

FEW Notes

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Federally Employed Women Inc.
**Greater Oklahoma City
Chapter, No. 30**

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The
President's
Pencil.....
By Brenda Hagar

As I write this article I'm looking forward to attending the NTP in Reno, NV. I'm expecting great and wonderful things this year. During the NTP, FEW will be sponsoring and honoring Military Women with a banquet and program. I'll let you know all about that in next months article. It's still not too late if anyone wants to attend.

We also celebrated the birth our wonderful country. It was a great day to celebrate with family and friends. The town where I live it's still legal to pop fireworks and it was a wonderful experience seeing all the different individuals lighting up the sky.

Remember through these summer months to practice safety in all that we do. As the FAA says – it's for the health of it.

CHECK OUT OUR WEBSITE @
<http://www.gokcfew.org/>

Next Board Meeting
Monday, August 8, 2005
5:00 pm
Holiday Inn Airport
2101 S. Meridian

GOKC CHAPTER EXECUTIVE BOARD 2004-2006		
President	Brenda Hagar	(w) 954-4514 (h) 376-5318
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Newsletter/Publicity	Carolyn Delong	(h) 691-5817



*SANDRA DAY
O'CONNOR TO
RETIRE*



Sandra Day O'Connor, the first woman appointed to the U.S. Supreme Court and a decisive swing vote for a quarter-century on major legal issues, announced her resignation effective upon the confirmation of her successor.

In a brief letter to President Bush, O'Connor, 75, gave no reason for her decision to leave the court after 24 years as an associate justice, a tenure in which she played a crucial role in decisions on such major issues as abortion and the death penalty. But a Supreme Court spokeswoman later said O'Connor was retiring in part because she "needs to spend time now with her husband," who is reportedly in poor health.

Sandra Day O'Connor became the first woman to serve on the United States Supreme Court when President Ronald Reagan appointed her to the position of Associate Justice in 1981.



*Jennifer Mott Receives
Promotion*

Congratulations, Jennifer! Jennifer Mott recently was promoted to a Provisioner, Level H. Jennifer is employed at FAA, in the Logistics Center, in the Automation/Communication Product Division. She will be providing logistics support for new Government systems.



*Parent's Day
July 27*

Submitted by Debbie Miller

I recently learned that President George W. Bush issued a proclamation on July 27, 2003 declaring this day as Parents Day. The proclamation states that parents, step-parents, adoptive parents and foster parents have the important responsibility of providing for, protecting, nurturing, teaching and loving their children. It is important to realize that as parents, we are the most effective and influential instructors in a child's life. Our integral guidance allows children to celebrate the values that bind families from one generation to the next.

Parenting is one of the most rewarding and challenging endeavors in our life. As a parent, I would like to encourage other parents to continue sharing their wisdom, discipline, joys and lessons learned with their children. Parents teaching by example can assist their children in becoming responsible citizens. This responsibility allows for stronger family bonds but, more importantly, helps define our Nation for the future.



July 24, 1897: Amelia Earhart's Birthday



America's famous aviatrix Amelia Mary Earhart was born on July 24, 1897 at her grandparents' home in Atchison, Kansas. Her grandfather, Alfred Otis was one of the leading citizens of Atchison. Amy Earhart, having suffered a miscarriage in an earlier pregnancy, returned to her parent's home to await the birth of Amelia. Her father, Edwin Earhart remained with his law practice in Kansas City during this period. A sister, Muriel would be born 2 1/2 years later

Amelia (Millie) and her sister Muriel (Pidge) were to know privilege and wealth through their grandparents.... Alfred was never impressed with who he considered the "ne'er-do-well" son-in-law, Edwin.

After failing in his private practice, Edwin took an executive job in 1905 with the Rock Island Line Railroad in Des Moines, Iowa. He and Amy moved to Des Moines, leaving the girls with their grandparents in Atchison. It was not till 1908 that the girls moved to Des Moines to be with their parents. Amelia was 10 years old when she saw her first airplane at the Iowa State Fair...

"It was a thing of rusty wire and wood and not at all interesting..."

She was much more interested in a peach basket paper hat purchased at the fair. It would be more than a decade before Amelia's interest in aviation would be awakened.

Edwin was promoted in 1909 and their living standards much improved. "This happy time," Muriel was to later write, "Was unfortunately a prelude to a period which saw the loss of our material prosperity and the beginning of the disintegration of the family..."...Edwin had begun to drink. In her early teens, it became apparent to Amelia that her father was a drunkard...as well as to neighbors and friends around them. H.H. Railey had been asked by George Palmer Putnam, a New York publisher, to find the woman to make a trans-Atlantic flight. No woman had so far flown across the Atlantic. Railey, having been struck by Amelia's strong resemblance to Charles Lindbergh, coined the name "Lady Lindy".

A week later, Amelia met with George Putnam in New York. George was said to have been so impressed by her at the meeting that he decided Amelia should be the woman to make the flight. Amelia accepted the offer although she would only be a passenger on the flight, since she had no experience of multi-engine or instrument flying. Wilmer Stultz and Louis Gordon would pilot the tri-motor Fokker named the "Friendship" with Amelia having the official title of "commander" of the flight.

On Sunday, June 3, 1928 after waiting several days for the weather to clear, the Friendship left for Halifax, Nova Scotia. Bad weather conditions again delayed the flight out of Halifax till June 18. Flying through dense fog for most of their journey,

they landed at Burry Port in South Wales and not in Ireland as had been planned...with little fuel remaining.

"I was a passenger on the journey...just a passenger. Everything that was done to bring us across was done by Wilmer Stultz and Slim Gordon. Any praise I can give them they ought to have...I do not believe that women lack the stamina to do a solo trip across the Atlantic, but it would be a matter of learning the arts of flying by instruments only, an art which few men pilots know perfectly now..."

Amelia was distressed that Stultz and Gordon were ignored by reporters. It was the woman they had come to see...or rather "the girl" as they insisted on calling her. Even President Coolidge had cabled his personal congratulations to Amelia.

On to London, then to the States...to a full calendar of tours...Amelia was in great demand on the lecture circuit and pictured frequently in the newspapers. Behind the scene, George Putnam kept Amelia's name in the forefront of everyone's mind and in the pages of newspapers across the country.

Amelia flew a solo flight from the Atlantic to the Pacific coast in September 1928 to attend the National Air Races. Returning to New York, she began a series of lecture tours organized by George to publicize her new book about the Atlantic flight, "20 hours, 40 minutes".

Aviation was quite a new concept and the industry looked for ways of improving its image. Amelia was appointed Assistant to the General Traffic Manager at Transcontinental Air Transport (later known as TWA) with a special responsibility of attracting women passengers.

Amelia organized a cross-country air race for women pilots in 1929, the Los Angeles to Cleveland Women's Air Derby. Will Rogers coined the name "The Powder-Puff Derby"...a name that stuck!

The "Ninety-Nines", a now famous women pilots organization, was formed by Amelia Earhart in her hotel room in Cleveland during a meeting with other women pilots. Charter membership included 99 applicants. She was to serve as its first President.

George's close relationship with Amelia had not gone unnoticed. Dorothy Putnam left her husband shortly after Amelia returned from Cleveland and a divorce was granted in Reno, Nevada in December 1929.

"...I was interested in aviation, so was he. We both loved the outdoors, books, sports...We came to depend on each other, yet it was only friendship between us, or so - at least I - thought at first. At least I didn't admit even to myself that I was in love..."

Amelia continued to work for the airline and was writing regular articles for Cosmopolitan and other publications, with speaking engagements in many cities across the country. In 1930 she broke several women's speed records in her Lockheed Vega aircraft. After turning down George's proposal of marriage several time, they finally married on February 7, 1931.

"Would you mind if I flew the Atlantic?"

Amelia and George had talked casually about a solo flight across the Atlantic. She was now ready to make the flight as the pilot rather than a passenger, as was the case in the 1928 flight. At the time, several other women pilots were making preparations for such a flight and George knew that in order to keep Amelia's name in the forefront she would need to make the trip.

By early 1932 no other person had successfully flown solo across the Atlantic since Lindbergh. Amelia would not duplicate Lindbergh's course but would fly from Harbour Grace, Newfoundland with the British Isles as her destination.

On May 20, 1932, exactly 5 years after the Lindbergh flight, Amelia's modified Lockheed Vega began the journey. Since she did not drink coffee or tea, she would keep awake by using smelling salts on long trips. Amelia prided herself on traveling light...a thermos of soup and a can of tomato juice would sustain her.

Somewhat off-course, she landed in an open field near Londonderry in Northern Ireland. On climbing from her plane a man approached. She asked:

"Where am I?"...the man replied "in Gallegher's pasture...have you come far?"... "from America", she replied.

She had broken several records on this flight...the first woman to fly the Atlantic solo and only person to fly it twice...the longest non-stop distance flown by a woman...and a record for crossing in the shortest time.

George joined Amelia in London, and after spending several weeks touring Europe they returned to New York to a tickertape parade. President Hoover presented Amelia with the Special Gold Medal from the National Geographic Society. Honors of all kinds continued to be heaped on Amelia and keys of various cities bestowed. Amelia was voted Outstanding Woman of the Year which she accepted on behalf of "all women". The French press ended an article about Amelia's accomplishment with..."can she bake a cake?" ...Amelia replied...

"So I accept these awards on behalf of the cake bakers and all of those other women who can do some things quite as important, if not more important, than flying, as well as in the name of women flying today."

In the autumn of 1934, Amelia announced to George that her next venture would be a trans-Pacific flight from Hawaii to California...and then on to Washington D.C. Ten pilots had already lost their lives attempting this crossing. Amelia's flight would be the first in which a civilian plane would carry a two-way radio telephone.

She departed Wheeler Field on January 11, 1935 and landed in Oakland, California to a cheering crowd of thousands. President Roosevelt sent his congratulations..."You have scored again... (and) shown even the "doubting Thomases" that aviation is a science which cannot be limited to men only."

In the following months Amelia was on the road almost non-stop with her lecture tours. After meeting the Consul-General

of Mexico at a reception, Amelia flew to Mexico City on a goodwill visit. Upon her return, she announced that she had accepted an appointment at Purdue University in Indiana. She would serve as a consultant in the department for the study of careers for women.

Later in 1935, Amelia began to formulate plans for an around-the-world flight. The Lockheed Electra 10E was chosen as the plane for the flight. The flight would be two major firsts...she would be the first woman, and she would travel the longest possible distance, circumnavigating the globe at its waist.

Fredrick Noonan, a former navigator on the PanAmerican Pacific Clipper, was chosen as the navigator because of his familiarity with the Pacific area. The first leg of the journey would be from Oakland to Hawaii on March 17, 1935.

As Amelia was taking off from Luke Field near Pearl Harbor she over compensated for a dropped right wing and the plane swung to the left out of control. The undercarriage collapsed and the aircraft slide along the runway on its belly. Fortunately there was no fire but a great deal of damage was done to the plane.

The Electra was shipped back to California for repairs as Amelia continued to make plans for another attempt at the around-the-world flight.

Amelia decided since the next attempt would be later in the year, that it would be safer to reverse the original flight plan and fly eastwards due to weather conditions in the Caribbean and Africa.

After delivery of the rebuilt Electra, Amelia departed from Los Angeles, California for Florida on May 21, 1937.

"I have a feeling that there is just about one more good flight left in my system and I hope this trip is it. Anyway when I have finished this job, I mean to give up long-distance "stunt" flying."

On June 1, 1937 Amelia and her navigator Fred Noonan departed Miami, Florida bound for California by traveling around the world. The first destination was San Juan, Puerto Rico...from there skirting the northeast edge of South America and then on to Africa and the Red Sea.

The flight to Karachi was another first...no one had previously flown non-stop from the Red Sea to India before. From Karachi the Electra flew to Calcutta on June 17... from there, on to Rangoon, Bangkok, Singapore and Bandoeng.

Monsoon weather prevented departure from Bandoeng for several days. Repairs were made on some of the "long distance" instruments which had given trouble previously. During this time Amelia had become ill with dysentery that lasted for several days. It was June 27 before Amelia and Noonan were able to leave Bandoeng for Port Darwin, Australia. At Darwin the direction finder was repaired, and the parachutes were packed and shipped home...they would be of no value over the Pacific.

Amelia reached Lae in New Guinea on June 29. At this point they had flown 22,000 miles and there were 7,000 more to

go...all over the Pacific. Amelia cabled her last commissioned article to the Herald Tribune. Photos show her looking very tired and ill during her time at Lae.

The U.S. Coast Guard cutter Itasca had been standing off Howland Island for some days to act as a radio contact for Amelia. Radio communications in the area were very poor and the Itasca was overwhelmed with commercial radio traffic that the flight had generated.

Amelia left Lae at precisely 00:00 hours Greenwich Mean Time on July 2. It is believed that the Electra was loaded with 1,000 gallons of fuel, allowing for 20-21 hours of flying.

At 07:20 hours GMT Amelia provided a position report placing the Electra on course at some 20 miles southwest of the Nukumanu Islands. The last weather report Amelia was known to have received was before take-off. The head wind speed had increased by 10-12 mph, but it is not known if she ever received the report.

At 08:00 GMT Amelia made her last radio contact with Lae. She reported being on course for Howland Island at 12,000 feet. There is no real evidence as to the precise track of the aircraft after Nukumanu. No one saw or heard the plane fly over.

Several short transmissions were received by the Itasca with varying signal strengths but they were unable to get a fix on her location because they were too brief. At 19:30 GMT the following transmission was received from the Electra at maximum strength...

"KHAQQ calling Itasca. We must be on you but cannot see you...gas is running low..."

At 20:14 GMT the Itasca received the last voice transmission from Amelia giving positioning data. The Itasca continued to transmit on all frequencies until 21:30 hours GMT when they determined that Amelia must have ditched at sea and began to implement search procedures.

It has been determined that the plane went down some 35-100 miles off the coast of Howland Island. A life raft was stowed on board but no trace has ever been found the raft. Some experts felt that the empty fuel tanks could keep the plane afloat for a period of time.

President Roosevelt authorized a search of 9 naval ships and 66 aircraft at an estimated cost of over \$4 million. On July 18 the search was abandoned by ships in the Howland area. George continued to seek help in the search, but by October he too abandoned all hope of finding them alive.

Amelia regularly sent letters to George at stops along her route. These were published in the book "Last Flight". On an end piece of the book is a note from her to George...

"Please know I am quite aware of the hazards...I want to do it because I want to do it. Women must try to do things as men have tried. When they fail their failure must be but a challenge to others."

If I Did Not Have Pets



Submitted by Debbie Miller

1. I could walk around the yard barefoot in safety.
2. My house could be carpeted instead of tiled and laminated.
3. All flat surfaces, clothing, furniture, and cars would be free of pet hair.
4. When the doorbell rings, it wouldn't sound like the humane society kennels.
5. When the doorbell rings, I could get to the door without wading through furry bodies who beat me there or who are running away to escape the strangers.
6. I could sit on the couch the way I wanted, without taking into consideration how much space several fur bodies would need to get comfortable.
7. I would not have strange presents under my Christmas tree...like dog bones, stuffed animals, little balls and string toys. OR have to answer to people why I wrap them.
8. I would not be on a first name basis with three vets.
9. The most used words in my vocabulary would not be: "out", "sit", "down", "come", "no", "stay", and "leave him/her/it ALONE".
10. My house would not be cordoned off into zones with baby gates or barriers.
11. My pockets would not contain things like poop bags, dog treats and an extra leash.
12. I would no longer have to spell the words B-A-L-L or F-R-I-S-B-E- E or W-A-L-K or T-R-E-A-T-S.
13. I would not have as many leaves INSIDE my house as outside.
14. I would not look strangely at people who think having their ONE pet ties them down too much.
15. I'd look forward to Spring and the melting of the snow instead of dreading "mud season".
16. I would not have to answer the question "Why do I have so many animals?" from people who will never have the joy in their life of knowing they are loved unconditionally by something as close to an angel as they will ever get.
17. How empty my life would be.

Author Unknown

**FEW ANNOUNCES
2005 AWARD
WINNERS**



Federally Employed Women's National Board of Directors announces the 2005 winners of FEW's National Awards. These recipients will be honored at an official awards ceremony on July 19, 2005, in conjunction with the organization's 36th National Training Program being held at the Reno Hilton, Reno, Nevada, July 18-22, 2005. Each year nominations are received for individuals, Department or Agency officials, or members of Congress who have supported FEW's goals of helping women advance in Government.

Awardees are:

Federal Department/Agency Award-
Crane Division, Naval Surface Warfare Center, Crane, Indiana

Champion of Diversity Award – Individual - Ruben Filomeno, Defense Supply Center, Philadelphia, PA

FEW's National President's Award – Recipients -

Melinda Hendrix, Hoosier Hills Chapter, Crane, Indiana; Dawn Nester, New England Region and

Marion Stevens, Mid American Chapter, Scott AFB, St. Louis, Missouri

Barbara Boardman Tennant Award - Recipient - Patt Franc, Rocky Mountain Chapter

Helen R. Dudley Overall Chapter Achievement Award -Hoosier Hills Chapter, Great Lakes Region, Crane, IN

Mary D. Pinkard Life Award – Della Walker

Chapter Achievement Awards –(First place winners)

Newsletter: Hoosier Hills Chapter, Great Lakes Region, Crane, IN

Best Program: Great Lakes Chapter, Great Lakes Region, Warren, MI

Fundraiser: Great Lakes Chapter, Great Lakes Region, Warren, MI

Special Project: Philadelphia Chapter, Mid-Atlantic Region, PA

Membership: Mission Trails Chapter, Southwest Region,

Special Emphasis Project: Philadelphia Chapter, Mid-Atlantic Region,

Additionally, FEW is proud to announce the 2005 winners of its scholarship program. They are as follows:

Retiree Scholarship – Anne Ramsey, Derby City Chapter, Southeast Region, Louisville, Kentucky

National Training Program Scholarships
Patricia Hopkins, Bluff Center Chapter, Southwest Region, Pine Bluff, Arkansas; Bonita Page, Hoosier Hills Chapter, Great Lakes Region, Crane, Indiana; Arlene Polk, Bethesda Chapter, DC Metro Region, Washington, D. C.; Melissa Robinson Smith, MD Tri-County Chapter, Mid Atlantic Region, Perry Point, Maryland; Sarah Vasquez, Three Crosses Chapter, Southwest Region, White Sands, New Mexico

The Greater Oklahoma City Chapter took 2nd Place for our newsletter, FEW Notes.

Recipients will be honored at an official awards ceremony on July 19.

