

Barnstorming Book Tour

Press Kit



Trailing Edge Publishing

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"Barnstorming Book Tour" - Guestimated Schedule

As Of: 13-Jul-03

| Dates | Tour Stops | Region | City | State |
|-----------------|------------|-----------------------------------|-------------------|-------|
| August 1-15 | | Rockies & Plains | | |
| | AEG | | Albuquerque | NM |
| | OV2 | | Salida | CO |
| | IBM | | Kimball | NE |
| | DLN | | Dillon | MT |
| | DIK | | Dickinson | ND |
| | ORB | | Orr | MN |
| | GPZ | | Grand Rapids | MN |
| | FRM | | Fairmont | MN |
| | SPW | | Spencer | IA |
| August 16-31 | | Plains & Midwest | | |
| | BIE | | Beatrice | NE |
| | CYW | | Clay Center | KS |
| | M58 | | Monett | MO |
| | EOK | | Keokuk | IA |
| | IKK | | Kankakee | IL |
| | AJG | | Mount Carmel | IL |
| | SER | | Seymour | IN |
| | MQJ | | Indianapolis | IN |
| | I19 | | Dayton | OH |
| | ANQ | | Angola | IN |
| | 1G0 | | Bowling Green | OH |
| September 1-15 | | Midwest & Northeast & MidAtlantic | | |
| | MFD | | Mansfield | OH |
| | BJJ | | Wooster | OH |
| | 29D | | Grove City | PA |
| | N35 | | Punxsutawney | PA |
| | BHB | | Bar Harbor | ME |
| | GON | | Groton/New London | CT |
| | ANP | | Annapolis | MD |
| | MOR | | Morristown | TN |
| September 16-30 | | South & Southwest | | |
| | LZU | | Lawrenceville | GA |
| | CTY | | Cross City | FL |
| | GLS | | Galveston | TX |
| | PSN | | Palestine | TX |
| | AVK | | Alva | OK |
| | BPG | | Big Spring | TX |
| | Q34 | | Portales | NM |
| October 1-15 | | Arizona & West Coast | | |
| | E95 | | Benson | AZ |
| | E25 | | Wickenburg | AZ |
| | TBD | | | |
| October 16-31 | TBD | West Coast & Rockies | | |

The Book

Availability/Ordering

- Autographed, hardcover first editions are shipping now from www.tebooks.com
- Retail book outlets are accepting advanced orders and will begin shipping the hardcover version in August. The paperback version will be available by November.
- A limited quantity of autographed, hardcover first editions may be available from Anne Hopkins on the “Barnstorming Book Tour”

What readers are saying about *Sticks & Wires & Cloth*



"I read it at one sitting and loved it. You're talking to a real arm-chair flyer—though I have fifty whole hours in floats, several teen-age hours in aeroncas, luscombes and a TravelAir—but I was in the cockpit with Anne on every page. **Barnaby Conrad**, Founder, Santa Barbara Writers' Conference, www.sbbc.org

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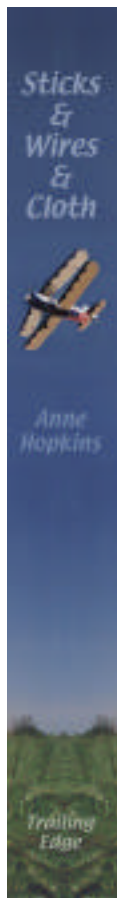
"To read Anne's story is to be reminded of every good reason we fly. It seemed I was flying with a kindred spirit, one whose vision I could absolutely trust. She flew me to places and followed routes I have flown, and then over horizons well beyond. Her words resonate remarkably inside my head. Yet, they are inescapably her own. There is a cadence, or rhythm which is peaceful, calm, a unique kind of patient firmness in her writing. I so welcome a woman's perspective about flight, which is distinctly feminine but unaware that it even matters. Neither the sky nor the aircraft we fly knows our gender and it is only in our choice of words that we may reveal it.

So, the parts I loved? Easy-- pages one through 307. The book is a recipe for wanderlust, of course, and I have this marvelous sense of well being knowing that Anne Hopkins is out there somewhere, flying, experiencing, AND writing about it. For me, there was nothing I could not relate to. Every experience touched me and lit a fuse to a memory of my own.

Not so very long ago, no one could have described the planet and her part in it as Anne has. Witnessing the earth framed with scalloped wings and putting pen to paper, heart to keyboard, she has given us a gift. A valuable piece of the puzzle. Dare I say essential piece? How about just 'required reading.' Anne is, single handed, going to drive up the price of Great Lakes, and those lonely little airport operators around the country are going to wonder what all the blue

feathers sprouted on tails are all about." **Rod Magner**, Magic Air Tours, Orcas Island, Washington, www.MagicAir.com

* * *



"What a joy!! I loved this experience (it's more than a book)! Anne's metaphors, similes, whatever you call them, are so vivid and so to-the-point. I found myself saying 'whooomph' like biplane Nanna's namesake St. Bernard every time she landed. It's obvious this writer is honest about everything, objective about life and herself - sharing her thrills as well as her fears in ways I could definitely relate. There are so many moments that resonated with me, even though I am not a pilot myself. For example, when Anne was getting checked out for a glider rental with '... a serious young man' who said '...you fly better than I thought you would,' she ends the episode with '...I even got him to smile and chuckle a few times before we were done. I love these guys.' I was not just reading a story, but listening to a woman who had a dream and made it real. The people Anne introduced me to as she traveled around the country were fascinating, like the woman who flew around at night looking for lightning strikes that might start forest fires, the couple who took her in when Nanna ran into the fence, all her 'teachers'. This is a book for everyone, but I know lots of women who will be wearing a knowing smile when they turn the last page." **Barbara Steck**, Tampa, Florida

* * *

"As a Naval Aviator, my Primary Flight Training was in the N2S Stearman open cockpit, fabric covered, biplane. In 20 years of flying dive bombers from carriers and fighters and helicopters, I never felt as 'hot' a pilot as in the N2S with wind in the face, singing wires, and roaring engine. Reading Anne Hopkins has rekindled wonderful memories as I flew through her adventures in this wonderful book." **CDR Robert A. Close USN (RET)**, San Antonio, Texas

* * *

"What a great book...at times you feel as if you are there, in the front seat. Truly one that is hard to put down." **Cliff Smith**, Athens, AL

Dust Jacket Copy

Sticks & Wires & Cloth

...is about escaping into the skies of a bygone era with a 1929-design biplane. "Starting from a metal and concrete hangar of a big-city airport and watching steel and glass skyscrapers of Dallas and Fort Worth disappear, we pulled the prairie sod toward us as though closing a roll-top desk over the clutter of modern life." During summer trips across America and winging around Texas in the long months in between, Anne Hopkins learned much about flying—wind and sky, doped fabric and hoses, charts and instruments—but even more about life—the land, its creatures, its people, herself.

These are the stories of a woman who took up flying on a whim one sunny morning in Arizona and years later climbed into her biplane to head out of Idaho toward a sunset blizzard. We laugh with her as she flies while folding a five-foot chart in a two-foot cockpit or sheds a flying helmet, uncovering sprigs of hair "...bent into abrupt angles like barbed wire gone awry." We cringe at

hangar mishaps, broken fences, peeling dope, and duct tape repairs. Mostly, though, we soak in the magic of flight from the cockpit of her biplane, watching a bunch of sticks and wires and cloth tie a person to life itself and to those who share it, living and dead:

“Like many flyers, I feel connected to Lewis and Clark across time and space—they explored the surface in the early 1800’s, we fly above them in a flying machine a bit more sophisticated than an early 1900’s model, and in my cockpit sits a 2000-era device that speaks every moment to a satellite whisking along miles above. Beyond the satellite, an observer in 2100 will gaze back through a telescope on the moon’s Mount Marilyn to see the earth’s Judith Gap and ahead into deep space toward the next place to be named for a loved one.”

Sticks & Wires & Cloth is Anne Hopkins’s first book.

Excerpts

Please view excerpts of *Sticks & Wires & Cloth* on www.tebooks.com/sampletitle.html

Book Review Example

Sticks & Wires & Cloth is about escaping into the skies of a bygone era in a 1929-design biplane, an episodic log of the author’s five years traveling around Texas and most of the rest of the United States. Anne Hopkins brings a fresh voice to writing about life in the skies, demystifying biplane flying much as Katherine Graham did newspaper publishing in her memoir. Firmly and patiently, Anne takes her reader by the hand, helps him into the front cockpit, and keeps him there through fair weather and foul, sharing moments of joy and terror. Her story is full of the details of coping with an old cramped aircraft, yet in the end she has left us savoring its magic and wonder.

This is a book for everyone who ever thought about flying. It will remind pilots of all the good reasons they fly. It will propel those who have only dreamed of flying along the path toward that first flight. Those who know pilots will understand why to them flying is like breathing, an essential element of life. Those who have always feared flying will see that despite all the writing about calm and fearless pilots, pilots are sometimes afraid, too, but as one chapter puts it, “’Twas a Pleasing Fear.”

Requesting Artwork

Cover, spine, and author photographs shown here are available upon request from service@tebooks.com. Include format (JPEG, TIFF, GIF, etc.) and resolution (72, 300, 1200 DPI, etc.) with initial request. If you have additional artwork needs, we will try to accommodate all requests.

The Biplane

The Great Lakes Biplane, model 2T-1A-2, is a version of the airplane originally designed in 1929 and built in Cleveland Ohio by the Great Lakes Aircraft Company. In the 1930’s, Tex Rankin and other top-tier aerobatic pilots flew the Great Lakes, the premier aerobatic airplane of

its day. The Great Lakes Aircraft Company designed and attempted to sell to the military a bomber version, but did not succeed.

In the 1970's and 80's, the type certificate for the biplane passed to Doug Champlin and Associates in Wichita, Kansas. The "second generation" Great Lakes was built with a modern engine (Lycoming AE IO 360, 180 horsepower, fully inverted oil system) and avionics, redesigned cowling (nose area) to fit the new engine, a some other updating, but the basic airframe was unchanged. The FAA currently has registered 208 of all models of Great Lakes (2T-1x).

The pilot flies from the rear seat due to weight and balance considerations. The pilot cannot see straight ahead when on the ground and on final approach to land, so must S-turn while taxiing on the ground and make turns in the sky to see what is ahead.

Factoids

| | |
|-----------------------------|--|
| Wingspan: | 27 feet |
| Length: | 21 feet |
| Height: | 8 feet |
| Empty weight: | 1200 pounds |
| Gross weight: | 1800 pounds (with passengers, fuel, baggage) |
| Speed: | 80-132 MPH |
| Range: | ~300 miles, ~ 3 hours |
| Rate of climb: | 1400 feet/minute |
| Service Ceiling: | 17,000 feet (maximum altitude) |
| Take-off distance: | 475-825 feet (minimum ground run and over 50' obstacle) |
| Landing distance: | 400-825 feet (minimum ground roll and over 50' obstacle) |
| Baggage compartment: | 40 pounds |
| Wing loading: | 9.63 pounds/square foot |
| Power loading: | 10.0 pounds/horsepower |
| Seatbelts: | two each for pilot and passenger |
| Parachutes: | both pilot and passenger wear parachutes for aerobatics |
| Approved maneuvers: | aerobatics (spins, rolls, loops, etc.–right side up or inverted) |

The Author/Pilot

Personal History

Anne Hopkins was born April 6, 1946 in Annapolis, Maryland. Her father, retired Naval Aviator RADM Lewis A. Hopkins, and mother, homemaker Ruby Stevens Hopkins (deceased), grew up on farms in Luthersville, Georgia and Grantham, North Carolina, respectively. They met while working their way through Berry College in Rome, Georgia. RADM Hopkins was awarded the Navy Cross for action against the Japanese Carrier Akagi at the Battle of Midway. He speaks frequently at public events about his experiences as an



“Ensign at Midway.”

As a Navy Junior, Anne moved frequently and attended schools in Rhode Island, Virginia, Florida, and California. She graduated with honors from the University of California, Santa Barbara (UCSB) in 1968 with a degree in Home Economics.

Anne has two grown daughters, Amy Britt and D. Allison McIntyre.

In addition to flying, Anne is an expert craftswoman (sewing, knitting, crocheting, etc.)

Professional History

Just before graduating from UCSB in 1968, while interviewing for jobs as a department store buyer, Anne noticed a computer-programming course advertised on a flyer outside the glass window of the university’s computer room. She signed up, reasoning, “...I thought computers might amount to something some day, and that it might be a good idea to learn what they were all about.” That class set her off on a career in information technology as a computer programmer/analyst, salesperson, sales manager, marketing program manager, market development manager, strategist, and outsourcing executive. She has worked for IBM, Xerox, Octel (acquired by Lucent and spun off with Avaya) and several smaller firms. She was Director, Business Management, with the telephony outsourcing division of Avaya in 2001 when she left the corporate world and began a second career as a writer. Between her military upbringing and career as a corporate gypsy, she is currently living in her thirty-eighth domicile. The woman moves.

Flying History

Federal Aviation Administration Ratings: Single Engine Land & Sea, Instrument Airplane, Glider (Aero tow), Commercial

First Solo: December 14, 1983, Deer Valley Airport (DVT), Phoenix, Arizona

Hours Flown: As of July 15, 2003, Anne has flown a total of 1670 hours in a variety of aircraft. Over 1100 hours are in her 2T-1A-2 Great Lakes, 17 in seaplanes, 42 in sailplanes, and 193 in complex aircraft (retractable landing gear).

Recent Press Releases

See www.TEBooks.com/pressreleases

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