants, with initial emphasis on grants for completion and on going support for the Resource Center.

A policy statement governing contractual arrangements by Chapters and Sections for Internet services was adopted.

Post-convention, July 14

The new Board met to focus on getting the new administration off the ground. The first order of business was to fill the vacancy created by Director Carolyn Carpp's election to Secretary. Mary Wunder, Eastern Pennsylvania Chapter, was elected by the Board to complete the remaining one-year term as Director.

Committee Chairs and Co-chairs,



Lois Erickson receives President's pin from Joyce Wells.

Resource Coordinators and Advisors appointed by President Erickson were approved. Names of the appointees will appear in the new directory.

Past President Lois Feigenbaum presented a concept of her new position as Headquarters Coordinator.

The schedules for the Fall and Spring Board meetings in Oklahoma City were determined (Oct. 30 thru Nov. 3 and the first weekend in March), as well as which Board members will attend various other meetings and events. Arrangements have been made for the 99s to participate at the AOPA Expo Oct. 17-19, in San Jose, Calif. Southwest Section Governor Peggy Ewert will be responsible for managing volunteers to staff the exhibit.

The invitation from the West Canada Section, to hold the 2001 Convention in Banff Springs, Canada, was accepted. The meeting adjourned early so that some of the Board could join the contingency of other convention attendees in Independence, Kan., for a special tour of Cessna's new single engine plant.

Mission Statement

- Promote world fellowship through flight
- Provide networking and scholarship opportunities for women and aviation education in the community
- Preserve the unique history of women in aviation

Coordinators/advisors/committees

IN TOO MANY INSTANCES, International Committee Chairmen have sometimes found themselves to be the only member of their so-called "committee." To remedy this situation, the Board of Directors has revised its designation of members who volunteer to assist the Board and the membership with our various projects, programs and services.

Long Range Planning is chaired by Vice President Pat Ward and served by Director Joy Parker-Blackwood, Secretary Carolyn Carpp and Treasurer Beverley Sharp.

Long Range Planning is an on-going process which focuses on the Mission Statement and influences the decisions made at the Board level regarding operations, activities, programs, projects, goals and budget considerations.

Coordinators, Advisors and Committees under each part of the Mission statement include:

Mission Statement Part No. 1

Promote world fellowship through flight - publications, public relations, conventions, non-U.S. projects, the tradeshow at which we showcase our organization, NIFA rallies and flying events, the two major EAA fly-ins, (Oshkosh and Sun 'n Fun), and the 49er Program.

Mission Statement Part No. 2

Provide networking and scholarship opportunities for women and aviation education in the community - Amelia Earhart Memorial Scholarship Fund, a Trust owned and administered by The 99s; Membership Services such as Aerospace Education, Air Marking, Physically Impaired Pilots, Recruitment and Retention; 21st Century Fund, which is an investment fund; Organizational Support such as Awards, Conventions, Grants, Legislation, and a new support group called Professional Resources.

Mission Statement Part No. 3

Preserve the unique history of women in aviation - Resource Center Design and Development; Project Coordinators and Advisors on Accessions, Archives, Historian, Oral History, and Scrapbook; Amelia Earhart Birthplace Museum, a trust owned and administered by The 99s.

Special Awards

PAULINE GLASSON, Tip of Texas Chapter, was selected as the 1996 recipient of the Award of Merit. The award was established in 1990 by The Ninety-Nines, Inc. to recognize significant contributors to aviation education, science, history or to The 99s.

Pauline has been an enthusiastic supporter of aviation throughout her 60-plus years of flying. Since soloing in 1934, she has accrued more than 40,000 hours of flight time. She and her husband operated an aerial photography business for many years, alongside Pauline's flight school. Her ratings include Commercial Single and Multiengine Land, Single Engine Sea, Glider, Flight Instructor Airplane, Instrument and Multiengine, and all of the Ground Instructor ratings. Her students can be found today in every part of the aviation community.

An active 99 since 1952, Pauline is famous for her air marking projects. She has been in charge of over 650 air markings and marked 200 for the Bicentennial's Beautify America project alone. In 1960, she received an award from the FAA for her outstanding achievements in air marking.

Pauline has flown in 24 of the 29 Powder Puff Derbies and in all of the Air Race Classics. She is currently President of the Air Race Classic. She often invites a former student to be her race copilot, and she has had a greater variety of copilots than any other race pilot in the ARC.

Due to another commitment, Pauline was unable to attend the Convention. The award plaque was accepted for her by Genie Ray O'Kelley.



Pauline Glasson, Award of Merit

GINNY SCHWEIZER received the 1996 Katharine Wright Memorial award from The Ninety-Nines, Inc., together with the National Aeronautic Association. The award is presented annually to a woman who has made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time, or who has provided encouragement, support and inspiration to her husband, and thus was instrumental in his success.

A member of The 99s since 1962, Ginny started flying sailplanes in 1941. In 1946 and '47 she was the national Women's Soaring Champion, and later in 1947 became the first American woman to both soar cross-country and earn the FAI "Silver C" award. During that time she set SSA and FAI national Women's Records for both altitude and distance to a goal.

She was a founding partner of one of the first commercial glider schools in the U.S., the Gliding and Soaring Corporation in Sanford, Fla. There, she pioneered the combination of single-place and two-place glider training. In the late '50s, Ginny formed a partnership with Steve Bennis and Bill Terry at the Randall Airport in Middletown, N.Y., and operated a power and glider flight school which was ap-



Ginny Schweizer received Katharine Wright Award from NAA and The Ninety-Nines.

pointed one of the first Schweizer Glider dealerships in the U.S.

In 1967, Ginny married Paul Schweizer. She became his crew chief and assisted him in founding the National Soaring Museum in Elmira, N.Y. The museum is widely considered the most complete soaring museum in the world.

In the past decade, she helped Paul in his eight-year writing effort, *Wings Like Eagles*, the definitive history of soaring published by the Smithsonian Press. Both Schweizers continue to attend soaring contests, meetings and events all over the world.

GENE NORA JESSEN and **CLAIRE WALTERS** each received the 1996 President's Award for Outstanding Service. The Award recognizes outstanding lifetime contribution to The 99s.

GENE NORA JESSEN, Idaho Chapter, joined The 99s in 1958 and has worked in many Section and International positions, including International President in 1988. In 1979 she wrote the *History of The Ninety-Nines*. Gene Nora has been the mainstay behind the acquisition and display of The 99s premier collection of historical material about women pilots. In 1994, she was the grant writer for the Ninety-Nines Headquarters Building and Resource Center. Most recently, she has written a historical novel based on the 1929 Women's Air Derby.

CLAIRE WALTERS, Palms Chapter, first joined the Los Angeles Chapter in the mid-'40s and later helped found both the Long Beach and Palms Chapters. She served as Governor of the Southwest Section and was one of the first honorees in the International Forest of Friendship in Atchison, Kan. As the owner of a flight school and an FAA flight examiner, Claire has been in a unique position to make newly-licensed women pilots aware of the benefits of belonging to The 99s. Claire founded the Palms to Pines Air Race, combining her love of flying and dedication to flight training. Claire is currently co-chairman of a nationwide fundraising campaign for the Second Floor museum at 99 Headquarters.



Claire Walters and Gene Nora Jessen receives President's Award from Joyce Wells.

New awards

FOLLOWING A YEAR long study, The International Board of Directors is pleased to announce two awards to be presented at future International Conventions. The Award of Achievement for Ninety-Nine members and the Award of Merit for non Ninety-Nines.

The Council of Governors will select a committee of five to screen and select the Award of Merit and Award of Achievement candidate(s). Peggy Ewert, Southwest Section, will chair the committee along with Governors Gayl Henze and Monica Hackett.

Two non Ninety-Nines will also be selected to serve on this committee. The deadline for nominations is Jan. 1, 1997.

The criteria for each award is as follows:

Award of Achievement

(for Ninety-Nine members)

Individuals, Chapters or Sections who have made significant contributions to aviation, aviation education, science, aviation history or The Ninety-Nines, Inc.

1. The achievement(s) may have occurred in the present or prior years.
2. Candidate(s) may be selected for a single action or a series of events.
3. Candidate(s) may be living or dead and not limited to the USA.
4. Candidate(s) shall be members of The Ninety-Nines, Inc.
5. Selection of Candidate(s) and specific details of achievements being recognized will be at the discretion of the Selection Committee.
6. The *Award of Achievement* may or may not be an annual award.

Award of Merit (for Non Ninety-Nines)

Individuals or Organizations who have made significant contributions to aviation, aviation education, science, aviation history or The Ninety-Nines, Inc.

1. The achievement(s) may have occurred in the present or prior years.
2. Candidate(s) may be selected for a single action or a series of events.
3. Candidate(s) may be living or dead and not limited to the USA.
4. Candidate(s) may be either male or female.
5. Selection of Candidate(s) and specific details of achievements being recognized will be at the discretion of the Selection Committee.
6. The Award of Merit may or may not be an annual award.



Lois Erickson displays plaque of Award of Inspiration

Award of Inspiration

An Award of Inspiration was given by the Board of Directors for the first time this past July to the Charter Members of The Ninety-Nines, Inc.

The criteria for this award rests solely with the Board of Directors and may vary from time to time as needed and may be given to individuals, groups and/or organizations.

The Board of Directors will continue to study awards and is excited about creating an award for 49 1/2s in the near future. Several of our helpful "partners" have been contacted, but the Board invites your input as well.

Awards Study Committee

Carolyn Carpp, Chairman

Carolyn Clarke, Jill Hopfenmueller, Vicki Sherman, Pat Ward

Award nominations due Jan. 1, 1997

BY PEGGY EWERT

Chairman, Awards Committee

Do you have someone or some Chapter or organization you believe The 99s should honor for significant contribution to The 99s or to aviation?

Now is the time to begin working with your Chapter or Section to submit nominations for two prestigious awards to be made at the International Convention in July 1997 in Portland, Maine.

This year, your International Board of Directors has designated the Council of Governors to appoint the awards committee from among their own ranks, and I consider it a privilege to serve in this capacity.

In addition to the three Governors—Monica Hackett, Arabian Section, Gayl

Henze, Mid Atlantic Section, and myself, Southwest Section—there will be two non-99s serving on the selection committee.

There are Ninety-Nines who have opened doors for others to step through on their career paths while remaining backstage themselves. There are Ninety-Nines who have blazed trails as airline pilots, airport managers, mechanics, instructors, safety counselors, FBO owners, air traffic controllers, scientists, engineers and astronauts.

The *Award of Achievement* is our way of recognizing one of our own—an individual, a Chapter or a group who has made a significant contribution to aviation or to the Ninety-Nines International Organization of Women Pilots. The *Award of Merit* honors similar achievements by non-99s.

Nominations for either of these two awards must be made by a Section or Chapter, with signatures of two officers; i.e. Chairman and Secretary, attached to a one-page letter of nomination. Additional data and/or resumes may be attached to the letter of nomination but should be concise and not over three pages in length (four including the letter of nomination). An address and phone number where the nominee or their next of kin can be reached should also be included.

The deadline for submission to the Awards Committee is January 1.

Mail your nomination to Peggy Ewert, Awards Committee Chairman, 622 Cascade Drive, Sunnyvale, CA 94087.

Your committee looks forward to receiving many outstanding nominations.

Award of Inspiration - 1996

(Written by International Vice President Pat Ward
and delivered by International Secretary Carolyn Carpp.)

BEHIND THE GRANDSTAND of the 1929 Cleveland Air Races where women pilots had just participated in the Women's Air Derby, specially provided for them because they were not allowed to fly with the men in the main race, the concept of forming an organization of women pilots was first suggested by Phoebe Omlie. Amelia was there. So was Gladys O'Donnell and Ruth Nichols and Blanche Noyes and Louise Thaden—not famous yet, but by far some of the most intrepid.

And they were not the only women pilots in Cleveland that day. Before the little group behind the grandstand left Cleveland, they had spread the word that they were thinking about forming a women pilots club, and Louise Thaden emerged as the most likely to serve as its first president.

During that weekend and through subsequent communications, they more or less agreed that the membership would be strictly for licensed women pilots, and that the purpose of the club would be for "good fellowship, jobs, and a central office and files on women pilots."

The girls on the East Coast went home with the mission of getting a letter out to every woman pilot, 117 of them licensed in the United States, to see if they wanted to join the club. Eighty-six responded to a letter of invitation signed by Frances Harrell, Neva Paris, Margery Brown and Fay Gillis.

Not prone to waste time, 26 of the 86 women pilots who responded to the letter attended a meeting in a Curtiss-Wright hangar at Curtiss Field, Valley Stream, New York, on Nov. 2, 1929.

Undaunted by the noise of the new aircraft engines being "run in," one of the first items of business was to choose a name. Try: Gadfly, Climbing Vines, Noisy Birdwomen, Homing Pigeons. Surely, the gales of laughter drowned out the airport noise! Surely they laughed at themselves.

Other women pilot clubs sprang up all over the country. Only The 99s have survived the test of time and tears, trials and tribulations from within their own group and from outside resistance. The men patronized them, their earth-bound sisters ridiculed them, and still they persevered.

Like 99s today, from varying backgrounds, philosophies, interests and skill levels, the mutual love of flying and the potential for women pilots in the exciting new world of aviation kept their focus forward and transcended whatever differences they labored with among themselves.

Daily, across the world, women pilots made the news with hundreds of articles and newsreels about their ever expanding exploits and adventures in the air. A novelty in an age when a serious career or profession for a woman was the exception to the rule, the women pilots of The 99s gathered their forces and showed the world that women could fly, fly well, fly better, enjoy it "for the fun of it," and serve the world with their airplanes. They flew higher, faster, for longer periods of time, more loop-the-loops, and greater distances than even they dreamed was possible. They tried it all and they did it all. They became a

"force to be reckoned with."

They learned from each other by sharing their experiences, and they supported each other's dreams and aspirations. They influenced the design of safer and more comfortable aircraft. They set standards of safety and precision, and endured exhaustive physical tests of their stamina. They developed skills beyond their own understanding.

They won trophies and accolades the world over, capturing titles and trophies from the very men who had disdained their skills. They designed flight clothing that highlighted their femininity and they became the fashion trend-setters of their day. They encouraged young girls and other women to dream big and reach for the freedom and excitement of the skies.

These early women pilots, our founding members, are the cornerstone of who and what women pilots are today. They inspired the spirit of adventure and challenge that introduced art into the science of aviation. They wrote poetry and prose, human interest stories and novels, and finally became sought-after for their intimate knowledge of flight and for their passion for the experience of flying.

When they couldn't find opportunities, they created them. They set an example that was hard to follow with their courage, their sense of adventure, their sensitivity and determination.

Without question, those of us who have followed in the footsteps of our founding sisters have achieved many of the purposes they set forth for their tiny group of adventurous women behind the grandstand that long ago day in Cleveland.

Most little girls of the world know that aviation is a viable career choice for them. It is no longer a surprise or a matter of concern that there are women in the left seat of virtually every aircraft in the world and beyond that to outer space. Women are involved in every facet of aviation, from the military to the board room, from aeronautical design to aerospace, from the grassroots airfield to the largest airports in the world, from management to ownership, from the private sector to governments around the world, from the tinniest homebuilt to the supersonic.

There is "good fellowship." There are "jobs." And there is "a central office and records on women in aviation." The women pilots who have subscribed to those purposes, set forth by these women 67 years ago, number in the thousands and reach around the world.

They set our standards of excellence by their example. They paved the way for our achievements. They motivate us to succeed. They have created a lasting tribute to women in aviation by their high principles and determination. They are the inspiration that drives our passion to promote women in aviation, to provide support and opportunities for ourselves and for those who follow us, and to preserve and protect the rich legacy of their courage and foresight. *They are our Charter members—The Ninety-Nines.*



Achsa Donnels accepts award for all Charter Members.

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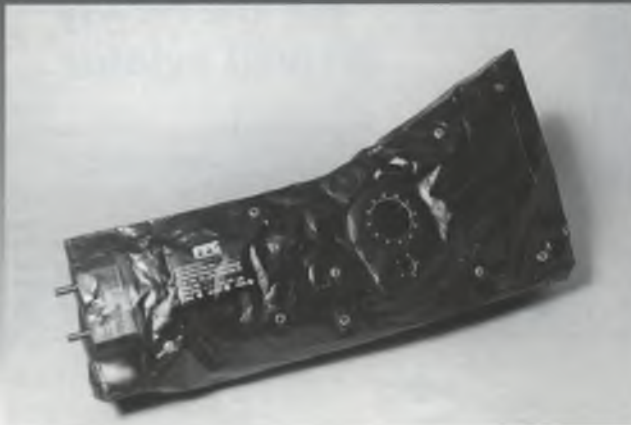
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Alexis Koehler
Phyllis Kramer
Evelyn Kropp
Norma Kudiesy
Georgia Lambert
V. Rudene Langner
Susan Larson
Nina Laughbaum
Janice Laxson
Bev LaBrie
Frances Leistikow
Violet Lehman
Andrea Lende
Marie Lepore
Anita Lewis
Leah Liersch
Eleanor Lienthal
Mildred Litsch
Doris Lockness
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Betty Loufek
Tiana Lumry
Char Lundstedt
Evelyn Lundstrom
Nell Magouyrk
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Joan Malden
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Margaret McConnell
June McCormack
Kathy McDonald
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Virginia Medlock
Barbara Miller
Bonnie Miller
Nancy Miller

Nead Miller
June Mills
Sune Mirabel
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Marilyn Moody
Kaye Moore
Carol Morris
Louise Morrison
Roberta Morrison
Elaine Morrow
Ngairie Moxley
Kathy Munson
Linda Neuman
Judith Newell
Mary Nestler
Elizabeth Nicholas
Beverly Niquette
Junko Nishihara
Joanne Nissen
Ruth Nitzen
Martha Norman
Dolores Nusbaum
Ruth O'Connor
Betty O'Dell
Martha O'Keefe
Genie O'Kelley
Mary Ogden
Pat Ohlsson
Claire Ojala
Pat Olson
Lee Orr
Rita Orr
Toni Otiker
Joy Parker-Blackwood
Eva Parks
Kim Pascare
Marla Patterson
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Paulie Perry
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Janice Raymond
Jennifer Reep
Doris Rich
Sondra Ridgeway
Lynn Ringer
Frederica Roach
Alice Roberts
Patricia Roberts
Donna Robertson

Dorothy Robinson
Jackie Rogers
Margaret Rogers
Bernice Rosenman
Frances Rotstein
Wadad Rotzinger
Jane Ruehle
Thomas Rulon
Charla Runkle
Corneil Russell
Mary Rutherford
Helen Sammon
Darlene Sanders
Hilda Savage
Ann Schorsch
Dick Senecal
Janice Serfass
Susie Sewell
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Virginia Showers
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Bertha Siegel
Barbara Sierchio
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Nancy Sliwa
Patty Smart
Dorothy Smith
Marcia Smith
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Gini Sutherland
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Linda Sutton
Phyllis Tate
Donna Taylor
Florence Taylor
James Taylor
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Mildred Tharp
Vincent Tharp
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Dorothy Thompson
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Connie Zook

THOSE WISHING TO ASSIST IN FURTHERING THE GOALS OF THE NINETY-NINES should send their tax deductible contributions to The Ninety-Nines, Inc., Box 965, 7100 Terminal Drive, Will Rogers Airport, Oklahoma City, OK 73159-0965.

AEBM Report

BY MARILYN COPELAND

EXTERIOR RESTORATION of the Amelia Earhart Birthplace is progressing nicely. Jake Weber, Weber Construc-



This photo of the old front walk shows how tree roots have pushed the sidewalk up and broken it. It will be replaced and relocated with two front walks which will be constructed of personalized bricks.

tion in Atchison, is on the job daily to see that his craftsmen are performing the specifications on the restoration as prepared by architect Dean Graves FAIA.

Courtney Swann, architect, Kansas State Historical Society, and Carl Magnuson, grants manager, recently visited the site and were well pleased with the restoration to date. The exterior restoration completion date is set for Nov. 1, 1996, weather permitting.

Now is the time for you to send in your order for bricks in the sidewalks of the Amelia Earhart Birthplace Museum for yourself or someone you wish to be remembered for a long time

The personalized bricks for the front walks and extended brick courtyard in front of the porch are available for a donation of \$100. Bricks for the walk along the side of the house will be \$50. The brick donations will be used 100 percent for restoration purposes. (Operating expenses are generated by tours and gift shop sales.)

Planning for the restoration of the interior has begun, and grants are being prepared. The brick donations will help us in receiving matching funds.

The construction company will begin laying the bricks *soon*, so be sure to send



your personalized brick order to: Carolyn Moher, 935 Price Blvd., Atchison, KS 66002 with check made out to Amelia Earhart Birthplace Museum. Bricks may have three lines, with approximately 13 letters per line.

Space will not allow publication of all the names in this issue of the many 99s who have contributed to the AEBM in the past three months, but again, we thank you, thank you! Ninety-Nines, you are the greatest!

Contributions for the interior and exterior restoration may be sent to: Marilyn Copeland, P.O. Box 20660, Wichita, KS 67208-6660, or to AEBM, Attn: Richard Senecal, P.O. Box 3349, Atchison, KS 66002.

S E C O N D F L O O R M U S E U M

"Second Floor" Report

BY C.J. STRAWN

Palms Chapter Chairman

PHASE I OF OUR TIMELINE is completed. Construction of the interior walls for the museum on the second floor of our Ninety-Nines Headquarters in Oklahoma City has begun. The target of \$60,000 for construction start was reached by Sept. 1 as planned, and I flew to Oklahoma City to let contracts for the walls and cabinets.

Chapters, individual members and the aviation community have contributed more than \$60,000 to date. The biggest

single contributor remains the San Fernando Valley Chapter, which gave a total of \$5,000 and issued a challenge to others to "Meet it or beat it!"

Several Chapters are working to do just that, including the Palms Chapter, which has to date contributed \$4,000, plus its member donations which total several thousand dollars.

The Palms Chapter is now in Phase II and is to raise \$30,000 by December. Phase III calls for \$40,000 (for a total of \$130,000) and completion of the work by June 1997. Please refer to the May/June 99 *News* issue for details.

Claire Walters, fundraising chairman,

spoke at the Fall Northwest and Canadian Sections Joint Meeting in Victoria, British Columbia, Canada.

In the Nov/Dec 99 *News*, we plan to have an item list which could be used by those 99s seeking in-kind donations from companies.

Please send donations to: Claire Walters 13026 Psomas Way Los Angeles, CA 90066 (310-397-2731) Make checks payable to The Ninety-Nines and, on the memo line, note that it is for "The Second Floor."



Claire Walters and C.J. Strawn

Many thanks to these recent contributors to the "Second Floor"

Chapters

Greater Detroit Area
Albuquerque
Cameron Park
Los Angeles
Virginia

Business

Jeppesen Company

Individuals

Lu Hollander
Dr. Jacqueline Boyd
Helen Dick
Doris E. Lockness
Marian Proppett
Thon Griffith
Shirley Tanner
Betty H. Gillies
Nancy Bird-Walton
Susan Larson

Peggy Ewert
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Julia C. Hall
Marilyn Moody
Monie Pease
Susan Theurkauf
Donna M. Vasco
Doris I. Wolfstone
Jane MaMar
Robert Lynch
Vera Ives
Mildred House Ferree

A Canadian approach to precision flying

BY DOROTHY BERTHELET
East Canada Section

THINK BACK ABOUT your last cross-country trip. How precise was your flight planning? Did you use a software package to produce a flight plan? Were you happy if your actual time came within half an hour of the plan? Or five minutes? What about your landing? Did you simply aim at landing in the first third of the runway using normal landing configuration?

At the World Precision Flying Championships in Fort Worth, Texas, being held from Sept. 18 to Oct. 5, pilots from about 20 countries will be competing with slightly tighter tolerances. All calculations must be done manually, e.g., ruler and E6B. All navigational aids, e.g. VORs, NDBs, GPSs in the airplane, are sealed and covered over. A pilot has up to 60 minutes to complete a flight plan and prepare a chart for a flight from 70 to 110 nm. with several legs, then to do the walkaround, taxi out, take off, fly the route, overflying up to 25 obstacles or targets (photos provided by judges) or timed points, then land at the destination.

Penalties are handed out by the judges based upon performance. Pilots are given a "two-second window" to be precisely



1996 Canadian Precision Flight Team Back row: Dee Brasseur, Susan Begg, Sue Kime, Shelley Breedon, Dorothy Berthelet. Front: Heather Burkholder and Kathy Fox.

over the target/timing points, otherwise, you are penalized for the time or distance variations. For landings, width and lengths from the "0" point (a two-meter-deep band across the runway) are measured and penalties assigned based upon the number of meters you miss. Penalties are doubled if you land before the "0" point.

If your aircraft lands but bounces more than a wheel's height, you are measured from the final landing point. Four types of landings are required: normal landings with flaps, forced approach with flaps, forced approach without flaps and an approach over an obstacle (two meters high, 50 meters before the "0" point).

The Canadian team had their first training camp in Ottawa, Ontario, on June 28-29. C-172 "COH" was used in the training camp which took place at Rockcliffe, since that airport was more suitable for being able to judge the landing competitions, etc. Results far exceeded the expectations as the team pilots studied the FAI

rules for the event, tried out the various competition components and developed procedures to best meet the competition standards.

The normal navigational training we receive as pilots is simply not enough to meet the standards of this competition. Together, the team has more than 20,000 flying hours, so working as a team, they were able to come up with precise rules for tracking time, etc. For most, it was their first time to fly together.

While the actual competition is solo flight, two pilots went up for each flight, thus permitting them to experience and share their observations and ideas for better ways to do things. The "team" definitely started solidifying into something more than a concept!

The four team pilots—Shelley Breedon, Heather Burkholder, Kathy Fox and Susan Kime—have at least instructor ratings, and all live in Eastern Canada. ✿

Professional Resources Program

With Coordinator Dr. Jacque Boyd, Golden Triangle Chapter, additional advisors under Professional Resources are being recruited from our membership in specific areas of aviation careers and professions to provide networking among other members in those professions, and to serve as mentors for members who aspire to those positions.

Advisors being sought among our membership to serve on the Professional Resources Program are CFI, Corporate Pilot, Airport Management, Flight School owners or managers, Military Pilot, Dispatchers, Aerobatic Pilots, Aviation Meteorology, University-level Aviation Department, Aircraft Design, Astronaut Programs, Aviation writer, licensed A&P and avionics technicians, Air Traffic Control, Accessions, Archives, Oral Histories, Scrapbook, Awards—and any other field or area of aviation expertise and professional career-track in which members are engaged or interested.

Networking Directory Additions

BY JACQUE BOYD

The Networking Directory was first published in the center of the Jan./Feb. 1996 issue of this magazine. The following additions have been received since that time.

Air Transportation Industry

NORTH CENTRAL

Kaeder-Carpenter, Deborah -
Airline Pilot

SOUTH CENTRAL

Funk, Wally - Flight Instruction/
Retired NTSB
Gibson, LuAnn - Airline Pilot

SOUTHEAST

Johnston, Ella - Travel Assistant
Nilson, Wendi - Airline Pilot

SOUTHWEST

Griffin, Lynda - Loadmaster/
Supervisor
O'Hara, Shannon - Charter Pilot/
Flight Instructor
Pickle, Tiana - Airline Pilot
Thompson, Dorothy - Chief Pilot/
Business President

WESTERN CANADA

Riley, Teresa - Flight Instructor

YOU MAY SEND A LISTING to Dr. Jacque Boyd without using the old "form." Just send a postcard to her at 1600 Circle Lane, Bedford, TX 76022 or e.mail at 72104.231@compuserve.com or fax at 817-439-8614. NEW LISTINGS must be received by Dec. 10 to be included in a complete *Networking Directory* planned for the Jan./Feb. issue.

Making the right moves

BY KAREN M. KAHN

DURING A RECENT PANEL DISCUSSION at the International Women in Aviation Conference in Minneapolis, several women airline pilots discussed their career paths and the progression from private pilot to professional aviator. The stories were familiar tales, with one surprising exception. Alexis, as we'll call her, never had that burning passion for flying that seems to drive most of us, but happened to stumble into the profession with more than just a few ups and downs along the way.

Her story is an interesting one because it demonstrates the necessity for planning ahead and educating yourself about your goals and how best to achieve them. After joining the military, Alexis progressed up the ranks of military aviation and became an aircraft commander on a large transport ship. As many of her fellow pilots left the military to fly for airlines, she began to wonder what the draw was and why they would leave the security of the military.

It wasn't until the military began to downsize and she was assigned to fly a desk that the realities of paper-pushing became clear to her. She quickly jumped at the opportunity to head for the civilian world—without a whole lot of knowledge or planning. After losing one job due to a bad interview, another to a poor sim ride, she finally landed a job offer, only to be subsequently furloughed.

Now, after securing another job offer, she knows the value of planning your moves and preparing for what lies ahead. Recalling her trial by fire, she now muses, "Had I done my homework and realized what I was heading for, I'd have put a lot more thought and effort into my qualifying for an airline pilot job."

Many of our clients come to us with similar tales of woe. From the gal who has 2,000 hours of flight time (with 1,850 of it multiengine) and can't get a job because she has only 100 hours of pilot in command time to the guy who declined a rather vanilla FO job at home (which would eventually lead to a left seat) and instead opted for the possibility of a quickie upgrade with a regional who promised him a seniority number with their affiliated major, only to go bankrupt several months later. Returning to that hometown sure thing, he was now stuck at the bottom of a stagnant seniority list and ended up leaving the industry for a spot on the local police force.

Yes, that is the luck of the draw, but you can certainly prepare, plan and carefully investigate the decks which await you.

Beware of the fast upgrade. If the promises sound too good to be true, they are probably hollow ones that will leave you stagnating in the right seat or worse, out on the street. On the other hand, don't become so complacent in your current job that you bypass the opportunity to upgrade, indicating your lack of motivation.

Recognize that PIC time is a good indicator of your abilities and you'll need to use all your skills to accumulate as much as possible. If you have an opportunity to fly the right seat, make sure that it has good upgrade possibilities. I said "good," not necessarily "quick." There's a great difference between the two.



With the proper preparation, your upgrade to captain should be a smooth transition based on experience and training. Without it, you'll find yourself overwhelmed, worrying about making the wrong decisions which can lead to dire consequences. It's certainly a lot of responsibility, and we gain the knowledge to do it safely and smoothly through practice and patience.

Your career progression will be scrutinized carefully by your future airline employer. They'll want to know why you made each move and was it a logical one? If you've hopscotched from one job to another, they'll wonder about your employability. For each job change, ask yourself: Is this a move upward? Can I accomplish the same thing without leaving my current employer? Could I perhaps add a part-time job and accrue the same experience? How will this change look to a prospective employer? If some of these questions cause you to cringe, rethink your actions before you take the plunge.

Try what I call the Option Test. That's where you get a blank sheet of paper and draw a line down the middle. Label one side "Pro" and the other side "Con." List all the opportunities and drawbacks clearly and then score it at the bottom. If you've obtained the best advice you can find, and made your decision knowing you did your best to investigate all the options, then figure it's a matter of luck.

By the way, in the counseling business, "Luck is when preparation meets opportunity."

Karen Kahn is a captain with a major U.S. carrier. Type-rated in the MD-80 and Lockheed JetStar, she holds a Gold Seal CFII and is rated in gliders, seaplanes and helicopters. She runs Aviation Career Counseling, a career-guidance and interview-counseling company based in Santa Barbara, Calif. Karen may be contacted at 933 Cheltenham Road, Santa Barbara, CA 93105 or via e-mail at CompuServe 76147.135.

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1997 FACT SHEET

for Amelia Earhart
Career Scholarships
applications

To receive How to Apply information, an Eligibility Sheet and Application Form, contact your Section Governor, Chapter Chairman, or one of the AE Scholarship Chairmen below.

—Char Falkenberg, AEMSF Trustees

East Canada - Katherine Price	Mid Atlantic - Barbara Rohde	Northwest - Beverly Niquette
West Canada - Rosella Bjornson	Southeast - Ursula Davidson	Southwest - Andrea Brown.
New England - Harriet Fuller	North Central - Ellen Herring	
NY-NJ - Joanne Bolton	South Central - Rose LePore	

THE CRITERIA FOR AN APPLICANT INCLUDES THE FOLLOWING:

- has been a member of The Ninety-Nines, Inc., continuously since December 31, 1994;
- holds a current medical certificate;
- has a current biennial flight review (BFR) for U.S. only;
- has a minimum of 150 hours of total pilot time (does not apply to Research Scholar or non-flight training applicants)
- has financial need of the award;
- agrees to complete the course and/or training by December 31, 1998;
- required ratings/certificates, including medical, needed to be eligible for the scholarship being requested must be completed and verified to A.E. Trustees by February 28, 1997.

Disqualification will result from not meeting these criteria.

THE APPLICATION CONSISTS OF - the original and six (6) exact copies.

1. Application Form (which includes experience record);
2. Eligibility Form with all appropriate signatures and notarization;
3. Letter from applicant (maximum of one page) plus copies of pilot certificate and medical;
4. Letter of recommendation from the Chapter Scholarship Chairman (or Chapter Chairman);
5. One letter of recommendation from an individual who is not a Ninety-Nine that depicts candidate's character and experience in areas other than aviation;
6. Four (4) clear, head-and-shoulders photos taken within the past two years: approximately 3" X 5" of good reproduction quality and with NAME attached to each photo.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and six (6) exact copies (seven total) of all material must be submitted to Chapter A.E. Chairman.

EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.

Regardless of size, each chapter is allowed at least one applicant. The Chapter Scholarship Chairman may select a committee to assist her in screening applicants. This should be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application **MUST** be received by Chapter Chairman no later than December 31, 1996.

The Chapter Scholarship Chairman mails her chapter quota (or less) of the applications to the Section Scholarship Chairman, postmarked no later than JANUARY 10. Use of the following criteria will help in making chapter selection(s) for forwarding to the Section.

- | | |
|---|--|
| A. Are the applications and supporting materials (original plus six exact copies) complete in every respect? | |
| C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)? | |
| B. Is she a participating Ninety-Nine? | |
| D. How realistic is her goal? What are her opportunities? | <hr/> <p>NOTICE TO CHAPTER or SCHOLARSHIP
CHAIRMAN: Your letter MUST cover
Items B thru G</p> <hr/> |
| E. What has the applicant already accomplished? | |
| F. Has she established financial need? | |
| G. Was she chosen by general accord of the chapter? | |

A SECTION MEMBER (not affiliated with a chapter) shall request a letter of recommendation from the Section Governor or Section AE Chairman and submit her application as directed above to the Section Scholarship Chairman no later than JANUARY 10.

A SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section may submit one application for each 200 members of the Section, or major fraction thereof, to the Vice Chairman of the AEMSF, to be postmarked no later than FEBRUARY 10. The Section Scholarship Chairman will notify all applicants of the status of their applications by FEBRUARY 15. All Sections, regardless of size, may submit at least one application.

GRASS ROOTS



Left to right: Susan Larson, Jacquie Sprague, Toni Patino, Diane Pirman and Peggy Ewert at Southwest Section meeting.

Southwest Section Meeting

Our Spring Section Meeting was held at Columbia on May 17-19. In spite of overcast and spitting skies, 30 airplanes flew in. With 175 registrants and 49 guests, we all stayed cozy in an 18,000-square-foot hangar which included seven tents, a sales "room," a stage and meeting room, along with banquet facilities, a complement of hang-gliders and antique cars, hospitality, registration—the whole enchilada. Never a problem finding a friend. Our airport facilities companions, the Luscombes, found their planned events far more affected by the rain than we did. With the campground closed, they lost all usual get-together sites. The Friday night joint campfire dinner was moved to our large hangar where they watched us practice our line dancing.

Saturday morning dawned with a very low ceiling but no rain. We built our own omelets for breakfast, then joined a tour, shopped in Sonora or watched the Luscombe folks at their spot-landing and flour-bombing festivities. They kindly invited us to participate and some of us joined the Poker "Walk" while waiting for

better weather.

We heard a fantastic variety of Chapter reports and conducted the necessary Section business, including a presentation by International Vice President Lois Erickson on the proposal by the International Board to increase the dues structure.

Installation of new officers and recognition of the outgoing board were conducted during the evening festivities with lots of laughs while both installing and "de" installing.

All those who helped did a great job. To those members and to the Chapters and individuals who made financial contributions, our SW Section says, "Thank you!" —Susan Larson

Finger Lakes Chapter

Eight-year-old Mike Filipowski was finally big enough to take his first balloon flight during the Finger Lakes Balloon Festival at Canandaigua, N.Y. "This is better than any ride I've been on at Disney World." Mike said, following the flight, as he gave me a big hug and kiss.

Mike was the fifth Filipowski to return to the loving arms of



Connie Fricker at her flat in Worthing, West Sussex, U.K.

British Section

In May, long-time British Section member Connie Fricker hosted a luncheon for me and my husband at Shoreham Airport, Lancing, West Sussex, U.K. Connie, a past British Section Governor, is still very active in aviation. She is involved with The Guild of Air Pilots and Air Navigators of London as a Freeman and is considered an "elder statesman" to the Shoreham Pilots Association. With 29 Flying Awards under

her belt, she is quite qualified for the role!

As a former race pilot, flying many rallies throughout Europe, Africa and the Bahamas and collecting a number of trophies, Connie is well known by all in British aviation circles. Connie showed us many of the awards, medals and trophies she has won in more than 20 years of air racing. She has even flown the simulator for British Airways Concorde!

Since becoming a 99 in 1972, Connie has attended most of the 99s International Conventions, except for the past three years when she has suffered an "immobility" problem. We were honored to be Connie's guests for a wonderful weekend adventure. She is a super lady and I would like all her friends to know that she is alive and doing well. She loves receiving cards, letters and calls from 99s visiting the London or South England area.

—Kathryn E. Koshan
Florida Spaceport Chapter

Mother Earth and he reminded me that even the youngest member of the chase crew looks forward to taking his or her spot in the balloon basket.

Mike had been crewing for Pink Lady for the past five years, along with his parents, and an older brother and sister. Pink Lady Balloon was just one of 30 balloons to fly in the second Finger Lakes Balloon Rally.

At the balloon rally brunch sponsored by the Genesee Valley Balloon Club, 99s Charlotte Shawcross, Mimi Litsche and Judy Stiles of the NJ/NY Section honored the three women pilots flying at the rally by presenting

each of us with beautiful engraved silver plates. I have been an active member of the Finger Lakes Chapter of The 99s for several years and this was very exciting to have these women make this presentation to me and my fellow pilots, Jennifer Fritton and Mary Ann Lappies.

Charlotte and her husband, along with some non-pilot friends, helped with the crewing, and it was very muddy. "It was, indeed, an education," Charlotte said. "For those of us who fly fixed wing aircraft. Not only is ballooning beautiful and exciting, it is very hard work and launch times are very early!" —Marion W. Lunnemann

NOTAM

Items for 1996-97 International Scrapbook wanted:

- 1 copy of newspaper items
- 2 photos taken at events (not necessary to be alike)
- 4 copies of programs, favors, etc.

Send to: Mardell Haskins
International Scrapbook Chairman
P.O. Box 1551
Overton, NV 89040
702-394-4130 or fax 4197
CompuServe 103002.724



Sharing shade and cool drinks with visitors to their 99s Hospitality Tent at the Arlington EAA Fly-In are Jan Liberty, Jane Cunningham, Pat Call, Donna Wilson, Mary Sturdevant, Marjorie Munn, Lois Auchterlin, Marian Hartley, Shirley Wallis and Eva Parks.

Greater Seattle & Western Washington Chapters

For the second year, we were able to have a tent at the Arlington EAA Fly-In. This year, the emphasis was on information and hospitality. We welcomed five WASPs and Martha King. We gave out 66 booklets to students and provided contact names and phone numbers to prospective members from as far away as Alabama. We hope this will become an annual event and that the Hospitality Tent of the 99s at Arlington will be as eagerly sought out as those at Oshkosh and Sun 'n Fun. —Marian Hartley

San Antonio Chapter

"The 99s did a fantastic job," said New Braunfels Airport Manager Darrel Phillips. "They made quick work of a difficult job." Members and 49 1/2s Gloria Blank, Winnie and Bob Clements, Margaret Cosby, Air Marking Chair Lena Cronk, Elizabeth and Richard Jordan, Ginny McDaniel, Barbara and Jack Moore, Laura Richter, Virginia Spikes and grandson James painted 16 thresholdbars on runways 17-35 by noon, in time for a luncheon meeting at the airport restaurant.

Elizabeth Jordan chaired the now almost annual Girl Scout event this year. She gathered together 27 Girl Scouts from four troops in the area to help them achieve their Aviation Badges.

A big, big highlight was being invited to attend the formal signing of the Proclamation declaring July to be the State of Texas Aviation Safety Awareness Month by Governor George Bush. Gloria

Blank, Margaret Cosby, Ginny McDaniel and Laura Richter were included in the small group of FAA officials, Southwest Airlines Vice President and P.R. Supervisor, and representatives of AOPA, the U.S. Air Force and Austin Airport Advisory Board.

Working in cooperation with the local FSDO nets us many special opportunities and allows the word about the 99s to be spread abroad. And that's good!

—Margaret Cosby

Mid Atlantic Section

Patricia Valdata, Mid Atlantic Section, received the annual Joseph C. Lincoln award for her short story, "Just Like a Hawk," published in *Soaring* magazine. The award was announced at the 52nd Annual Snowbird Banquet held at the National Soaring Museum. The award winning story can be viewed on the world wide web at <http://www.web-shop.com/vsc/article.htm>.

Pikes Peak Chapter

Katie Heuermann, IA, has been hired by Western Pacific Airlines as the company's first female mechanic. She and her husband Jim are building a facility in which to do aircraft restoration. Kelly Hamilton looked terrific in the U.S. Air Force new "blues" when she received her AE Scholarship at the convention. Kelly was the recipient of one of United Airlines donations of two type-rated scholarships. —Onita Winfrey

Old Dominion Chapter

Judy Bergman, Kristal Breeden and I flew American to Grenada for a Windjammer cruise. A pilot as a passenger just cannot resist peeking into the cockpit upon entering a big bird—and—surprise! The First Officer was Morgan Reeb, another member of our Chapter. While waiting in San Juan for delayed passengers, she allowed us to sit in the cockpit to feast our eyes and ask questions.

Then a flight attendant walked in —Seth Houseknecht—another member of our Chapter. Five of us together. What a thrill!

—Marge Shaffer

Rio Colorado Chapter

Our chapter held a fly-in especially for new members in June from Bullhead City, Ariz., to Calvada Airport in Payrump, Nev.

We recently were given a new banner donated by longtime member Joyce Wade and her husband Jim. We proudly display our banner now everywhere we fly.

Although we are one of the smallest Chapters, we are active and we want to do more to promote this great organization. Our mission is to recruit 10 new members by the end of the fiscal year.

—Lou Carroll



Holding new banner at new member fly-in at Pahrump, Nev., are: (front row) Lou Carroll, Chairman Judy Watson, Rene Wright, Tookie Hensley; (back row) Sandy Smith, Rachel Wade, Joyce Wade, Linda Dare and Patty Wileman.

Hudson Valley Chapter

Our Chapter held an FAA Aviation Safety Seminar at Richmor Aviation, Dutchess County Airport, Wappingers Falls, N.Y. The seminar attracted about 100 people to hear the featured speakers, Barbara Barrett and Ann Wood Kelly.

Barbara is a former chief operating officer for the FAA, board member, New Piper Aircraft, first civilian woman to land an F-18 on an aircraft carrier, and former chair, Civil Aeronautics Board.

Ann is a former vice president of Pan Am, a co-pilot with Jackie Cochran. —Susan Sullivan



Left to right: Sharlene Sullivan, 66; Susan Sullivan, Chairperson; Ann Wood Kelley; Morgan Sullivan Walsh; and Barbara Barrett at FAA Aviation Safety Seminar.

North Jersey Chapter

Our Chapter had its first Young Eagles Flight Rally in June at Lincoln Park Airport. Thirty children were flown by Judy Bolkema, Jackie Siegel and Aileen Trotter, plus some EAA local chapter pilots. Angela Kovacs gave the ground school instruction and Joanne Campbell handled registration and flight certificates.

—Aileen Trotter

Scioto Valley Chapter

Connie and Ray Copeland flew to Wichita, Kan., to attend the Wichita River Festival and visit with son Matthew and his family. Matt has 2.5 hours in the No. 2 new Cessna 172. Matt is the project engineer for the new Cessna 172 and designed the new instrument panel for it.

—Marilynn Miller

Palms to Pines

The 27th Palms to Pines Air Race sponsored by the Palms Chapter was held Aug. 9-11 and was flown once again from Santa Monica Airport to Bend, Ore.

The race was flagged away for the fourth year by Palms Chapter member Ann Savage, aided by Jeffrey Weldon communicating with the tower. San Joaquin Valley Chapter handled Modesto airport matters.

Mt. Shasta Chapter members handled the timing at Red Bluff, with all planes RONing at Redding. Central Oregon Chapter handled the timing at Prineville. Planes were at Bend before the

noon deadline.

Forty-four airplanes competed. Winners were announced at the Awards breakfast. In first place were Susan Larson and Elle Coussens flying a Grumman Tiger.

Second place: Concha Trippensee and Patricia McDuffee, also in a Grumman Tiger. Third: Fran Bera and Margaret Mead flying a Piper Comanche. Fourth: Mary Rawlings and Lorrie Blech in a Piper Dakota. Fifth: Dene Chabot-Fence and Gloria May in a Piper Cherokee. —*Betty Loufek*

All-Ohio Chapter

The 21st Annual Buckeye Air Rally held in June was a rousing success with 26 teams competing. Two airline tickets donated by BF, Goodrich and a blimp ride donated by Goodyear were raffled at the awards banquet.

Illi-Nines Derby

The 27th Annual Illi-Nines Air Derby has been sponsored since 1968 by the AuxPlaines, Central Illinois and Chicago Area Chapters.

Bettie Loebbaka served as chairman and Laurie Ann Smet was co-chairman. The course was from Galesburg, Ill., to Monticello, Mo., Jacksonville, Ill., and return to Galesburg Municipal Airport, a distance of about 220 miles. Weather caused a number of cancellations of the 28 participants. The Derby had to be postponed from Saturday to Sunday. Then we were rewarded with perfect CAVU conditions.

—*Virginia Rabung, Aux Plaines Chapter*

Sunflower Rally

This annual cross-country proficiency air race will be held Sept. 21 at Yingling Aircraft, Mid-Continent Airfield, Wichita, Kan.

The rally is open to all pilots. Information kits for this educational and recreational event may be obtained by calling 733-4583. Deadline is Sept. 17.—*Carol Lanning, Rally Chairman*

Okie Derby

Copilot Marilyn George, Kansas Chapter, with her pilot husband Tommy, swooped in from out

of state and collected first place trophies with a score of 99.95 (out of 100 possible) flying their 1959 Cessna 172.

"The Okie Derby is always a tight, well run race," Marilyn said. "The Okie bunch have great food and are very hospitable."

This year, weather was poor, with light rain and fog delaying takeoff. "On our return, midway down the runway, it looked like someone had just dropped a white sheet. Three of the college teams coming in behind us used their good sense, scratched the race and landed at a nearby field. We were all very proud of them." Marilyn said.—*Betty Rowley*



Marilyn and Tommy George in their Cessna 172 win first place in Okie Derby.



First place in Palms to Pines: Pilot Susan Larson, passenger Robin Gartman and copilot Elle Cruisers.

Trophies to all!

Ninety-Nines Air Race Classic contestants are the greatest! I know because on the second stop of the 1996 ARC at Roswell, N.M., my copilot, Lois Feigenbaum, and I had a fire in the engine of the Cherokee when I was starting it up. The way people responded was incredible. ARC No. 14, Linda Schumm and Rosemary Emhoff, were on a roll to depart. They called the tower to report the fire and then came back and shut down to see what they could do to help. The firemen successfully put out the fire, and then decisions had to be made. The temperature on the ramp was over 100 degrees.

I helped the firemen remove the battery and then went into the FBO. Shirley Drew with Great SW Aviation, Inc., took me to her private office to make phone calls. First, I called my family and then I talked to the FAA. Copilot of ARC No. 17, Ruby Sheldon, found me in the office and said, "You have finished every race you ever started. This can't be the first you don't finish."

Ruby talked to her pilot, Marge Thayer, and they agreed they would like us on board. They got the ARC rules and found there was a two mph drop in the handicap for each passenger that was carried. They went to ARC board member, Esther Lowry, to see if they could take



Margaret Ringenberg and Lois Feigenbaum finished as passengers in third place airplane after their own plane caught on fire.

us. It would need to be discussed. Marge and Ruby were willing to take Lois and I but not our bags. ARC No. 23 pilot Lauren Nicholson from Purdue was asking what she and her copilot, Jacqueline Battipaglia, could do. They offered to take our bags.

In the meantime, ARC No. 29, Pauline Mallary, also offered to take one of us. With full tanks she could not take four people. By this time, a few teams were going on while others were tying their planes down preparing to RON. They were all awaiting transportation to

the motel. After hosting a full day of events for the racers, the ARC board had to have a late night meeting to discuss our situation. Our request to ride with ARC No. 17 was approved.

Very early the next morning, we went to the airport and found a box to ship home the GPS, Loran, the handheld radio, and other things from the airplane. When ARC No. 23 (Purdue team) Lauren and Jacqueline came, they took our bag, and we climbed into ARC no. 17 with Marge and Ruby.

And now, the rest of the story: Our bag came in first with the Purdue Team, and we placed third with Marge and Ruby. After the race, ARC No. 43, Jessica Hedges and Isabel Hadden, flew me from Daytona, Fla., to Columbus, Ohio, where my husband drove to pick me up. ARC No. 29 Pauline Mallary, who also placed in the Top Ten, has offered to find a way for me to get to Roswell to pick up the plane when it's ready. What a great bunch of women. Their competitiveness is exceeded only by their kindness! —*Margaret Ringenberg, ARC No. 7.*

NOTAM

American Express added

The Ninety-Nines now accepts American Express Credit Cards, as well as MasterCard and VISA.

Wings I through XX

I WAS SO PROUD of all the girls and their accomplishments at the Convention. In my 38 years of flying and being a 99, lots of big doors have opened. I am enclosing the FAA Advisory Circular on the FAA Wings I through XX Pilot Proficiency Award program you requested. —*Wally Funk, Long Beach Chapter*

The FAA Advisory Circular dated April 26, 1996, outlines the eligibility requirements for pilots to qualify for Phase I through Phase XX of the Pilot Proficiency Awards. Although a pin and certificate are awarded for Phases I through X, only a certificate will be awarded for Phases XI through XX. For complete information on the Wings program, call or write the FAA — Editor

Thanks

THE CANADIAN TEAM would like to thank the 99s at Oshkosh who encouraged and supported their efforts to compete in the WPFC, especially Lois Erickson, Pat Ward, Lee Orr, Kristine Hinterberg and Jody McCarrell and others too numerous to list. It's great to be part of this huge network of women who love flying. —*Dorothy Berthelet, East Canada Section.*

What it means to be a 99

I FEEL I HAVE A FRIEND in every State in the Union. I would have to stay for months to accept all the invitations that have been extended to me every time I visit. Your hospitality is overwhelming and quite extraordinary. Ninety-Nines who have come to Australia and others I have met here all put out the hand of friendship. It's a magnificent feeling of camaraderie around the world, and in the U.S. particularly.

No matter how long I stay, it never seems long enough. From the West to the East, from the North to the South, I have enjoyed the friendship of colleagues, and they are treasured memories—three Powder Puff Derbies, and association with women who have really arrived in aviation. How can I ever express my appreciation, except to come and see my friends, as we all, like fine wine, mature with time. —*Nancy Bird Walton*

Headquarters Second Floor

THE RESPONSE for the Second Floor project at Convention was very positive. It seems like it's a project whose time has come. Response from the gals was great. —*C.J. Strawn, Palms Chapter*

Congratulations

MY CONGRATULATIONS to all who completed the Air Race Classic in Daytona, Fla.

I am always trying to get women to fly and enjoy the wonderful feeling of flight. I strongly believe air racing is a great tool for women to become better pilots. In competing, they get to know more about themselves, their capabilities—and their aircraft. Completing an air race is being a winner and gives you a wonderful feeling of accomplishment.

—*Marion P Jayne, Dallas Chapter*

WASP Convention

The Women Airforce Service Pilots (WASP) will hold their Conference at the Disneyland Hotel in Anaheim, Calif., Oct. 2-6. For more registration information, call me at 714-536-0706. —*Vi Cowden, Orange County Chapter*

A Lifetime of Chances

*Mary Chance VanScyoc
Kansas Chapter*

Mary is a pioneer civilian air traffic controller who worked for the Civil Aeronautics Administration (CAA) during World War II from 1942 to 1946.

Present and former controllers will relate to many of the situations described by Mary. She describes what it was like to be one of the first civilian women to get into Air Traffic Control.

She also provides a heart-warming account of what it took for her to get checked out as a helicopter pilot at age 64 and the thrill of flying a B-17 World War II bomber at age 74. 150 pages. Published by Parkwood Press - \$15.95. \$2. S&H.

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WELCOME THESE 82 WOMEN PILOTS TO THE NINETY-NINES

Dorothy Albinger
Ellen B. Arnold
Melody Diane Ayers
M. Anne Badger
May Pietz Behrend
Sharon Kay Blanchard
Virginia Gail Bones
Maura A. Brassil
Jill Christine Brugh
Jacqueline D. Burwell
Yvette Busby
Juliet Rosemarie Byers
Frances B. Chappell
Elinor Clark
Josephine M. Clark
Gail Copley
Marjorie Faye Davis
Debi Dodd
Susan McDonnell Donahue
Alberta M. Dougherty
Donna El-Din

Holly Anne Drake
Deirdre Jeannine Enders
Pansy Femandes
Ellen S. Fodge
Dorchen R. Forman
Jamie L. Glenn
Birgit Grosskortenhaus
Sarah Cherry Guin
Keitha A. Harris
Mary-Jane Frances Harris
Darlene R. Hayes
Deborah T. Helm
Roberta Ann Hicks
Susan Leigh Hill
Tammy Lou Holden
Laurie Robin Householder, DVM
Sharleen A. Jahner
Jennifer Elaine Jones
Anne N. Kelly
Robin Jean Kirschke
Joanna Elizabeth Kleynhans

Dianne Eleanor Kloos
Susan Kay LeMaitre
Carolyn Lee Loxley
Charlotte Lockett
Sara R. Maher
Marie L. Malmgren
Maxine Lynn Matheson
Yvonne K. McDermott
Helen McKeever
Lee McKerracher
Bertha Louise Miller
Jean B. Montague
Cara Jean Moss
Margaret Natof
Lillie P. Nix
Ellen R. Northam
Teresa M. Oakley
Denise B. O'Mora-Webb
Donna M. Pinto
Cynthia D. Queen
Andrea Lynn Renbeck

Rhonda Jo Rials
Barbara Roberts
Valerie Rose Rodriguez
Christine Aleece Sinclair
Christy Anderson Smith
Tamar Lish Spencer
Christiane Springer, M.D.
Clodagh Anna Stokes-Roelofs
Karen Ruth Swanton
Susan Tilley
Judith Lynn Todd
Ute Tschanz
Cristina Vinas
Helen Walker
Janis P. Walker
Diane Marie Welch
Gina Carolyn Whitaker
Karyn Danille Wiemers
Susan Henley Yeager
Angela Youngblood

SCHOLARSHIPS



Nancy Swanner, Chairman of the Alabama 99s, was one of the recipients of the 2nd Annual Bonnie and Archie Gann Memorial Scholarships awarded at the combined S.E. and Mid Atlantic Spring Section meeting in Charleston, S.C. Winner Burt Compton from Miami, Fla., whose wife Pat is a member of the Florida Goldcoast Chapter, was unable to attend.



Elisabeth Anne France, North Central Section, an Airway Science major at Ohio University, has been awarded the Francis B. Fuller Aviation Scholarship for 1996-97. She just completed her freshman year and received her Certified Flight Instructor certificate. She was a member of the 1995-96 Ohio University Precision Flight Team.

BULLETIN BOARD

AOPA Expo The 99s will grace the halls of the San Jose Convention Center during the AOPA EXPO, Oct. 17-19. We will present the story of our organization, greet present and prospective members, donors and advertisers—and sell our wares to all comers from Booth No. 568.

Our Meet & Greet Breakfast will be Saturday morning at the Hilton Hotel, adjacent to the Convention Center. We need helpers to spread The 99s' message.

Call Peggy Ewert at 408-245-4687 if you can help out for a few hours or to let her know that you will meet us for breakfast. Helpers will have free access to the exhibits and demonstrations for the day; breakfast will cost about \$18.

How to change your pilot license number If you are concerned about the distribution of your Social Security number on pilot lists being sold to mailing-list vendors, you can get your pilot license number changed by contacting the Mike Moroney Center in Oklahoma City and requesting the proper form from the FAA to use.

Make a living as a pilot? A future cover of the magazine will feature a 99 who is the first woman Ohio State Patrol Trooper *in the air*. We want to hear from other 99s who use their piloting skills in similar ways. A short article (250 words or less) of how you use your piloting skills at work (along with a photo) should accompany the story.

General Aviation Conference The 1997 FAA GA Forecast Conference will be held in Wichita, Kan. on March 19-21. The theme: "Revitalization—Three Years Later." Conference organizers have opened time slots on March 19 and 21 for optional tours of Cessna, Learjet and Raytheon.

More SIM training allowed The FAA has adopted a rule that permits the use of flight simulators for most airman certification training, testing and checking tasks, saying they often provide more in-depth training than can be accomplished in the aircraft.

The use of flight simulators and flight training devices in lieu of aircraft has resulted in a reduction in air traffic congestion, noise and air pollution and training costs.—*Lynn Trupin*

AIRMARKINGS



Austin Chapter With our "most magnificent compass rose in Texas" (as described by Tony Bingelis in *Sport Aviation*) behind us, and undeterred by the swelter of a record hot summer, we completed another compass rose project at San Marcos, Texas, in July.



Florida Suncoast Chapter We painted a compass rose at Sebring Municipal Airport, an old military field and home to the Sebring Raceway. The field is up for renovations and very popular with general aviation pilots.—*Judy Lester*



Marin County Chapter We had an enthusiastic group of a dozen workers for the painting of our first compass rose at the Marin Ranch Airport in San Rafael in June. We have also been conducting airport tours for elementary school classes, acquainting them with navigating via sectionals and letting them sit in an aircraft.—*Peggy Williams*

All-Ohio Chapter

We painted a compass rose at the Lancaster, Ohio, airport in June, assisted by members of the Greater Cincinnati Chapter. Lunch was served by EAA Chapter 443 - "The Wrong Brothers."

—*Marge Hazlett*

Kitty Hawk Chapter

In May, 13 members met at Beaufort, N.C. (MRH) to paint the name of the airport on the ramp. Since Beaufort was home to Michael J. Smith, the Challenger pilot, we painted the second largest airmarking in our history: Michael J. Smith (the name of the field) Beaufort, N.C.

Then in June the Kitty Hawk Chapter reassembled with six members from the Carolinas Chapter who proved to be outstanding help and painted a compass rose on the taxiway.—*Margaret C. Riddle*

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

BERNICE PERRY, Charter Member, of Milford, N.H., died July 10 after a long illness. She was 91. At age 22 she became one of only 50 women in the U.S., and the first woman in New Hampshire, to hold a commercial pilot's license. She was a well-known photographer. She and her aviator husband Perry collaborated on an aerial photography business after he invented a camera that could be mounted on a plane.—*Lorraine Richard, Northern New England Chapter*

ALICE M. JACKSON, Greater St. Louis Chapter, lost her eight-year battle with cancer on June 5. She had undergone a steady loss of vision, but with typical head-on determination had continued to participate in aviation activities. She learned Braille. At 80, she enrolled in a computer program. She took clown lessons and enter-

tained children in hospital wards—and told them about flying. She learned to play the organ by ear. She frequently visited public schools and demonstrated the use of a cane and Braille to first- and second-graders. We thank her for the legacy of courage she left us.—*Laura Sellinger, Greater St. Louis Chapter*

MARY VIAL, Phoenix Chapter, died on July 1. She was born in Three Rivers, Mich., and learned to fly in Phoenix in 1962. She joined The 99s, worked activities and held several offices, including Chairman, while at the same time obtaining her Commercial and Instrument ratings. She flew in six Powder Puff Derbies and an International Race. She was Southwest Section Governor in 1972-73 and remained on the International Board for several years. This life-living, risk-taking, adventuring, go-for-it lady seemed indestructible, so her leaving us was a real shock.—*Ann Newcombe, Phoenix Chapter*

NEW RATINGS

Linda Faries	Shreveport	Instrument
Sherri Hardin	Shreveport	Instrument
Melinda Walton	Austin	B-737 Type Rating
Celeste Mayer	Kitth Hawk	CFI
Cindy Rucker	Kitty Hawk	DC-10 Type Rating
Pat Compton	Florida Goldcoast	CFI-Airplane
Jan Shakespeare	Florida Goldcoast	ATP-Multiengine

WINGS

Marjorie Hardcastle	Shreveport	Phase IX
Judy Lester	Florida Suncoast	Phase V
Cyd Sellers	All-Ohio	Phase IV
Chris Creamer	All-Ohio	Phase II
Margaret C. Riddle	Kitty Hawk	Phase IX
Joan J. Smith	Minnesota	Phase VIII
Audrey Cook	Greater Detroit	Phase V
Kathleen Newhouse	Greater Detroit	Phase III
Lynn O'Shaughnessy	Greater Detroit	Phase IX
Juanita Curley	Greater Detroit	Phase V.
Susan Seccia	North Jersey	Phase I
Cillia Meachem	Indiana Dunes	Phase I
Marilyn Horvath	Indiana Dunes	Phase VI
Linda Mattingly	Indiana Dunes	Phase XX
Janice Topp	Indiana Dunes	Phase IV

CORRECTION:

In the May/June issue, an item on Andrea Waas on *Wings of Light* was printed under the heading of Phoenix Chapter. This is a national nonprofit organization and should not have run in Chapter News.

Correction to a correction:

In the Letters column last issue, the Home of Louise M. Thaden Field should have read Bentonville, Arkansas—not Alaska.

—Editor

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