



INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES, INC.

VOL. XXVIII NO. 3

SEPTEMBER/OCTOBER 2002



Mary Clair Allen



Susan Begg



Sonya Dugan



Peggy Sue Figley



Beverly Franklet



Suzanne S. Ivison



Traci Leider



Lori MacNichol



Cynthia Madsen



Adele McDonald



Melissa McKinley



Karen Ness



Mayrie Richards



Martha Cate Taylor



Renee S. Whitton

2002 AMELIA EARHART SCHOLARSHIP RECIPIENTS

To list your 99s events on this calendar page, send information to:

Perpetual Calendar
Anna Taylor
4332 Dry Creek Place NW
Albuquerque, NM 87114
Fax: 505-898-4987
Email:
Anna@Taylor-NM.com.

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

MISSION STATEMENT

PROMOTE WORLD
FELLOWSHIP THROUGH
FLIGHT

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

PRESERVE THE UNIQUE
HISTORY OF WOMEN IN
AVIATION

PERPETUAL CALENDAR

2002

NOVEMBER

- 1-2 **New England Section Fall Meeting**, Western New England. Contact: Cynthia Welton, phone: 413-663-7297, e-mail: cwelton@sover.net
- 1-3 **North Central Section Fall Meeting**. "Celebrate 99 Years of Flight," Embassy Suites, Covington, Kentucky. Hosted by Greater Cincinnati Chapter. Contact: Betty Huck, phone: 513-325-7666; e-mail: bettyhuck@att.net
- 1-3 **Tucson Treasure Hunt**, "A Scavenger Hunt in the Sky." Sponsored by Tucson Chapter 99s. Contact: Kaye Craig, phone: 520-881-0988, e-mail: krcraig99@mindspring.com
- 2 **Anniversary of the founding of The Ninety-Nines, Inc., 1929**
- 6-10 **International Board of Directors meeting**, 99s Headquarters, Oklahoma City. For more information contact Headquarters Manager Faith Duncan at 800-994-1929 or e-mail: IHQ99@cs.com for more information.
- 20 **Deadline** for Award of Merit and Award of Achievement Submissions. Contact Frances Luckhart, Awards Chairman, 918-379-0018 or e-mail: Flygrl7102@aol.com
- 22-24 **"Women in Aviation Conference,"** Bombay, India. Contact: Chanda, 1051 N. Columbus #101, Tucson, Arizona 87511. Fax: 520-325-7243, e-mail: chandab99@hotmail.com or wiacon@hotmail.com

DECEMBER

- 9 **Deadline** for submission to the January/February 99 News
- 31 **Bylaw Amendment submission deadline**. Contact Jerry Anne Jurenka, Bylaws Chair, 903-663-0025, e-mail: jajurenka@juno.com
- 31 **Deadline** for AE Scholarship and Future Woman Pilot Scholarship applications. Contact Charlene Falkenberg, AE Scholarship Trust Chair, 219-942-8887, e-mail: charl@prodigy.net.

2003

FEBRUARY

- 9 **Deadline** for submission to the March/April 99 News

MARCH

- 20-22 **14th Women in Aviation Conference**, Cincinnati, OH. For more information www.wiai.org

APRIL

- 9 **Deadline** for submission to the May/June 99 News

MAY

- 16-18 **North Central Section Spring Meeting**. "The Drive to Fly in Detroit - 100 Years of Aviation in the Motor City." Hosted by Greater Detroit Area Chapter, Holiday Inn Livonia West.
- 16-18 **South Central Spring Section Meeting**, El Paso, Texas. Hosted by El Paso Chapter. Contact Dottie Lovelless, El Paso Chapter Chair, 505-589-4307, e-mail: n55vl@htg.net.

JUNE

- 9 **Deadline** for submission to the July/Aug 99 News

JULY

- 8-13 **The Ninety-Nines International Conference**, Huntsville, Alabama, the Marriott Hotel at the Space and Rocket Center. Hosted by the Southeast Section, contact Lisa Cotham, 225-293-4359, e-mail: lisacot@earthlink.net
- 17-20 **100th Anniversary of Powered Flight**; Dayton's 2003 Air Show; Contact Kim Dell at 937-898-5901

AUGUST

- 9 **Deadline** for submission to the September/October 99 News

SEPTEMBER

- 18-21 **Mid-Atlantic and North Central Sections Joint Fall Meeting**, Canton, Ohio. Hosted by Greater Kansas City Chapter
- 11-14 **Northwest Section Meeting**, McCall, Idaho. Contact: Beverly Anderson, Phone 208-634-8459, e-mail: skylady@citlink.net

OCTOBER

- 7-9 **NBAA**, Orlando, Florida
- 9 **Deadline** for submission to the November/December 99 News

DECEMBER

- 9 **Deadline** for submission to the January/February 99 News

A WORD FROM THE PUBLICATIONS COMMITTEE...

ANNA TAYLOR, JACQUE BOYD, DONNA CRANE-BAILEY AND FAITH DUNCAN

As the new Publications Committee, we had some very hard decisions to make. Matters did not progress as well as we hoped with a new editor (the second one from Turner Publishing Company), and the copy we were given to edit could not, in good conscience, be sent to our members. We would like to offer sincere apologies to you, the members, for the long delay and the loss of two summer issues. However, after a productive conference call with the president of Turner Publishing and assignment of a new editor, we are confident that things will fall into place. We will continue to work towards the best effort from everyone.

Since the summer issues (May/June and July/August) were going to be very late, one of the hard decisions we made was to drop them in favor of a "catch-up" issue in September/October. We thought about our summer of fun, flying and camaraderie, and feature those activities in this issue. Now you can see how your friends spent their summer vacation! The new Publications Committee put a lot of effort into this issue. If you enjoy it, then it was worth every long night, the countless emails and phone calls.

The Publications Committee would like to thank Vice-President Elaine

Morrow and Webmaster Pamela O'Brien. We needed extra help with this issue, and they graciously gave of their time.

Now, we're already thinking of the November/December 99 News and beyond. We need your help. We depend on you, the members, to send in articles about the wonderful things you're doing in the name of The 99s. While we do solicit for some material, most of the fascinating articles come directly from you. Keep those cards and letters coming! Feature articles are nice, but we also enjoy seeing the stories about what each chapter and section is doing, which gives us all ideas for projects within our own Chapters and Sections. We need "Grass Roots" articles, and information on new ratings and Wings levels. In addition, please let us know who has gone on to "New Horizons."

Send your articles to:

The 99 News
P.O. Box 950033
Oklahoma City, OK 73195
Fax: 405-685-7985

E-mail: articles99news@cs.com

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Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159-0965, USA
405-685-7969 or 800-994-1929

Fax: 405-685-7985

E-mail: IHQ99s@cs.com

Website: <http://www.ninety-nines.org>

Street Address: 4300 Amelia Earhart Drive
Oklahoma City, OK 73159-1140
Faith Duncan, Headquarters Manager

PUBLICATIONS COMMITTEE

Anna Taylor, Jacque Boyd,
Donna Crane-Bailey, Faith Duncan

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THE 99 NEWS

Fax: (405) 685-7985

Mail: The 99 News

P.O. Box 950033

Oklahoma City, OK 73195

E-mail: articles99news@cs.com

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POSTMASTER: Send address changes to:

International Women Pilots

The Ninety-Nines® Inc.,

Box 965, 7100 Terminal Drive

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STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc. Deadline: 9th of month preceding date of publication: Dec. 9, Feb. 9, April 9, June 9, Aug. 9 and Oct. 9. Spelling of proper names is proofed against information submitted. All photographs submitted are returned to 99s Headquarters in Oklahoma City.

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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.

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U.S. - \$20

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PRESIDENTS' MESSAGES

BY VICKI LYNN SHERMAN, OUTGOING PRESIDENT

The Board of Directors and I want to thank all of you who made the 2002 Conference a big success. Our special thanks go to Conference Coordinators Marilyn Copeland and Sondra Ridgeway and The Ninety-Nines 2002 Planners, Greater Kansas City 99s, Northeast Kansas 99s and the Amelia Earhart Birthplace Museum Trustees.

For those of you who were unable to attend the conference, I will repeat my speech in my final message as president:

The Ninety-Nines are a unique group of women, and my greatest pleasure has been meeting with so many of you all over the world.

During the past two years, each of you acting as Ninety-Nines together, and individually, have successfully begun our "Flight into the 21st Century."

You have increased our membership and the interest in The Ninety-Nines by improving our public image at Trade Shows and Conventions with our wonderful exhibit booth; continued our appeal to Future Women Pilots with our scholarship program; continued our educational work with NIFA, NASA, and have received an award from the National Aeronautics Association, the Frank B. Brewer Trophy, in recognition of excellence in aerospace education.



Vicki Lynn Sherman

Membership benefited from your reorganization of our Ninety-Nines Headquarters' staff, increasing the accuracy of record keeping and responsiveness to inquiries and applications from present, renewing and prospective members; continued and improved the functioning of our Finance Committee, with greater input from the Directors and Governors; met with our European sisters and laid the foundation for a new Hungarian Section. You

have continued our active cooperation with the EAA towards the development and advancement of aviation with special attention to the Annual Fly'N at Oskosh and at Sun'N Fun in Lakeland, Florida, and in this connection continued support for the development of The Ninety-Nines building and Sun'N Fun with seminars conducted there annually and with the FAA.

Lastly, a very special commendation to all of you for the way you have responded to the challenge of our society and beliefs brought about by the attack of 9/11. You have continued your lives in the face of attempted terror. You have held your Chapter and Section meetings as previously scheduled. You have flown the airlines and privately, and cooperated with the changes in air traffic control and airline security inspections. Because of you, in our small part of the world the terrorists have been unsuccessful.

Thank you for honoring me with the privilege of serving as your President, and for being my friend.

Let us continue to promote, provide and preserve the spirit of The Ninety-Nines.

BY JODY MCCARRELL, INCOMING PRESIDENT

Dear Fellow Ninety-Nines,

I want to welcome all of you to what I hope will be a very interesting and busy next two years. We are planning great things, such as a wonderful 2003 International Conference at the Huntsville Space Center (home of Space Camp—you won't want to miss that!) and a very active promotion of our Future Women Pilots program, thanks to our International Membership Chair, Andrea Chay, and the Amelia Earhart Scholarship committee and their support of the FWP Scholarship Award.

One of the big surprises of the Kansas City conference was the announcement that The 99s Museum of Women Pilots has accomplished its goal of getting enough donations to pay for the 1929 Louise Thaden aircraft. Thanks, ladies, for all the hard work and especially to Thon Griffith, who spearheaded the drive. I also want to thank Stacy Howard for her faith that we could, and would, raise the money.

You all will be receiving your new directory soon and listed in it will be the new International Committee Chairs. Please contact these women if you need some help, they have volunteered their expertise to The Ninety-Nines. I know they are going to put a lot of effort into their new assignments.

We are very lucky to have four great trusts that operate for the benefit of the organization: The Amelia Earhart Memorial Scholarship Fund, The Ninety-Nines Endowment Fund (the future of our organization rests here), The 99s Museum of Women Pilots, and the Amelia Earhart Birth-



Jody McCarrell

place Museum. Of course, all you long-time Ninety-Nines already know what they are, but I ask you to please discuss these trusts at your next chapter meeting so that your new members will know about them and support them with your money-raising activities. I encourage everyone to come by Oklahoma City to visit The 99s Museum of Women Pilots, located upstairs at our headquarters, and see for yourself what The Ninety-Nines are all about. And what a great time we had at our 2002 International Conference, seeing and enjoying the Amelia Earhart Birthplace Museum.

We all are members of a great organization, whose mission statement includes the words PROMOTE, PROVIDE and PRESERVE. Lets all get behind that statement, and have a great time together during the next two years. I am counting on you.

We hope all of you who attended the Conference had as good a time as the planning committee did. The Amelia Earhart Birthplace Trustees, Greater Kansas City Chapter, Northeast Kansas Chapter and many Ninety-Nines volunteers planned something for everyone. The first event of the conference was the *Breakfast with the Museum Flying Style Show* presented by the Museum of Women Pilots. It was well attended and fun, AND it set the tone for the remainder of the week. The *Chapter Chairmen & First Timers Seminar* included presentations on "How to Have a Successful & Fun Chapter" by Donna Moore of the Women with Wings Chapter, "Flying Companion Seminars" by Linda Black of the Kansas Chapter and "Air Bears" by Greater Kansas City Chapter 99s Donna Burrows and June Wolff.

The *Welcome to Kansas City Barbecue and Jazz Party* found many of us in our 1920s and 1930s Jazz Era dress, and enjoying the food and music of Kansas City. The Business Meeting was conducted in an efficient manner and completed in one extended morning session. It was followed by the installation of new officers and directors for 2002 - 2004. On the third evening of the Conference there was a bus tour to the Country Club Plaza for dinner at one of the many wonderful restaurants there, and even some shopping for those who wished. It was a welcome way to relax and enjoy Kansas City at its best.

A day of educational speakers presented us with a diverse look at different segments of aviation. Greg Feith started the day by describing to us how aircraft accident investigation is accomplished from his experience as a senior investigator with the National Transportation Safety Board. The Career Panelists showed us that careers in aviation can take many paths from the FAA to towing banners. Colleen Barrett, President of Southwest Airlines, gave us a glimpse into what it takes to lead a successful, money-making airline in today's en-

THE NINETY-NINES, INC. 2002 ANNUAL CONFERENCE

KANSAS CITY, MO AND ATCHISON, KS

JULY 16-21, 2002

BY SONdra RIDGEWAY, CONFERENCE CHAIRMAN

vironment. Rod Machado, the consummate entertainer, kept us laughing while presenting his message of safety education. Bob Haase, from Kansas City-based Garmin, Inc., let us take a look at their latest navigation products for the General Aviation cockpit.

The special day in Atchison, Kansas, where we participated in the annual Amelia Earhart Festival, was a day to remember. Yes, it was HOT, as it tends to be in Kansas in July, but for those who have never had the opportunity to visit the Forest of Friendship or the Amelia Earhart Birthplace Museum, it was a real treat. The dedication of the front parlor at the AE Birthplace Museum to Marilyn Copeland was made all the more special by the presence of Marilyn's family. In good Kansas style, the evening was topped off by a riverside airshow and spectacular fireworks display viewed from the front yard of the Birthplace Museum.

See you in Huntsville in 2003.



Guest speaker Colleen Barrett,
President of Southwest Airlines



Back row (L to R): Nancy Wright playing Jackie Cochran, Pat Jensen as Louise Thaden, (standing) Susan Theurkauf as Bobbi Trout, Lisa Cotham as Pancho Barnes, Susan Harper as Harriet Quimby, Janna Vail as Matilda Moissant (very back) Donna Shirley, Narrator, Elaine Morrow as Edna Gardner Whyte, Brenda Carter as Phoebe Omlie. Front row (L to R): Vicky Anderson as Amelia Earhart, Pat Thomas in Futuristic 99 Flying Togs, Lianne Oakes as an Astronaut, Margaret Ringenberg is portraying herself as a WASP, Nancy Jensen as Lady Mary Heath.



Guest speaker Rod Machado

AWARDS

By BETTY PRAKKEN, 2000-2002 AWARDS CHAIRMAN

The combined AE Scholarship and Awards Banquet held Friday night was the venue for honoring several individuals and one organization. The Award of Achievement is for an individual, chapter or section who has made significant contributions to aviation, aviation education, science, aviation history or to the Ninety-Nines. This year's winner is Marion Babe Weyant Ruth. Her life is a who's who of aviation. She has over 10,000 hours and has taught hundreds of students to fly. Babe is well known as an aviation historian with many awards to her credit. Her dedication to aviation is an inspiration to us all.

The Award of Merit (for non Ninety-Nines) is presented to individuals who have made significant contributions to aviation, aviation education, science, aviation history or to the Ninety-Nines. This year the award

went to an organization, the Aircraft Owners and Pilots Association (AOPA), under the leadership of Phil Boyer, rather than an individual. In a normal year AOPA would be worthy of the award, but since September 11th the organization's work has been heroic! They were a visible and vocal presence in our ability to fly again. They also made all efforts to get the real facts about general aviation out to the national media, and in Washington, working with the Secretary of Transportation and the FAA, disputed much misinformation about general aviation. AOPA launched a \$1 million awareness campaign to inform and educate the public and government officials about general aviation's contributions and significant impact in the United States.

Rod Machado accepted the award for Phil Boyer, and Rod was also presented with a certificate indicating his induction into the Ninety-Nines Forest of Friendship.

Vicki Lynn Sherman gave the President's Award to Vicky Anderson and Susan Theurkauf for their outstanding service to the Ninety-Nines as trade show/merchandising co-chairs. These ladies spent untold hours designing a new booth, then making sure we were properly and professionally represented wherever it was on display.



Vicki Lynn Sherman, outgoing president, presents the President's Award to Vicky Anderson and Susan Theurkauf.



On behalf of AOPA, Rod Machado accepts the Award of Merit from Vicki Lynn Sherman.



Vicki Lynn Sherman, outgoing president, presents Award of Achievement to Marion "Babe" Ruth.



Past and Present Governors at the 2002 Governors' Reception.



99s "all jazzed up" at the conference.

SENTINELS

BY PATRICIA OHLSSON, LONG ISLAND CHAPTER

I was asked by President Vicki Sherman to be Sergeant-At-Arms at this year's business meeting in Kansas City, Missouri. The selection was made of three women pilots I didn't know, and all their last names began with the letter "O." Betty mentioned to me that she was not planning on attending until she was asked to be a Sentinel. This goes to show that sometimes it is nice to ask someone and show they are thought of. I thank you all.



Left to right, Betty Osmundson, Mt. Tahoma, Lianne Oakes, Orange County, Sentinels, Pat Ohlsson, Long Island, Sergeant-At-Arms, Genie Rae O'Kelley, Tennessee, Sentinel.



Southeast Section 99s invite all to the 2003 conference in Huntsville, AL.

INTRODUCING THE 2002-2004 INTERNATIONAL BOARD OF DIRECTORS

BY FAITH DUNCAN, HEADQUARTERS MANAGER

At the 2002 International Conference your new Board of Directors was installed. The ceremony, headed by Vicki Lynn Sherman, outgoing President, was a moving and positive experience. Vicki Lynn presented the new Board members with either a gold, blue or white candle to represent their leadership role as torchbearers, and offered them to The Ninety-Nines as their new flight crew.

Jody McCarrell is the new International President. Jody is a member of the Oklahoma Chapter in the South Central Section and has served as both Treasurer and Vice President at the International level. She has an extensive background in business and finance. Jody has been involved in many of The 99s activities including: designing the coloring book, working with NASA, setting up the first aerospace education workshop, run-

ning two World Precision Flying Championships, and serving as a NIFA judge and councilperson. Jody's goals are to promote a more active organization, work to involve industry, improve sponsorships, and education throughout the United States and the International Community about aviation history and women pilots.

Elaine Morrow is the new International Vice President. Elaine is a member of the Minnesota Chapter in the North Central Section. She has served as both Secretary and Director at the International level. Elaine is very experienced in technology and business management. She installed our current computer system at 99s Headquarters and designed the new Membership Database. Elaine's objectives are to ensure fiscal stability through responsibility and fundraising, and to maintain services to the membership.

Donna Moore is the new International Secretary. Donna is a member of the Women with Wings Chapter in the North Central Section. She is new at the International level, but has served as Section Governor and held several other positions in The 99s. Donna is a past manager and a health care quality specialist, serving on professional and personal interest boards in various capacities. Her aims are to improve communications with the members, encourage new members, and utilize members with longevity.

Susan Larson is the new International Treasurer. Susan is a member of the San Joaquin Valley Chapter in the Southwest Section. She is new at the International level, but has served as Section Governor and held other positions in The 99s, including hosting an



Installation of Officers in Kansas City: Director Patricia Prentiss, Director Martha Dunbar, Director Betty Prakken, Secretary Donna Moore, Treasurer Susan Larson, Vice-President Elaine Morrow, and President Jody McCarrell.

International Conference in San Diego. Susan is a CPA and has over 20 years of small business management experience. Her ambition is to provide timely and accurate financial information.

Martha Dunbar continues as an International Director. Martha is a member of Eastern New England Chapter in the New England Section. Martha was elected in 2001 and has been a long time member of The 99s. Martha's goals are to cultivate new members and mentor Future Women Pilots. She highly emphasizes the promotion of Air Education and Safety.

Betty Prakken is a new International Director. Betty is a member of Columbia Cascade Chapter in the Northwest Section. She has been an active member of The 99s and has served in a variety of offices, including Section Governor. Betty has several objectives, including getting the organization on a sound financial footing and improving fund-raising efforts. She is also very concerned about communication with the Sections and Chapters.

Patricia Noyes Prentiss is a new International Director. Pat is a member of the Orange County Chapter in the Southwest Section. She has served The 99s in many ways, including Section Governor. Pat has a background as a chief pilot and as a general contractor. She plans to apply her skills to help the building maintenance committee for our Headquarters Building. Pat also has a goal of growth for the organization.

Anna Taylor is a new International Director. Anna is a member of the Albuquerque Chapter in the South Central Section. She has most recently served as Section Governor in addition to other positions within The 99s. Anna has a background in the military, technology and in communication. Her aim is to improve communication among all facets of the organizations, whether Board, Section, Chapters, Trusts, or Members.

Vicki Lynn Sherman is our newest Past International President. Vicki is a member of the Florida Spaceport Chapter in the Southeast Section. Vicki most recently served as International President and before that Director at the International level. She has a background in business, real estate and law. Vicki's ambitions center around education and aviation safety.

This is your new International Board of Directors. Please welcome them and show them your support. Feel free to call any of them with your concerns, as they are committed to serving the members.

Amelia Earhart Memorial Scholarship Fund Trustees are Chair Charlene Falkenberg, Margaret G. "Peggy" Doyle, Madeleine Monaco, Joy Parker Blackwood, Genie Rae O'Kelley, Dr. Dora Strother, Jenny T. Beatty, Dr. Jacqueline Boyd, and Barbara Evans.

Amelia Earhart Birthplace Museum Board Trustees are Chair Sondra Ridgeway, Kay Alley, Jennifer Havens, Lois Feigenbaum, and Carole Sutton.

Ninety-Nines Endowment Fund Trustees are Chair Judith Ann Bolkema-Tokar, Beverly Fogle, Sue Ehrlander, Hilda Ray, and Carolyn Van Newkirk.

Ninety-Nines Museum of Women Pilots Trustees are Chair Anita Lewis, Claire Walters, Lisa Cotham, Gene Nora Jessen, Susie Sewell, and Verna Steele West.

International Nominating Committee Members are Joan Kerwin (chair), Bonita Ades, Dr. Karen Bailey, Patricia Ohlsson, and Lori Robishaw.

International Committee Chairs:

Aerospace Education – Nancy Wright and Marie Grein
 Airmarking – Ellen Nobles-Harris
 Awards – Frances Luckhart
 Building Maintenance – Mardell Haskins
 Bylaws/Standing Rules – Jerry Anne Jurenka
 Careers – Jenny Beatty
 Charity Flights – Judy Benjamin and Ann Shaneyfelt
 Credentials – Thelma Cull
 Data Security – Linda Horn
 Election Procedures – Nancy K. Jensen
 49 1/2s – Beverly Stephens
 Forest of Friendship – Anne Shields
 Fund-Raising – Elaine Morrow
 General Counsel – Cecile Hatfield
 Historian – Nora Peters
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 International Projects – Dee Bond-Wakelin
 Internet Connections/Security – Pamela O'Brien
 Legislation – Charli Lamb
 Membership – Andrea Chay and Pam Saylor
 NIFA – Virginia Harmer
 Parliamentarian – Betty Green
 Personnel – Charli Lamb
 Photographer – Poochie Rotzinger
 Public Relations – Bobbi Roe and Stephenie Roberts
 Publications – Anna Taylor and Jacque Boyd
 Safe Flying Activities – Betty Huck
 Scrapbook – Katharine Barr
 Tradeshows – Vicky Anderson and Susan Theurkauf

99s DIRECTORY GOES ON-LINE

It's true! You can now access our membership directory in the "Members Only" area of our website. Thanks to a gracious donation by Past International President Bev Sharp, we were able to make this much wanted feature a reality.

How do you do it? It's easy. Go to our website and click on the "Members Only" link (<http://www.ninety-nines.org/secure/>). On your initial visit, you will create a unique username and password and go through a verification process that only allows current 99s to log on. Once this process is complete, you can use your username/password to access this secure "members only" part of the website.

The On-Line Directory allows you to search for members using one or more variables - name, city, state, Chapter, Section and/or membership code. Now it's easy to see a list of all the membership chairs in your Section or find a contact in another Chapter. You can see a list of AE Scholarship recipients — from your Chapter, your Section or the whole organization. Want to see who is the chairman for a certain Chapter? It's there.

The On-Line Directory is updated on the 10th of each month, which means that you will be viewing current information from HQ. However, this information is only as current and accurate as YOU make it. So, be sure to keep your membership information updated with Headquarters. You can do this several ways:

Telephone: 405-685-7969

E-Mail: ihq99s@cs.com

Website: http://www.ninety-nines.org/info_update.html

If you have any suggestions about what you would like to have in the Members Only section, have problems accessing it or any ideas for the website, send me an e-mail!

Pamela O'Brien - webmaster@ninety-nines.org

AE MEMORIAL SCHOLARSHIP

BY CHARLENE FALKENBERG, AMELIA EARHART MEMORIAL SCHOLARSHIP CHAIRMAN



Jody McCarrell, President (right) and Vicki Lynn Sherman, Past President (left) present certificates to scholarship winner Beverly Franklet.

The Amelia Earhart Memorial Scholarship Fund Board of Trustees was extremely pleased to announce fifteen new Career Scholarship winners at the International Conference in Kansas City. In addition, this was the second year the Trustees were able to give the Future Woman Pilot Awards. Eight FWP's were notified of their winning on March 29 during the AEMS Board meeting. As of May 15, 2002, two of those FWP winners have finished their private ratings and have officially joined the ranks of The Ninety-Nines!

Trustees for the year 2002-2003 include three Permanent Trustees: Chair, Charlene Falkenberg, Treasurer and Research Scholar Grant Chair, Dr. Jacque Boyd and Madeleine Monaco. Jenny Beatty, Peggy Doyle and Joy Parker Blackwood round out the Trustee positions. Dr. Dora Strother and Barbara Evans serve as consultants to the Board.

The Scholarship was established in 1941 as a memorial to Amelia Earhart. The Trustees have had the pleasure of administering scholarships including the Career Scholarship Awards, the Research Grant, type ratings awarded by United Airlines, ratings awarded by American Flyers, and the Future Woman Pilot Awards. The Trustees jobs are made easier because of an exceptional group of Section AE Chairs who review the applications received from each Chapter in their Section.

The scholarships awarded are as varied as our membership. We provide the complete cost of achieving a short-term goal such as a rating, or a certificate or a research grant, and have even paid tuition for classroom work for an aviation degree. For example, if you are working toward the goal of becoming a professional flight instructor, you could apply for a scholarship to fund your Commercial Certificate, or your CFI (each scholarship is for one rating only!) If you are working to become an airline pilot, or a MedEvac pilot, or a crop duster, or any other aviation related job, you could request funding for one of the steps required to achieve it.

The Trustees and the outside judges look for a lot of things when applications are evaluated. Some of those things include: active 99 participation, work on your own toward your goal, and reasonable and achievable goals. It is mandatory that you have the class of medical appropriate to use the rating you are applying for. Because the Fund operates on donations and the interest those donations generate, it is extremely important that you ask for an appropriate amount of money and that the amount will actually allow you to obtain your rating. Be responsible and reasonable in your requests. Remember, you can only win the award if you apply!

AMELIA EARHART MEMORIAL SCHOLARSHIP CAREER WINNERS

MARY CLAIR ALLEN, *MULTI-INSTRUCTOR*
Hampton Roads Chapter, Mid-Atlantic Section

Love of flying began in my family with my grandparents and was passed on by my father. I began flying at Hampton Roads Airport with my father, a CFII, when I was 14. I soloed at 16 and received my pilot's license at 17. While at the airport I met my mentor, a dedicated 99 who added fuel to my love of flying. I recently graduated from Ohio State University with a degree in Aviation Management and instructed there my last two years. Having just finished an internship with PSA Airlines, I hope to be an airline pilot soon.

SUSAN BEGG, *INSTRUMENT RATING*
East Ontario Chapter, East Canada Section

I began flying in 1970. I discovered the 99s soon after and ever since then The Ninety-Nines have been an inspiration and excellent network of aviation enthusiasts. My entire career in the Information Technology field has been good of course, but I always have had my heart in aviation. I am gearing up to change careers to the aviation field. Through this endeavor, I am working on a Commercial License. The Amelia Earhart Memorial Scholarship will allow me to pursue my goal and eventually teach others the joy of flying.

SONYA DUGAN, *INSTRUMENT INSTRUCTOR*
Reno Area Chapter, Southwest Section

A lifelong aviation enthusiast, I've been a member of the Reno Area 99s since 1995. I am a Certified Flight Instructor who has my sights set on

becoming an airline pilot. I am working two jobs, while completing both my CFII rating and my Bachelor's Degree in Aviation Management of Technical Operations (with a minor in law enforcement). For the interim of several months last year, I acted as both General Manager and Chief Flight Instructor for an aviation school in Reno, Nevada. An avid equestrian, I have raised and trained draft horses and Arabians in my home in Fallon, Nevada.

PEGGY SUE FIGLEY, *AIRLINE TRANSPORT PILOT*
All Ohio Chapter, North Central Section

I began flying in January 1986 and earned a private license in March 1987. I obtained my instrument rating in 1989, commercial certificate and multiengine rating in 1990. I earned my flight instructor rating followed by a multiengine instructor's rating in 1993. As a past winner of the Amelia Earhart Scholarship, I completed my CFI in 1998. I will use this year's scholarship to fund my ATP rating. Through the support of The 99s and my flying friends I've been able to achieve more than I ever dreamed possible.

BEVERLY FRANKLET, *INSTRUMENT RATING*
Greater Seattle Chapter, Northwest Section

I have wanted to fly since childhood, but other responsibilities interfered. After moving to Orcas Island, my dream became a reality. I share my love of aviation by flying as a Mercy Flight pilot, mentoring student pilots, flying Young Eagles, selecting high school students for flight scholarships, serving in three pilot organizations, and being an activist on be-

half of better community/airport/pilot relations. An instrument rating will make me a safer, more proficient pilot and enable me to move forward in teaching other women the joys of flying. Thanks 99s for your support, your inspiration and for this wonderful opportunity.

**SUZANNE S. IVISON, *MULTIENGINE RATING*
*Pikes Peak Chapter, South Central Section***

As a geologist, I was shuttled in planes and helicopters, and fell in love with flying. In 1998, I began attending flight school and obtained an Instrument Rating and my CFI from Prescott, AZ. I soon joined the Yavapai 99s. Through their support, I regained confidence in aviation and myself. I have been instructing at the USAF Academy for over two years. I joined Pikes Peak Chapter and through their persistence applied for the 2002 scholarship. I hope to fly Commuters for Mesa Air. Thanks 99s for making my dream a reality.

**TRACI LEIDER, *MULTIENGINE RATING*
*Reno High Sierra Chapter, Southwest Section***

My uncle was my aviation influence. He was a pilot in Vietnam. I wanted to be a pilot like him. So, after college, I tried to enlist in the Air Force. There was a mandated enlistment freeze on officers. Back to Nevada I went to be closer to my family. My uncle introduced me to a "pilot friend" shortly after my return. He had an experimental Thorp T 18. I fell in love. The plane handled like a dream. I took several lessons in the Thorp before I learned that Bob was not a CFI. I married him afterwards. *(Traci received her Multiengine Rating on August 23, 2002.)

**LORI MACNICHOL, *MULTI-ENGINE/INSTRUMENT*
*Idaho Chapter, Northwest Section***

I learned to fly in Idaho, attaining a private pilot's license in 1982. My incentive to achieve this goal was to fly into remote fishing spots in the Idaho back country. Striving to acquire all the flying knowledge I could, in 1989, I obtained my commercial, instrument and proceeded to add my flight instructor, multiengine commercial, single engine sea and ATP. Pursuing my love of flying and true joy in life, I now own and operate McCall Mountain/Canyon Flying Seminars, a flight school located in McCall, Idaho. This school provides flight and ground training for both primary and advanced pilots.

**ADELE MCDONALD, *CITATION TYPE RATING*
*Tennessee Chapter, Southeast Section***

I started flying in 1988 and my flying passion quickly became my new career focus. Since 1992, I have enjoyed pilot jobs in flight instruction, banner towing, fire patrol, aerial surveying, and passenger charter. I am excited to be upgrading to flying jets as a corporate/charter pilot. I also continue to maintain my mountain farm, play piano, fly aerobatics and gliders for fun. I joined The Ninety-Nines in 1989 and have served as Chairman, Vice-Chairman and Scholarship Fund Treasurer. Through the years, it's been wonderful to be a part of the encouragement and inspiration that The Ninety-Nines share.

**CYNTHIA MADSEN, *CERTIFIED FLIGHT INSTRUCTOR*
*Chicago Area Chapter, North Central Section***

In 1985, I earned my Private License and in 1989 my Instrument Rating. Thanks to a 1999 Amelia Earhart scholarship, I earned a Commercial and in 2001, passed the CFI and AGI writtens. My Cherokee 140 has taken us to San Diego, Halifax, Las Vegas, and New York for International Conventions and countless Ninety-Nines meetings in the Midwest. I have been a Ninety-Nine since 1986 and active on the Chapter and Section levels. Aviation and The Ninety-Nines are a tremendous positive influence on my life, and have given much more than I can repay. Becoming a CFI will be a step toward that repayment.

2002 AEMSF JUDGES

WILLIAM COX

William "Bill" Cox, senior editor and writer for *Plane & Pilot Magazine*, aviation speaker and 13,000 hour pilot, was first licensed in 1965, having had his first taste of flying in a J-3 Club on skis in Alaska at the age of fourteen. Since those days, he has acquired a commercial license with instrument, multi-engine, seaplane, glider and helicopter ratings and has flown some 265 types of aircraft. Bill has written nearly 2000 articles for domestic and international aviation magazines, and has made more than 140 international flights delivering a variety of single and multi-engine piston, turboprop and jet aircraft all over the world. Cox, with his prodigious aeronautical expertise, was a regular feature on ABC's Wide World of Flying television series.

LIEUTENANT GENERAL LESLIE F. KENNE, U.S.A.F.

General Leslie F. Kenne entered the Air Force in 1971 as a distinguished graduate of Auburn University's ROTC. The General attended the USAF Test Pilot School in 1974, subsequently serving as a test and evaluation project manager, and served as a flight line maintenance officer in operations. In addition to two tours of duty of the Pentagon, she has directed three major programs—the Low Altitude Navigation and Targeting Infrared System for Night, the F-16 and Joint Strike Fighter. She has also served as vice commander of Aeronautical Systems Center and the Sacramento Air Logistics Center. At the time of judging, Gen. Kenne was Commander, Electronic Systems Center, Air Force Materiel Command, Hanscom Air Force Base, Bedford, Mass. Recently, she was promoted to a position at the Pentagon. Among her major awards and decorations, she holds the Distinguished Service Medal, the Legion of Merit, and the Bronze Star.

HANNAH M. MCCARTHY

Hannah M. McCarthy has been president of Daniel Webster College in Nashua, NH since 1980. During her tenure at DWC, the College has created one of the nation's leading aviation programs. Today, the college enrolls approximately 300 flight majors annually in a unique flight curriculum that focuses on flight dynamics, and includes upset training as well as experiences with unpowered flight. In recognition of her work at the collegiate level, President McCarthy has been recognized by the FAA and the AOPA for her leadership in aviation education. She served on the Air Force Advisory Board for AFROTC in the 80's. President McCarthy is currently the Chair of the NH Postsecondary Education Commission and sits on the board of the New Hampshire College and University Council as well as the Boys and Girls Club of Nashua.

MELISSA MCKINLEY, MULTI-ENGINE RATING
Reno Hi Sierra Chapter, Southwest Section

I was inspired during college after flying with a female pilot faculty member. My dream became a passion after working two years as a Flight Attendant for Southwest Airlines. My first lesson was in an Aerobat and I was hooked. I received Private Pilot in 1999, at age 35. Last year I earned my Instrument Rating and Commercial. I am training for CFI and look forward to sharing with others the excitement I felt as a student. My goal is to have a career as a commercial airline pilot. The support and encouragement from The Ninety-Nines has been invaluable to my personal and professional life.

KAREN NESS, COMMERCIAL CERTIFICATE
Chicago Area Chapter, North Central Section

I first learned of The Ninety-Nines when my husband returned from a Flying Companion Seminar for which I had registered him. Needless to say, I joined immediately. It didn't take long to be encouraged into an instrument rating and thoughts of a career in aviation. The natural impulse to share the extraordinary gift of flight, combined with a shortage of flight instructors in my area, are pulling me to dreams of becoming a CFI. It is with great anticipation and gratitude that I accept the support of my recently certificated husband and The Ninety-Nines to embark upon earning my commercial certificate.

MAYRIE RICHARDS, COMMERCIAL CERTIFICATE
Lake Erie Chapter, Central Section

I moved to Michigan in 1991 to attend the University of Michigan on a track scholarship. I graduated in 1996 with a Chemical Engineering degree. I was introduced to a flight instructor (now my fiancé), and fell in love with flying during my first flight in January 1997. Between work and flying lessons, I received my Private in October 1999 and my Instrument Rating in November 2000. I am currently building time with hopes of obtaining Commercial and CFI by the summer of 2002 and transition from a chemical engineer to a professional pilot.

MARTHA CATE TAYLOR, CERTIFIED FLIGHT INSTRUCTOR
North Central Section

Ground school/flight training began for me in 1989. In 1992, I earned an instrument rating and 1993, commercial certificate. I joined The Ninety-Nines in 1995. I began flying Search and Rescue missions over Lake Erie for the USCG Auxiliary under orders from the US Coast Guard. Since September 11, my CG involvement has greatly expanded. This school year, I taught a course entitled "Aviation" via ITV, broadcasting to secondary students in three school districts. I realized the need for a CFI Certificate that would enable me to sign-off for written tests and first flights for these students.

RENEE S. WHITTON, INSTRUMENT INSTRUCTOR
Reno High Sierra Chapter, Southwest Section

My interest in flying began with a self-paid introductory flight on my 23rd birthday. After 17 years, a college degree and a few misfired career attempts, I have finally found my true passion is flying. It has been a rewarding challenge to have earned all my licenses and ratings through my Certified Flight Instructor, also while working as a Flight Attendant for American Airlines. As a current Flight Instructor in Sacramento, California, I plan to obtain my CFII rating by Fall 2002. Membership in both The Ninety-Nines and the High Sierra Chapter has helped to strengthen my resolve as a woman aviator.



Amelia Earhart Scholarship past winners



The 2002 Future Women Pilots scholarship winners.

2002 FUTURE WOMEN PILOT \$1,000 AWARDS

| <u>Name</u> | <u>Chapter</u> | <u>Section</u> |
|------------------|---------------------|---------------------|
| Barbara Balatico | Greater Seattle | Northwest |
| Kelley Gorman | Orange County | Southwest |
| Victoria Jarvis | Kentucky Blue Grass | North Central |
| Linda Kocisko | Ventura County | Southwest |
| Jaime McCain | Indiana Dunes | North Central |
| Kathleen O'Neil | Colorado | South Central |
| Maryann Rowe | Finger Lakes | New York-New Jersey |
| Sally Sparks | Greater Kansas City | North Central |

The Air Race Classic announces the winners of the 2002 all-women's cross-country speed race, the twenty-sixth annual Air Race Classic.

Winning the race in a Cessna 172 (Skyhawk) were pilot Tookie Hensley of Mohave Valley, Arizona, and co-pilot Anne Honer of Mooresville, North Carolina. This is the first win for Hensley, who has been an air racer for more than 25 years, and the first time that Honer, a racer of ten years, has been in the top two finishers.

In second place were Sophia Payton of Clearwater, Florida, and Marilyn Patierno of Daytona Beach, Florida, flying a Cessna 182S. Payton has placed in the top ten yearly since 1997. In third place were Judy Bolkema-Tokar (Daytona Beach, Florida) and Esther Lowry (Gainesville, Georgia); fourth place were Gretchen Jahn (Eastlake, Colorado) and Ruby Sheldon (Phoenix, Arizona); fifth place, Dene Chabot-Fence (Carson City, Nevada) and Gloria May (Kerman, California); sixth place, Margaret Ringenberg (Grabill, Indiana) and Lynn Van Etten (Terra Haute, Indiana); seventh place, Jane Bergishagen (Birmingham, Michigan) and June Beers (Rochester Hills, Michigan); eighth place, Pauline L. Mallary (Fairburn, Georgia) and Phyllis Wells (Penrose, Colorado); ninth place, Suzanne Azar and Eve Fitzpatrick both of El Paso, Texas; and in tenth place, Dottie Anderson (Bluffton, Ohio) and Jean Sloan (Lima, Ohio).

On June 18, forty-one planes started the race from Silver City, New Mexico and flew a 2,166 mile cross-country course to Portsmouth/Hampton Roads, Virginia. The deadline to finish in Virginia was June 21. Over the years, more than 1,000 Air Race Classic teams have flown over 60,000 miles. The first air race for women, the Women's Air Derby, ended in Cleveland in 1929. Pilot Amelia Earhart finished third.

Flying over mountains, deserts, plains and foothills, racers this year flew timing lines, with optional

AIR RACE CLASSIC 2002

By SANDRA McCLINTON

fuel stops, at Las Vegas, New Mexico; Burlington, Colorado; Ponca City, Oklahoma; Hot Springs, Arkansas; Fayetteville, Tennessee; and Winnsboro, South Carolina. Although the race was completed in clear weather, racers endured headwinds all the way across the country. Racing was not permitted at night or in poor visibility.

Each plane was handicapped based primarily on horsepower and design. The winners were determined by how well the planes exceeded their handicaps in ground speed. Altitude, wind, pilot skill, weather, aircraft condition and luck are among the factors which influence the final score.

The 2003 Air Race Classic will begin in Pratt, Kansas and finish in Manteo, North Carolina with a fly-by at Kitty Hawk, North Carolina. The fly-by will help to commemorate 100 years of powered flight. After the fly-by, landing and impound will be at Dare County, Manteo, NC. For more information about the Air Race Classic, please contact Judy Bolkema-Tokar, ARC President at (386) 322-3202, e-mail: jabtokar@aol.com.



Winners of the ARC, Pilot Tookie Hensley of Mohave Valley, Arizona, and co-pilot Anne Honer of Mooresville, North Carolina.



Back row (L to R): Gloria May, June Beers, Phyllis Wells, Von Alter, Ruby Sheldon, Marilyn Patierno, Anne Honer, Esther Lowry, Lynn Van Etten, Eve Fitzpatrick, Jean Sloan. Front row (L to R): Dene Chabot Fence, Jane Bergishagen, Pauline Mallary, Gretchen Jahn, Sophia Payton, Tookie Hensley, Judy Bolkema-Tokar, Margaret Ringenberg, Suzanne Azar, Dottie Anderson.

99s RECOGNIZED FOR DEDICATION TO EDUCATION

BY BETTY PRAKKEN, INTERNATIONAL DIRECTOR AND VICKI LYNN SHERMAN, PAST PRESIDENT

On April 4, 2002, The Ninety-Nines President Vicki Lynn Sherman accepted the Frank G. Brewer Trophy from the National Aeronautical Association (NAA) on behalf of The Ninety-Nines for its "contributions of enduring value to aerospace education." The award was presented in front of an audience of 1,000 aviation enthusiasts at the National Air and Space Museum in Washington, D.C., at NAA's Spring Awards, held in conjunction with the U.S. Civil Air Patrol's annual Aerospace Education Conference.

The Ninety-Nines was nominated for this prestigious award by Ninety-Nine Donna L. Shirley, Assistant Dean of Engineering at The University of Oklahoma, and the Official Spokesperson for the ongoing White House Millennium Council's Mars Millennium Project. In particular, The Ninety-Nines was cited for its longstanding efforts to promote aviation to young people, and particularly for its workshops for teachers and school administrators on how to incorporate aviation and related subjects into school curricula, the distribution of aviation education materials, and the development of programs to encourage learning and interest in aviation careers.

Following are President Vicki Sherman's acceptance remarks:

"I am very pleased to be here and to accept this award on behalf of The Ninety-Nines. I am even more pleased to do so in front of hundreds of kindred spirits who care so much about aerospace education.

Next year marks the centennial of the first powered flight. As we look back on this last century, we realize that just one person's lifetime—that of my parents' generation—spanned the years between the earliest pioneer airplanes and our current space shuttlecraft. And the only way we got from there to here was through education. Through the constant questioning, exploration, measurement, and perseverance it took to improve performance of both human and machine. Revise and refine. Build bigger and better. Go faster and farther.

The Ninety-Nines do our aerospace education work on a volunteer basis. While some of our members work professionally in aviation, most of us do not. We come from all walks of life and all corners of the globe. What we have in common is our

love of flying and a desire to fulfill our organization's mission of promoting world fellowship through flight, preserving the unique history of women in aviation, and that for which you have honored us here tonight—providing networking and scholarship opportunities for women, and aviation education in our communities.

In the aftermath of September 11, the most important thing every Ninety-Nine can do—and every person in this room can do—is be an ambassador. We must educate the American people about the importance of aviation and aerospace to this country and help them understand why we must keep moving forward. Perhaps Charles Lindbergh conveyed it best nearly 75 years ago in his book

The Spirit of St. Louis:

Science, freedom, beauty, adventure: what more could you ask of life? Aviation combined all the elements I loved. There was science in each curve of an airfoil, in each angle between strut and wire, in the gap of a spark plug or the color of the exhaust flame. There was freedom in the unlimited horizon, on the open fields where one landed. A pilot was surrounded by beauty of earth and sky. He brushed treetops with the birds, leapt valleys and rivers, explored the cloud canyons he had gazed at as a child. Adventure lay in each puff of wind.

We are thrilled to receive this extraordinary honor, and pledge to keep doing our part of this important work. Thank you."

Unbeknownst to Vicki when the speech was written, she would be standing directly under *The Spirit of St. Louis* when she delivered her remarks that included Lindbergh's quote. Also in attendance at the event were Betty Prakkén, Chairman of the International Awards Committee, who compiled and edited The Ninety-Nines nomination packet for the award; Peggy Doyle, Vice Chair of the Old Dominion Chapter and AE Memorial Scholarship Trustee; Lori Robishaw, Public Relations Co-Chair; Bev Sharp, Past President; and Fay Gillis Wells, charter member and founder of the International Forest of Friendship.



From left: Mr. Brewer, son of Frank Brewer; Betty Prakkén, 99s Award Chairman; Vicki Lynn Sherman, 99s President; and Don Korands, NAA President.

The Ninety-Nines has a new career resource for current and aspiring professional women pilots! In addition to the benefit of our network of women pilots that reaches around the globe, the flying activities and camaraderie of our local chapters, and our ever-increasing number of flight training scholarships, we've just launched the Pro 99s Network, career networking for women pilots by women pilots.

Our founding members clearly intended to pursue professional pilot careers, since their 1929 letter sent to all U.S. licensed women pilots invited them to form a new organization in order to discuss the prospects for women pilots from both a sports and breadwinning point of view, and to tip each other off on what's going on in the industry.

Thanks to such forward-thinking charter members, today's professional pilot 99s are flying all sorts of aircraft, from crop dusters to fighter jets and space shuttles. In the last decade especially, the aviation industry experienced a lengthy period of growth and hiring, during which women landed pilot positions in all sectors of aviation.

This most recent upward trend in pilot hiring peaked in the summer of 2001 and, as we all know, made an abrupt reversal on September 11th. Young women who had seen only open doors to aviation careers unexpectedly saw their career progress halted or found themselves put out of work altogether.

When this occurred, a small group women airline pilots started a loose email communications network to share job information. Quickly our network grew to encompass women from every level and type of pilot career, from major airline pilots to corporate pilots, flight instructors, and bush pilots, as well as active mentors, peers, and colleagues. This blossoming of cooperative activity in the face of adversity revealed a huge interest in networking among professional women pilots.

From the start, our network was facilitated by electronic mail sent over the Internet, a mode of communication well suited to this highly computer-literate generation of pilots. So when our numbers grew, a website for women pilots seemed the best place to share our information with others. It was a natural for The Ninety-Nines.

Our 99s leadership promptly green-lighted the project, and 99s Webmaster Pamela O'Brien, who created our wonderful website, dedicated many hours to getting our network online. Jen Harwood, Connie Troyer, Tracy Leonard, Bobbi Roe, Judy Tarver, and Vanessa Jago, are among the many professional women from the network who contribute to the website content.

"We are so excited and pleased to be launching this new network, continuing a mission that dates to the founding of our organization," said outgoing 99s President Vicki Lynn Sherman. This whole-hearted commitment to the Pro 99s Network continues under incoming President Jody McCarrell and Vice President Elaine Morrow.

And thus the Pro 99s Network was born! Useful for wanna-be pilots as well as established professionals, the new Pro 99s Network webpage features career advice from pilot recruitment experts, job listings for the airlines as well as general aviation, helpful information for pilots on furlough, and numerous links to aviation placement services, scholarships, organizations and colleges.

PRO 99s NETWORK!

BY JENNY T. BEATTY, INCOMING INTERNATIONAL CAREERS COMMITTEE CHAIR

The Pro 99s Listserv continues our online communications network of professional women pilots, an open forum where we share corporate and time-building job leads, dish the job interview gouge, discuss work/family balance issues, and brainstorm about how to handle setbacks ranging from job loss to FAA violations.

As you can see, the Pro 99s Network offers us a new opportunity to shepherd and mentor young women into pilot careers – and into The Ninety-Nines. Membership to The 99s is not currently required for participation in the Pro 99s Network, but in the future some of the resources may be offered only to 99s members.

Please visit the Pro 99s Network area on the website and join our Pro 99s Listserv to share your insights and perspectives on pilot careers and learn from the experiences of others. And be sure share to this new resource with your women pilot friends!



Jenny T. Beatty

THE PRO 99s NETWORK WEBPAGE MAY BE OPENED AT WWW.NINETY-NINES.ORG/PRO99s/ AND HAS ALL THE PILOT CAREER INFORMATION YOU NEED IN ONE PLACE ON THE WEB, COMPILED AND SHARED BY WOMEN PILOTS FOR WOMEN PILOTS. VALUABLE RESOURCES FOR CURRENT AND ASPIRING CAREER WOMEN PILOTS INCLUDE ADVICE FROM PILOT RECRUITMENT EXPERTS, JOB LISTINGS IN GENERAL AVIATION AND WITH AIRLINES, VITAL INFORMATION FOR FURLOUGHED AND UNEMPLOYED PILOTS, AND MANY LINKS TO JOB PLACEMENT SERVICES, SCHOLARSHIPS, ORGANIZATIONS, AND COLLEGES.

THE PRO 99s LISTSERV IS AN ONLINE COMMUNICATIONS NETWORK OF WOMEN PILOTS DISCUSSING PROFESSIONAL PILOT CAREERS, FROM FINDING SCHOLARSHIPS AND JOBS TO COPING WITH FURLOUGHS AND SETBACKS, NETWORKING AND MENTORING, AND BALANCING WORK AND FAMILY.

VISIT THE PRO 99s NETWORK AT
WWW.NINETY-NINES.ORG/PRO99s/

FLIGHT ACROSS AMERICA

BY DONNA MILLER, AMBASSADOR CHAPTER

Late one night, sifting through email and contemplating my first year of furlough from American Airlines, a note caught my eye. But it wasn't about the flying job I was desperately searching for. It directed me to a website, where I shuffled through the pages, excitement and possibilities bursting into my head. A few minutes later, I filed my job search near the front of my "hot inactive file," and started typing another application. This one, however, had to pass muster.

My application was to represent Colorado in a project called, "Flight Across America," an event which grew from the vision of Molly Peebles, a brand new Ninety-Nine from Washington State. Like all of us, Molly was deeply affected by the tragic events of September 11th, 2001, but an idea moved her to action, and "Flight Across America" took off. She envisioned a national event, where one pilot selected from each of the 50 states would carry their state's flag on an historic flight across the country, bringing it to the State of New York, and presenting it to New York City as a

message of remembrance and healing. "'Flight Across America' is about bringing a nation together through the celebration of flight," said Molly, now the project's executive director as well as architect. "The act of fifty pilots carrying their state flags across the country into New York City is symbolic of a nation coming together to stand in solidarity. We are a resilient people capable of creating great possibilities, and the Flight Across America is one example." Peebles believed the event would rekindle aviation's original spirit of courage and vision. Her vision spread like fire across the country, and pilots quickly queued up to be chosen as their state's flag bearer.

I spent the next several weeks anxiously waiting for word whether I'd been chosen, and laying some preliminary groundwork. Nancy Aldrich, my dear friend and retired United Airlines pilot caught my excitement as well, and quickly volunteered her Cessna 182 to carry the Colorado state flag. Soon we were pouring over charts and bank accounts, figuring out how to put Molly's dream into action. Apart from planning the normal routes and fuel stops, Nancy and I decided on two other goals. First, we wanted to get school children involved at each stop along the way. And we wanted to make a special stop at Somerset, Pennsylvania to lay a wreath at the memorial site where Jason Dahl, resident of Colorado and Captain of the ill-fated Flight 93, lost his life with 39 other innocent people. In early August, I got word I'd been selected, and Nancy and I set to work in earnest.

Nancy left Leakey, Texas on August 29, piloting her C-182 north towards Colorado. The morning of her departure, a busload of local school children appeared at the airport to see Nancy off, and give her mementos to carry to New York. I had met earlier with fifth grade

Charles Opperman, Donna Miller and Molly Peebles at their stop in Colorado



Nancy Aldrich and Donna Miller with a sign given to them by students.



Nancy Aldrich, United Airlines (retired), and Donna Miller, American Airlines, in Somerset PA, as part of their Flight Across America.

students at two elementary schools in the Denver area, and had my own stash of letters, pictures, and poems to carry to New York. Each time Nancy and I look at these gifts, we are reminded again of how sincere these children were in wanting to help heal the nation.

The morning was blue and beautiful as we departed Centennial Airport early on August 31st. Many of the Colorado 99s came out to help send us off, along with Denver's Remington Elementary School 5th graders. We knew we weren't just carrying the Colorado state flag, we had the prayers and healing wishes of our entire state with us.

Our first stop was Atchison, Kansas, the birthplace of aviatrix and charter Ninety-Nine Amelia Earhart. A fanfare of patriotic music and children waving flags greeted us as we taxied to parking. They presented us with a wonderful program and read poems they had written about 9/11. It touched our hearts. Again, children-entrusted cache of cards and letters for the people of New York was worth refiguring the weight and balance. Fellow Ninety-Nine Tracy Leonard invited us to stay with her and her sweetheart, Matthew. They spoiled us with a fabulous home cooked dinner, sack breakfasts AND lunches to take with us!

The next morning we continued on to Dayton, thoughtfully munching our in-flight meals, happy and proud to be the messengers of the children's hopes and prayers. In Dayton, we stayed with the Ohio flag bearer and his wife, Vince and Marcy Corrado, and to our delight, met once again with local school children.

Over the next two days in Somerset, Pennsylvania, we were joined by 30 other flag bearers, all gathering to lay a wreath at the memorial site honoring all the heroes of United Airlines Flight 93. We were not only honoring the memory of the brave passengers and crew, but celebrating their spirit as well. It was that spirit that inspired all of us to make this flight, carrying our flags to reaffirm that the skies over all of America belong to Americans. It was heartwarming to see so many of the other flag bearers; it was the first time most of us had ever met, yet we made instant friends.

The next morning, 31 aircraft lifted off from Somerset, destined for Frederick, Maryland. Ten new flag bearers joined up, and it became clear a powerful force was building. After tying down the aircraft, a bus carried us to the Pentagon, where we laid flowers at the site in a ceremony honoring victims of American Airlines Flight 11. We toured the Pentagon, pausing several times to remember the events of last year, and marveling at the display of historical military art. AOPA hosted a wonderful lunch, and we stayed with former Colorado Ninety-Nine Julie Boatman, an editor for AOPA magazine.

The next day airplanes from all fifty states, except one, descended on Caldwell, New Jersey, and received a wonderful reception from The Ninety-Nines. Unfortunately, Nancy and I missed the Caldwell trip, as "Mr. Murphy" played havoc with our VHF antenna, requiring a stay and outlay of cash before we could continue on.

Sunday morning culminated the months of planning, preparation, and flight. It was both a humbling and inspiring sight when 51 pilots from each of the 50 states and Puerto Rico took off and flew in a procession down

the Hudson River as part of the Honor Flight. It was a beautiful day, and the city was breathtaking. We saw both ground zero and the statue of liberty from our vantagepoint of 1,000 feet above the river. Carrying our flag in the back, I knew I was part of something truly meaningful, an aerial display of solidarity, and remembrance.

That afternoon, we gathered together again, this time in a ceremony on the deck of the USS *Intrepid*, to present our flags to the City of New York in remembrance of those who died, and in admiration of those who carry on. Erik Lindbergh, grandson of aviation pioneer Charles Lindbergh, spoke about the spirit of "Flight Across America," and praised organizer Molly Peebles for her vision. We also learned the Federal Aviation Administration, in remembrance, re-named three aeronautical waypoints over New York. Now, waypoints "Heroes," "Finest," and "Bravest" will be used by all commercial pilots going in and out of New York.

Now, as I prepare to lay down my pen and look back, I remember most vividly looking around the deck of the *Intrepid* that Sunday. Molly stood on the stage as we created a circle of colorful strength with our flags. She had done it. She had inspired the nation and brought us together with the passion we have for flight. What had been used as a weapon against us was again a powerful symbol of a freedom we hold dear. This mission had paid a special tribute to those lost on 9/11, but we also reaffirmed the freedom and the power of flight in America. Less than a week prior, pilots from all across our great nation came together as strangers and we left as close friends. We came together and became part of the healing process. We educated those who thought that flight was something to be feared, and hopefully opened the skies to many future pilots.



Donna Miller and Nancy Aldrich with students and staff from Remington Elementary School prior to takeoff for Flight Across America.



Donna Miller talking with Remington Elementary students prior to her departure for Flight Across America.

NORTH JERSEY CHAPTER HOSTS FLIGHT ACROSS AMERICA PARTICIPANTS

By MARILYN PATIERNO, NORTH JERSEY CHAPTER

Saturday, September 7th, was a great day at Caldwell Airport, NJ. It was the day that airplanes from 50 states arrived, each with its state flag, for the *Flight Across America*. The weather was spectacular, what we pilots so fondly call "Severe Clear," with the altimeter sitting at 30.27.

On the evening before, Mary Sullivan and our Chapter coordinated the preparation for these planes. We stuffed "goodie bags" to the brink of making many planes consider working on their weight and balance again. The bags were filled with wonderful donations from all over New Jersey. Tables were set up in the C&W hangar for lunch at noon and entertainment at 1:00 pm.

As the planes arrived, they affixed the state flag to the propeller of each plane. Unfortunately, I was busy and didn't get to my camera until a few hours later when the flags were removed. The

planes were impounded overnight for protection for the special flight down the Hudson River on Sunday morning. Molly Peebles of Redmond, WA, the person responsible for the project, arrived with her three children. Molly is newly divorced and a new pilot. She did an amazing job.

Sue Loricchio, the New Jersey coordinator and North Jersey 99, wrote the song, "Into the Wind," a theme song for *Flight Across America*. The song was on sale that day and was previewed for the first time by all who attended. A professional singer belted it out to everyone's applause. I was particularly proud because I followed Sue from the completion of the music four years ago; this was the perfect time for its debut.

Our North Jersey Chapter works well together and gets involved in the most interesting projects. It's an honor to be a part of such a wonderful organization.

EAA/AIRVENTURE OSHKOSH 2002

BY RITA ADAMS, EAA/AIRVENTURE OSHKOSH COORDINATOR

From left: (front) Barbara Schultz, Antelope Valley; Marilyn Horwath, Indiana Dunes; Cris Irvin, Arkansas; Mardell Haskins, Las Vegas Valley; Claire Ojala, Michigan Chapter; Loretta Sincora, Chicago; Rita Adams, Chicago Area; (back) Sandra McLinton (with hat), Hampton Roads; Ruth Frantz, Chicago Area; Katie Heatherington, Chicago Area; Ellen O'Hara, Chicago Area; Carrie Dishion, Ventura County; Marsha Fuller, Los Angeles-Palms; and Betty Huck, Greater Cincinnati.

What a great week at Oshkosh! The weather cooperated (it wasn't 90 degrees!), volunteers did a terrific job with recruiting and we had fun. We signed up ten new 99s, two FWP's, renewed six 99s and three FWP's, reinstated three and upgraded two FWP's to 99s. These members covered all parts of the U.S. and Australia and Israel also. More than 200 Ninety-Nines visited The 99s tent plus over 60 prospective members. It was interesting to see that more prospective members who came in this year had already heard about The Ninety-Nines and were ready to join. Our PR must be working! However, there are still many more that we need to reach.

The information on the prospective members was dispersed via e-mail to all but a few of the Membership Chairmen instead of by letter as in the past. As a result, I received many more replies of appreciation. It is always reassuring to know there will be definite follow-ups.

Betty Prakken, new International Director, and Mardell Haskins, past Director, were present to respond to members' special questions and needs. Mardell, who was there the entire week, was responsible for designing and building a 20 ft. by 10 ft. sign frame to mount our very large 99 banner. It really increased the visibility of the tent and is very attractive.

Two sales tables manned by Carrie Dishion and Barbara Schultz with their attractive clothing items, jewelry and books drew much interest. Sandra McLinton joined us again with her book and CD-ROM. Gene Nora Jessen stopped by to visit in addition to her time at the Author's Corner and Museum promoting her new book "The Powder Puff Derby of 1929."

Many thanks to these volunteers who devoted whatever time they could and were such a great help: Loretta Sincora, Ruth Frantz, Katie Heatherington, Donna Klein, Ellen O'Hara, Mary Panczyszyn and Sharon Schorsch (all Chicago Area), Eleanor Wagner (Coachella Valley), Mardell Haskins (Las Vegas Valley), Carrie Dishion (Ventura County), Diana Dade (Garden State), Betty Huck (Greater Cincinnati), Betty Prakken (Columbia Cascade), Beverly Fogle (Columbia Cascade), Claire Ojala (Michigan), and Bev Wanamaker (Las Vegas). We couldn't do it without all of you, especially Loretta.

The air shows were breathtaking as always; the Harrier was unbelievable in its maneuvers and the Stealth Bomber deafening. AirVenture Oshkosh is not only a tremendous aviation event but also a time of reunion with old friends and the opportunity to extend the Ninety-Nines membership.

Next year - 100 years of aviation!



THE NINETY-NINES WELCOME THESE 193 New 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

NINETY-NINES: Gail Lynne ALLISON, *Chicago Area* • Maureen BAILLIE, *Washington DC* • Carolyn BAKER REED, *Wichita Falls* • Janet BARNARD, *Scioto Valley* • Letty BASSLER, *Orange County* • Stephanie BECCAVIN, *Reno Area* • Nancy BEEUWKES, *Eastern New England* • Patricia BENING, *Intermountain* • Joan BERTLES, *Eastern Pennsylvania* • Ariela BICOVSKY, *Israeli Section* • Donna BLANCHARD, *North Jersey* • Sonia BORTOLIN, *Florida Goldcoast* • Victoria BRISCOE, *Ambassador* • Andrea BROWN, *Austin* • Carol BROWN, *Indiana* • Helga BYHRE, *Western Washington* • Joann CALABRESE, *Florida Goldcoast* • Jessica CARRINGTON, *Fort Worth* • Kathy CHEVAL, *Oregon Pines* • Rebecca CLARK, *Intermountain* • Mia COSTELLO, *Alaska* • Kristin COX, *Idaho* • Elaine CROWDER, *Australian Section* • Kathryn CULLEY, *Cape Girardeau Area* • Nancie CUMMINGS, *Florida Goldcoast* • Cynthia DALY, *New Orleans* • Debra DOLAN, *Connecticut* • Kim EISENBEIS, *Northwest Section* • Linda ERHART, *Montana* • Mia FLANNERY, *South Central Section* • Kate FLYNN, *Reno High Sierra* • Jennifer FOGLE, *Ambassador* • Wendy Jo FRAZER, *Idaho* • Rabia FUTEHALLY, *India Section* • Eileen GAY, *Reno High Sierra* • Kimberly GIBSON, *Utah* • Janice GUIDRY, *Virginia* • Zola Mae HAMM, *Montana* • Catherine HANSEN, *Antelope Valley* • Donna HANSON, *Minnesota* • Karen HARRISON, *Dallas* • Janet HART, *Austin* • Angela HAUCK, *South Central Section* • Teresea HAYES, *New England Section* • Barbara HOPSON, *Florida Firstcoast* • Barbara HORNE, *Minnesota* • Amy HUGHES, *Pikes Peak* • Nancy JACOBS, *Minnesota* • Karole JENSEN, *Carolinas* • Denise JONES, *Dallas* • Helen JONES, *Alaska* • Carla KEATING, *Imperial So-Lo* • Cathleen KELLY, *Montana* • Linda KNIGHT, *Kentucky Bluegrass* • Sally KROEKER, *New England Section* • Shanda LEAR-BAYLOR, *Southwest Section* • Dorothy LEE, *Long Island* • Luellyn LEONARD, *Mid-Atlantic Section* • Carol LEYNER, *Colorado* • Danielle LINN, *Lake Erie* • Jerrie LISK, *Carolinas* • Janice MABE, *Southwest Section* • Cynthia MARTIN, *All-Ohio* • Janet MAXWELL, *Houston* • Gwenn MCDONALD, *Idaho* • Deborah MCGLAUFILIN, *Maryland* • Bethany MILLER, *Mid-Atlantic Section* • Lois MONTAGUE, *Michigan* • Autumn MURDOCK, *Orange County* • Jennifer MURRAY, *British Section* • Wanda NAGEL, *El Paso* • Alice NEWMAN, *San Fernando Valley* • Bernita NICKELL, *All-Ohio* • Kerry NOLAN, *Australian Section* • Bridget O'CALLAGHAN-HAY, *Orange County* • Suzanne O'MALLEY, *Colorado* • Judith OHLINGER, *Women With Wings* • Janet OXFORD, *Mat-Su Valley* • Adrienne PARKER, *Borrego Springs* • Mary PATTERSON, *New Zealand Section* • Stephanie PLANK, *Alaska* • Patricia PRIEST, *Tucson* • Kelin PROKURAT, *Michigan* • Kimberly PROSSER, *Oregon Pines* • Tanya REBER, *Ambassador* • Barbara REEDER, *Eastern Pennsylvania* • Melanie REHBERG, *Wisconsin* • Carol REUKAUF, *Antelope Valley* • Michelle RHODE, *Wisconsin* • Nancy ROBERTSON, *West Canada Section* • Dawn ROCHOW-SEYMOUR, *Tucson* • Rosemary RODEWALD, *Reno High Sierra* • Margaret SANDERS, *Florida Gulf Stream* • Kristen SCHULTZ, *Northwest Section* • Linda SCHUMM, *Central Illinois* • Carolyn

SETTI, *Ambassador* • Holly SHELDON, *Mat-Su Valley* • Linda SHERIDAN, *New York Capital District* • Grace SLATER, *Australian Section* • Lavina SMITH, *Florida Suncoast* • Billie SNOOK, *Greater Kansas City* • Andrea SOLSONA-CHAPUT, *Ambassador* • Shara STEVENS, *Colorado* • Cecilia ST.DENIS, *Aux Plaines* • Jeanine SUSKIND, *High Country* • Helen SWALLOW, *Southeast Section* • Lynn SYKES, *North Central Section* • Anna THOMPSON, *Alberta* • Cheryl THORNTON, *North Jersey* • Kathleen VEATCH, *Aloha* • Faye VLIEGER, *Northwest Section* • Terry VON THADEN, *North Central Section* • Katherine WADSWORTH, *Connecticut* • Eliana WALKER, *Tip of Texas* • Sherry WALKER, *San Antonio* • Marlene WERNER, *Colorado* • Sheryle WILKERSON, *Reno Area* • Wendy YOST, *Scioto Valley* • Lora YOWELL, *First Canadian* • Suzanne ZEIHNER, *Minnesota* • **ACADEMIC:** Anne-Marie CLINTON, *Southeast Section* • Kristin EATON, *Garden State* • Julie FAUQUE, *France Section* • Stefanie GATES, *Indiana* • Theresa GIOVANETTI, *North Central Section* • Tracey LLOYD, *Wisconsin* • Susana MARIN, *Ambassador* • Akiko SHERO, *South Central Section* • Amanda STAHL, *Southeast Section* • Susan THOMASSER, *Southeast Section* • **FUTURE WOMAN PILOT:** Darlene AIKEN, *Finger Lakes* • Bernadine ANDREW, *Tennessee* • Laurie ARNOLD, *Northeast Kansas* • Heidi BENDER, *Redwood Coast Flyers* • Pagona BRADY, *Eastern New England* • Laura CAMERON, *Alabama* • Danielle CHAVEZ CAMERON, *Colorado* • Beverly CLARK, *Oregon Pines* • Andrea COOK, *British Columbia Coast* • Alberta CURRY-KANE, *Colorado* • Diana DAVIDSON, *Greater Detroit Area* • Robin DUTTON, *Mt. Shasta* • Michele EISMA, *Las Vegas Valley* • Sarah ELLERMAN, *Greater Kansas City* • Anna EVANOFF, *Oregon Pines* • Jane FERGUSON, *British Columbia Coast* • Claris FERNANDEZ, *Orange County* • Laura FITTERMAN, *Florida Suncoast* • Tamara FLETCHER, *Long Island* • Renee GABRIEL, *Monterey Bay* • Jenni GAINSBOROUGH, *Washington DC* • Sheri GRIMM, *Eastern New England* • Amica HUNTER, *Albuquerque* • Lee Ann JUDY, *Connecticut* • Kristin KOPP, *Kentucky Bluegrass* • Jean Marie KRUEGER, *Mount Tahoma* • Wendy LEONG, *Ambassador* • Morgan LITTELL, *Ambassador* • Naomi LIVOLSI, *Colorado* • Linda MARLOWE, *Colorado* • Antoinette MARTIN, *Connecticut* • Tina MASENGALE, *Los Angeles Palms* • Morgen MASLO, *Garden State* • Bridget MASSEY, *Purple Sage* • Benita MORRIS, *Fresno* • Elizabeth NILSON, *Santa Clara Valley* • Faye OAKES, *Florida Gulf Stream* • Joanne PALL, *Alaska* • Dealie PARK, *Ventura County* • Elizabeth PICKARD, *Colorado* • Kathryn PIERCE, *North Georgia* • Linda PINKERTON, *Long Island* • Erin RECKE, *Western Washington* • Mary RIEWER, *Long Beach* • Torea RODRIGUEZ, *Santa Clara Valley* • Katherine SANGER, *Finger Lakes* • Dawn SAUNDERS, *Brazos River* • Lisa SCHWABE, *Reno Area* • Julieann SIKORA, *San Fernando Valley* • Michaela SMITH, *Monterey Bay* • Colleen SU, *Marin County* • Julie SWOL, *Western New England* • Erin TONGA, *Minnesota* • Ellen TROWBRIDGE, *Connecticut* • Lori VASQUEZ, *Hampton Roads* • Erin ZORANSKI, *Eastern Pennsylvania*

RATINGS

| | | |
|---------------------------|--------------------|--|
| Katie Leman | Santa Clara Valley | Private |
| Abbe Lyle | Santa Clara Valley | Private |
| Kathy Croft | Santa Clara Valley | Falcon 50 |
| Kay Sundaram | Santa Clara Valley | CFII |
| Karyn Wiemers | Mid-Columbia | Instrument |
| Carolyn Sharp | Member at Large | CFI |
| Linda Mae Draper | Reno Chapter | Master CFI |
| Laura Troxell | Texas Dogwood | Instrument |
| Christin Kikkert | All-Ohio | CFI |
| Linn Steward | All-Ohio | Instrument |
| Joanne Nott | All-Ohio | Private |
| Mary Lou Hagan | Delaware | Commercial, Multi-engine, Multi-engine Instrument |
| Ursula Malluvius Davidson | Florida Goldcoast | Master CFI |

WINGS

| | | |
|-------------------|--------------------|-----------|
| Marjorie Johnson | Santa Clara Valley | Phase X |
| Betty Patterson | Santa Clara Valley | Phase XII |
| Mayetta Behringer | Santa Clara Valley | Phase XIV |
| Laura Troxell | Texas Dogwood | Phase I |
| Ruth Ann Wyatt | Arkansas Chapter | Phase X |

A FLIGHT WITH SWANS

BY MARY LOU HAGEN

Our flight with the swans began with an aviation safety seminar. It was at this meeting that we met our friend Al, a specialist with the NTSB. Al said that his favorite flight was on an ultralight followed by fifteen geese who thought he was their father.

Our interest was piqued and we became volunteers with the swan reestablishment program. The goal of the organization was to reintroduce migrating Trumpeter Swans to a historically correct route. Solely private funds and volunteers funded the entire program. The people involved were so learned and interesting that it was a pleasure just to be with them, even more to actually be involved in the program. Our Sundays became a work/trip day. We would leave at about 5:00 A.M. and head north to Batavia, the nearest paved airport, and then on to where the swans were being raised.

We would arrive in Batavia around eight in the morning and after the "Moms" took the swans to the lake we would be "allowed" the glorious task of cleaning pools, moving pens and doing general grunt work. There was no contact with the majority of the flock because human intervention was not a good thing. There was a swan, Madison, who had been born with badly deformed legs. Even after two operations it was known that she would never be able to make the migration. She was allowed human interaction, because the plans were to truck her along the route and eventually return her to the organization's grounds in Airlie, VA. The swans were such a joy to watch. Their training was rigorous, including practice flights behind the ultralights. Since it had never been tried before, much was learned.

The weather was so warm in New York that fall. The region usually has about three feet of snow by October, but this year the temperatures were warm and it felt more like spring. This was ominous for the program. The normal cold would have killed off bacteria and germs, but that year very little bacteria died off. The swans developed respiratory problems and their stamina was much less than expected. They tired easily.

We spent several visits plotting the migratory route, focusing on private airstrips. The program leader then went and visited each proposed stop, because not only would the ultralights and birds land there, but they would also be joined by the ground crew, which included several RV's and trucks filled with the pens

and pools, equipment repair vehicles for the ultralights, plus the cars of the volunteers and crew. At every proposed stop the people welcomed the idea with open arms, and in many cases the program received cash donations from the locals.

The date of the migration kept being moved back as program managers worked to improve the birds' endurance. Finally in early December, the morning arrived. We had spent the night in Batavia and took off in time to be overhead for bird liftoff.

A little digression here — our team had two ultralights with pilots. A team from Canada joined us. The Canadians had worked with our team, starting with Canadian Geese (memorialized in the movie *Fly Away Home*); these folks had more experience with the actual migration. They were and are still working with both Governments to reestablish Whooping Cranes, a much more endangered species. Their help and co-operation was invaluable.

The day was foggy, barely VFR, but as we circled overhead, the first ultralight lifted off with fifteen swans following. Unfortunately, things went downhill from there. Swans, like many large migratory birds, fly in a "V" formation, with competition among the birds over the "lead spot". The swans would push ahead until one took the lead, then the fight continued for second place and so on down the row. As the leader would tire, another took over the leader role. Well, until this point, the swans had only been flown in ever increasing circles behind the ultralight. Now, on a straight route, the fight for domination started and the swans soon discovered they could fly faster than the ultralights. As soon as a swan got domination, they decided where the flock would follow. They were flying low because of the weather, so when they saw an appealing lake, down they went.

To retrieve them, we had to mark the location with the GPS and guide the ground crew there, because the swans would not come out of a lake without their "moms" being there.

All that night discussions were held as to how to get the planes faster than the birds. Luckily, the Canadians had a second wing, a much faster one, which they could use. After that, the two Canadians led the birds and our ultralights were at the rear of the flock. This left us with the chore of circling from the front of the line around to the slower ultralights, which tended to get further and further behind. Our circling became an oval as the leaders kept gaining on the slower planes. We were the contact between the ultralights both at the front and rear, any ATC in the area, the ground crew and any local pilots. The named us "The AQUACS".

We had one tragedy enroute. A bird flew into the prop of an ultralight, severing a wing. He was rushed to the vet, then moved to Virginia to the Veterinarian specialist. I am happy to say, he is alive and well at the foundation in Airlie.

Every evening the entire crew met over dinner to discuss the pros and cons of the day, and the entire project. These brainstorming sessions were fascinating. The knowledge and information being shared was unbelievable. Everyone was asked for



his or her opinions, and no thought was considered any less than others were. They thought every idea was valid.

The trip continued to be troubling. The poor respiratory condition of the birds was the main concern. They just did not have the strength to fly the entire route. Eventually the decision was made to truck the birds from point to point, fly them at every point and allow them a night to study the stars. This method had been tried with sand-hill cranes by the Canadian component early in their project. They were taken from Ontario to South Carolina by truck, stopping every night and flying them, and they returned successfully to their home in Ontario the following spring.

The swans eventually arrived at their wintering home on the Chesapeake Bay and settled into a routine with their "Moms" living in an adjacent house. At first they were comforted and fed by the "Moms" and following the natural course, the contact and support was lessened. Very early in spring, the "Moms" abandoned their babies and disappeared from their lives. Now, what would they do? Well, they all left the Chesapeake and were monitored by radio. One made it almost halfway back to Batavia. Eventually they were all rounded up and returned north.

Was the project a success? It depends on what you consider a success. A wealth of information was gathered, enough to keep the biologists busy for

years. Did the migration work, no it didn't. Because of respiratory problems, the swans never achieved the strength needed. They were being medicated daily, but it was a more serious infection than they knew. The flight characteristics of the birds in open country was underestimated. The death rate of the project was below the natural limit, so that was a plus. The birds eventually got to know their home and enjoyed it in good health, they are migrating somewhat, so history has been made. The results were not what was expected nor hoped for, but it was an experience of a lifetime.

The future is still wide open. The Canadians did migrate the whooping cranes from Minnesota to Florida behind the ultralights. It was a 22 day trip. The cranes did migrate back to Minnesota themselves, so success is achievable. Only heaven knows what the future holds, but you can bet that I will be involved if there is anyway I can.

LAYING DOWN THE LAW

Cecile Hatfield has her own aviation law practice in Miami, Florida. She is currently General Counsel to The Ninety-Nines, Inc. She served as Associate General Counsel for Piper Aircraft Corporation 1987-1988. Ms. Hatfield was with the United States Department of Justice for nine years as an aviation trial lawyer. She graduated from the University of Florida where she was elected to the Hall of Fame and Mortar Board and received her law degree from the University of Miami. She is a licensed pilot and ground school instructor.

Sometimes bad things happen to good pilots. Thus, it is important for a pilot to know her legal rights. The incident may have been inadvertent, but caused a degree of hazard to the safety of your aircraft or other aircraft. It could involve a deviation from ATC instruction or clearance, operation in Class B airspace without or contrary to a clearance, failure to adhere to right of way rules, failure to comply with IFR landing minimums, wheels up landing, fuel mismanagement/exhaustion, failure to comply with VFR cruising altitudes or a myriad of other violations of the Federal Aviation Regulations.

Most, if not all of you are aware of NASA's Aviation Safety Reporting System (ASRS). However, since The Ninety-Nines are all great pilots, most of you have never had to use this system, or it has been a long time since you heard about or used it. This column will explain the system in detail and tell you how to use it if it should become necessary.

The purpose of NASA's Aviation Safety Reporting System is to identify issues in the aviation system to improve safety. The program invites pilots and other users of the National Airspace System or any other person to report to NASA actual or potential discrepancies and deficiencies, involving the safety of aviation operations. The operations covered by the program include departure, en route, approach and landing operations and procedures, air traffic control procedures and communications, near midair collisions and airport conditions or services.

The program is designed to improve aviation safety by the free, unrestricted flow of information by pilots and users of the National Airspace System. Based upon this information, the FAA will take corrective action to remedy defects or deficiencies in the system.

How can filing a NASA report help you? It eliminates a sanction by the FAA against you for a violation of the Federal Aviation Regulations. Section 91.25 of the Federal Aviation Regulations (14 CFR section 91.25) prohibits the use of any reports submitted to NASA under the Aviation Safety Reporting Program (or

information derived there from) in any disciplinary action, except information containing an accident.

Likewise, if the event involves a criminal offense, the NASA program is inapplicable. The other exceptions are if the action was deliberate or intentional, or if an action discloses a lack of qualifications or competency as a pilot, or there has been a finding by the FAA of a violation against you within the past five years, the NASA Program will not be available to shield you from an FAA enforcement action.

The most important thing to remember with regard to filing a NASA report is that time is critical, it must be filed within ten days. The form is designated "NASA ARC 277." A copy of the form is submitted with this column.

The NASA security system is designed to ensure confidentiality and anonymity of the reporter and all other parties involved in an occurrence or incident. The FAA will not seek, and NASA will not release any report or other information that might reveal the identity of any party involved. There has been no breach of confidentiality in more than twenty years of the Aviation Safety Reporting Program under NASA Management.

It should be noted that when a violation of the Federal Aviation Regulations comes to the attention of the FAA from a source other than a report filed with NASA, appropriate action will be taken by the FAA. However, the filing of a report by you with NASA concerning an incident or occurrence involving a violation of the FARs is considered by the FAA to be indicative of a constructive attitude. Such an attitude will tend to prevent future violations. Therefore, a finding of violation may be made, but neither a civil penalty nor a certificate suspension will be imposed if the violation was inadvertent and not deliberate. As stated previously, the violation must not involve a criminal offense or accident or an action which discloses a lack of qualification or competency as a pilot.

In conclusion, if you are unable to use the NASA Reporting System because of the exceptions and you become involved in an FAA enforcement action, the best legal advice I can give you is to contact an attorney who specializes in the area of FAA enforcement actions. If you need assistance in finding a capable experienced attorney to defend you in an enforcement action, please call me at (305) 895-3330 or e-mail cecilehatf@aol.com. I will be glad to make a recommendation or to assist you personally.

Copies of reporting forms (NASA ARC form 277) may be obtained free of charge from FAA Flight Standards District Offices or Flight Service Stations, or directly from NASA, ASRS, P.O. Box 189, Moffett Field, California, 94035-9800, or may be found online at http://asrs.arc.nasa.gov/immunity_nf.htm.

As you read this report, we will have two important events behind us. We had been gearing up for some time to host not only the International Forest of Friendship visitors in June, but also this year attendees of the International Conference in July.

The Trustees, in addition to managing the Birthplace, planned the conference in cooperation with the Greater Kansas City chapter and the Northeast Kansas chapter for three years. We hope the "Day in Atchison" was a highlight for the attendees.

Two new trustees joined the board in July; Carole Sutton of the Nebraska 99s and Carolyn Mohler from Atchison.

Acquisitions for the museum archives have slowed this year, as our limited funds are spent on additional expenses incurred as we add new services and for upkeep on the property. The website brings us many opportunities to purchase items, but not many outright donations.

Our wish list always includes any Amelia Earhart memorabilia and photos, especially autographed ones. We still need an antique pitcher and bowl set, old books from the period 1890-1910, a sprinkler system for the yard would also be a nice donation.

To those of you who have made donations this year, it is appreciated and spent wisely. Our goal is to have every Ninety-Nine show pride in ownership of the Birthplace with their financial support.

STATE OF THE

AMELIA EARHART BIRTHPLACE MUSEUM

BY SONDRA RIDGEWAY, CHAIRMAN



BRICK ORDER FORM

AMELIA EARHART BIRTHPLACE MUSEUM MEMORIAL BRICKS

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

Make checks payable to AEBM

| | |
|--|----------|
| _____ Brick(s) in front walk at \$100 each | \$ _____ |
| _____ Brick(s) in sidewalk at \$50 each | \$ _____ |

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

Contributions go to AEBM Restoration Fund

PILOT PROFILE: KATHY FELKER

SUBMITTED BY ROBIN GARTMAN

This April, the San Diego Flight Standards District Office presented Kathy Felker the 2001 CFI of the Year award. Cindy Jesch, an FAA Operations Supervisor and Fred Christlieb, an FAA Safety Officer rewarded Kathy for her professionalism, skill as an instructor and many contributions to the local aviation community. One example, this past year Kathy developed a GPS training course and syllabus that helps everyone, from students to instructors, learn about GPS in general and specifically about the units installed in the rental fleet where she works.

In Kathy's life away from the airport, she is a professional

puppeteer and ventriloquist with eighteen years experience in performing live shows as well as television and commercial videos. Local pilots have benefited from her combining her two careers when she created an entertaining and informative program about the Five Hazardous Attitudes

Kathy is a CFII, MEI, Gold Seal Instructor and ATP with over 3,000 hours. She is one of the most sought after CFIs in the area. She is currently Assistant Chief instructor with Pinnacle Aviation, at Palomar Airport in Carlsbad. The Palomar Chapter 99s (San Diego, CA) would like for you to share in our congratulations to one of our most outstanding members.

PILOT PROFILE: MARGARET RINGENBERG

The summer of 2002 has been a busy one for Margaret Ringenberg. On May 20, Margaret was invited to address the astronauts at the NASA Johnson Space Center in Houston. She is viewed by the astronauts as a "trail blazer" in aviation because of her participation in the Women's Air Force Service Pilots, during WWII. After the war, she continued her aviation career by being a corporate pilot, an instructor and racer. She is still an active pilot at age 81. The career astronauts were especially awed at the fact that she has logged over 40,000 hours. She also received an Indiana flag that Eileen Collins flew in space and a poster signed by twenty-seven astronauts. General J. D. Howell, Jr., Director of NASA Johnson Space Center, presented her with a U.S. flag flown on the Atlantis from April 8 – 19, 2002.

Accompanying Margaret on her trip to Houston was her granddaughter, 18 year-old Jaala Wright, a 2002 graduate of Leo High School. Both Margaret and Jaala were given top security clearances and were able to view many parts of the Space Center not open to the public. They saw a simulation in the original Mission Control Center and the actual activities of the current Mission Control Center. They were able to see the international space Station Trainer.

The high point, yet most nerve-wracking part for Margaret,

was when she was invited to actually fly the Space Shuttle Simulator. It has full motion and flies just like the actual space shuttle. Margaret was able to get the "feel" of the craft and successfully fly and land it. Shuttle instructors were amazed and told Jaala that even pilots trained to fly the shuttle usually "crash" the simulator the first few times.

In July, Margaret was honored by the Indiana Historical Society at the Living Legends Gala. Eadie Barrie, spokeswoman for the society, explains the concept of Living Legends saying, "Let's take pride in what we produce. Let's tell the story of people who have reached a level of excellence." Honorees are selected by a 15-member panel on the grounds of how strong their ties to Indiana remain and the quality of their own personal life story. "People, unfortunately in historical societies, are often acknowledged after they are gone," says society President Salvator Cilella, "and we want to reverse that trend and make sure that people who are alive are recognized for their contributions."

In responding to the presentation, Margaret said, "When I flew the race around the world, I flew over countries where women had to keep their faces covered and couldn't drive cars, much less fly airplanes. I feel very privileged to have had the opportunities I have had. I am proud to be an American and proud to be a Hoosier "

PILOT PROFILE: EMILY HOWELL WARNER

SUBMITTED BY LINDA HORN, COLORADO CHAPTER

The Colorado Chapter of the Ninety-Nines helped Emily Howell Warner celebrate her retirement from the FAA on April 26, 2002. Emily was the first woman to fly for a scheduled airline company when Frontier Airlines hired her in 1973.

The picture presented to Emily by the Colorado Chapter has an original Jeppesen airport diagram of Stapleton Airport with its special last day cancellation stamp on the left, and the Denver international Airport diagram with the first day cancellation stamp on the right. The inscription reads, "The evolution of an industry mirrored in one legendary woman's career. Bravo, Emily! The Colorado Ninety-Nines." The picture was created by Bev Sinclair, United 737 pilot, and Donna Miller, American Airlines 737 pilot. It was presented by retired United Airlines captain, Nancy Aldrich.

Emily retired as the FAA Principle Operations Inspector for the United Airlines 737 fleet (affectionately known as the Guppy Fleet). The Guppy Club hosted the dinner in her honor. Ninety-Nines present at the dinner included Anita Hessen, Nancy Aldrich (San Antonio Chapter) Donna Miller (Ambassador Chapter),



The Colorado Ninety-Nines present a special award to Emily Howell Warner (third from left) at her FAA retirement celebration on April 26, 2002

Glenna Bliss, Sylvia Harper, Bonita Ades, Linda Horn and Joye Baker (Colorado Chapter).

For more information on Emily, see the article on the ALPA website at www.alpa.org/internet/alp/2000/jun00p29.htm, or on the FAA web site at www.faa.gov/avr/aam/fasb597/53.htm.

Congratulations, Emily!

PILOT PROFILE: BARBARA WARD

SUBMITTED BY MARY VAN VELZER

Barbara Ward, member of the Orange County Chapter Ninety-Nines since 1970, was honored at the Santa Ana Civic Center by the Orange County Board of Supervisors on April 7, 2002 for her volunteer service for the last eleven and a half years as a Tour Guide at John Wayne Airport (JWA). At this Sixth Annual Volunteer Recognition Program, out of 21,000 residents volunteering in many capacities, 43 were honored for their service.

Since the inception of the John Wayne Tour Guide's Program, Barbara has led tours for over 10,000 individuals, including scout groups, elementary, high school, and aviation-bound college students. While touring JWA, the visitors can expect Barbara to enthusiastically share her knowledge of flight, as well as answer questions about the history of flight, the history of John Wayne Airport and, most importantly of all, explain what makes an airplane fly. In her presentation, she also includes information about the Ninety-Nines, enjoying the elementary school girls' wide-eyed wonderment

when she informs them she is a pilot, and explains, "Flying and becoming a pilot is for girls as well as boys."

A number of our Chapter's Members have benefited from Barbara's tenacity and attention to detail she exhibits while fulfilling her role as Orange County Chapter's Amelia Earhart Scholarship Chairman, a position she has held many years. She was Orange County Chapter Chairman from 1975 to 1976, and Orange County Chapter's Pilot Of The Year in 1979. She presently has approximately 3,000 hours flying time, and has keeps her Comanche at JWA.

Besides being a proud, active, and dedicated member of the Ninety-Nines, as well as a John Wayne Tour Guide, Barbara owns a successful business. Of primary importance in her life, also, is enjoying her large family. Besides making a positive difference in her own family members' lives, it's impossible to know how many other lives this lady has touched, but the possibilities are awesome.

THE INTERNATIONAL FOREST OF FRIENDSHIP INDUCTS FORTY-FOUR HONOREES

BY FAITH DUNCAN, HEADQUARTERS MANAGER AND LOIS FEIGENBAUM, PAST PRESIDENT

"YOU HAVEN'T SEEN A TREE UNTIL YOU'VE SEEN IT'S SHADOW FROM THE SKY." — AMELIA EARHART

The International Forest of Friendship is a gift to America from the City of Atchison, Kansas and The Ninety-Nines, International Organization of Women Pilots. Atchison is the birthplace of Amelia Earhart, our first president. Her home has been dedicated and opened to the public as a museum. The Forest is nestled on a gentle slope overlooking Lake Warnock, on the outskirts of Atchison. It is made up of trees from all fifty states and thirty-five countries around the world where Honorees reside. Each tree has its own flag, and on special occasions, the Forest is ablaze with the brilliance of colors of more than 100 flags blowing in the breeze.

The Forest is a living, growing memorial to the world history of aviation and aerospace. Among the special trees are one from George Washington's Mount Vernon estate, the Bicentennial American Spruce, a tree from Earhart's grandfather's farm and the newly planted redbud from President Eisenhower's farm.

Winding through the Forest is Memory Lane, honoring those who have or still are contributing to all facets of aviation and aerospace. Embedded in the concrete walk are granite plaques engraved with the names of more than 1200 honorees. A walk along the path presents a sea of trees in various colors, shapes and sizes.

This year's honorees include twenty Ninety-Nines among the forty-four honored. Honorees were inducted in June with a ceremony and plaque. The Ninety-Nines honored this year include Leonora M.

Anderson, Katharine Barr, Lois Brown, Billie Marie Downing, Dorothy Fowler, Joyce Hilchie, Martha King, Nelda K. Lee, Joan Mace, Jennifer Murray, Bernita M. Moore Nickell, Patricia Ann Ohlsson, Patricia Noyes Prentiss, Nancy Freer Rodgers, Susan Sears, Mohini K. Shroff, Dorothy Haupt-Spangler, Patricia Theberge, Nancy Jane Warren, and Inez Woodward Woods.

Other honorees include Robert J. Barris, Vi Blowers, Mike Brown, Ronald David, Edna Modisette Davis (WASP), Harrison L. Doyle, David Baggett Eddleman, Maxine E. Flournoy (WASP), Gregory Thomas Gojkovich, Scotty Bradley Gough (WASP), Ruth Dailey Helm, Col. David Lee Hill (USAF, Ret.), Loretta Jones, Ver Keljik, Susan Schulhoff Lau, Clifton Jack Lewis, Diane M. Liebsch, Clara Livingston, Helen Elizabeth McLaughlin, Rod Machado, Gladys Mae Morrison, Dorothy M. Regan, Connie J. Tobias, and Lucile Doll Wise.

Memory Lane honorees are proposed by sponsors who contribute \$350 to the Forest to help defray cost and installation of the 12" x 16" x 4" granite plaque. To induct an honoree into the Forest of Friendship please submit a biography, a picture of the honoree and a (tax deductible) check for \$350 made out to the International Forest of Friendship, P.O. Box 99 AE, Atchison, KS 66002, for consideration by the board. A link to the Forest may be found on The Ninety-Nines website at <http://www.ninety-nines.org/fof.html> (where you may also find a copy of the Sponsor Application Form).

HELP WANTED!

Charter member Achsa Donnels is looking for a live-in care provider. She's 98 years old, living in Northern California and has some wonderful stories to tell. Here is a unique opportunity for the right person plus a chance to repay one of the original 99s for what they did for all of us.

If you are interested in the position, please contact her.

Mail:

P.O. Box 1770
Laytonville, CA 95454

Telephone:

707-984-6221
or Joe Hill at 707-984-8111

Achsa Barnwell Peacock Holfelder Donnels is an amazing woman. On her way home from school one day in 1923, she saw two Jenny (JN4D) aircraft in a vacant lot. One of the young men asked if she would like a ride. She didn't even hesitate. They did loops and rolls and by the time they landed, Achsa's life long love of flying had begun.

Her autobiography, *Achsa*, is a fascinating journey through her flying adventures, her marriages and her love of sailing. She has taught flying, owned two airlines and a number of historic aircraft. A true pioneer, she has seen and been a part of aviation progress from its earliest days when it was considered an exotic mode of travel to the hi-tech and essential presence it is today.

At 95, she was still speaking to groups about aviation. She is a charter member of The Ninety-Nines and the recipient of several lifetime aviation awards. She has been featured in magazines and news stories throughout the USA.

And now she is looking for help from her favorite source - her 99s friends.

ANNOUNCEMENTS

AWARD OF MERIT/AWARD OF ACHIEVEMENT

BY FRANCES LUCKHART, INT'L AWARDS CHAIRMAN

The 99s Awards Committee encourages members to submit nominations for two prestigious awards. This is a wonderful way to acknowledge those who have made significant contributions to The 99s or to the aviation community.

The Nominations for these awards must be made by a Section or Chapter over the signatures of two officers (i.e. chairman and secretary) and attached to a one-page letter of nomination. Additional data and/or resumes may be attached to the letter of nomination but must be limited to not more than three additional pages (four pages total).

The nomination must include the address and phone number of the nominee or, if the nominee is deceased, the name of at least one next of kin.

Nominations must be sent to International Headquarters, to the attention of the Awards Committee, no later than November 20, 2002.

AWARD OF ACHIEVEMENT (FOR 99s)

Individuals, Sections or Chapters who have made significant contributions to aviation, aviation education, science, aviation history or The 99s, Inc.

AWARD OF MERIT (FOR NON-99s)

Individuals or organizations who have made significant contributions to aviation, aviation education, science, aviation history or The 99s, Inc.

For both awards the achievements may have occurred in the present or prior years, candidates may be selected for a single action or a series of events. Candidates may be living or dead and not limited to the USA.

If you need information regarding these awards please e-mail Frances Luckhart at Flygrl7102@aol.com or call 918-379-0018.

BYLAWS PROPOSAL DEADLINE

Bylaw and/or Standing Rules amendments may be made by this committee, a Chapter, a Section, the Council of Governors or the International Board of Directors to be presented to the membership at the 2003 annual meeting in Huntsville, AL. Submit amendments postmarked by December 31, 2002 to:

Jerry Anne Jurenka, Intl. Bylaws/Standing Rules Chair
10 Oak Forest Drive
Longview, TX 75605 USA
Fax (903) 663-5808

MID-TERM DIRECTOR CANDIDATES NEEDED

The Nominating Committee is now seeking candidates interested in running for International Director in the mid-term cycle. Deadline for submitting Intent packages is October 31, 2002. An Intent to Seek Election form is included with this mailing and is also available online in the Members Only section of the website. Contact one of the Nominating Committee members for more information:

Joan Kerwin (Chair) • 630-665-0312 • JoanaKerwin@msn.com
Bonita Ades • 303-795-6564 • bonitafllys@aol.com
Dr. Karen Bailey • 780-352-7380 • kbaileymd99@wtc.ab.ca
Pat Ohlsson • 386-761-8804 • patohlsson@fly-in.com
Lori Robishaw • 703-587-4008 • lrobishaw@artsusa.org

AMELIA EARHART MEMORIAL SCHOLARSHIP

BY CHARLENE FALKENBERG, AE SCHOLARSHIP CHAIRMAN

Are you planning to apply for a Career or Future Woman Pilot Scholarship? Now is the time to get started.

Don't wait until the last minute and get caught up in the holiday rush. Application forms and Fact Sheets are available NOW on The 99s website: http://www.ninety-nines.org/aemsf_apps.html. If you have tried before and did not have success, TRY AGAIN! Many applicants have applied several times. Questions? Contact Char Falkenberg, Chairman at CharF@Prodigy.net or your Section Amelia Earhart Memorial Scholarship Chairman. The deadline is December 31, 2002

THE NINETY-NINES ENDOWMENT FUND

By DR. CAROLYN J. VAN NEWKIRK, ENDOWMENT FUND TRUSTEE

WHAT IS IT?

The Ninety-Nines Endowment Fund, a non-profit trust, was created in 1998 to solicit, obtain, collect, maintain, and manage funds in order to support the purpose of The Ninety-Nines, Inc.

HOW MUCH HAS BEEN COLLECTED?

To date the endowment fund balance is approximately \$116,000.

WHAT IS THE GOAL?

The Ninety-Nines Endowment Fund has a goal of raising \$1,000,000.

WHO MANAGES THE FUND?

Five trustees have been elected by the membership to supervise the affairs of the fund.

HOW WILL THE MONIES BE USED?

Once the goal is reached and only until that time, the interest will be allocated to perpetuate The Ninety-Nines, Inc. mission, to provide networking and scholarship opportunities for women and aviation education in the community.

CAN I DONATE STOCKS OR OTHER PROPERTIES?

Absolutely! Stocks, mutual fund shares, or real estate generally absolve the donor from paying capital gains taxes. We accept these items graciously and we also have the resources to arrange charitable gift annuities/remainder trusts/lead trusts. Contact us today!

HOW CAN I CONTACT YOU?

Just complete the form and mail contributions or pledges to...

The Ninety-Nines Endowment Fund

Box 965, 7100 Terminal Drive

Oklahoma City, OK 73159-0965

THE NINETY-NINES ENDOWMENT FUND

☐ I wish to make a contribution to The Ninety-Nines Endowment Fund in the amount of \$_____.

☐ I wish to make a ☐ monthly
☐ quarterly
☐ yearly

contribution in the amount of _____ starting on _____

This pledge shall be in effect for _____ years or until _____ unless revoked by me earlier.

Payment Method:

☐ Check

☐ Credit Card

Type: ☐ Visa ☐ MasterCard ☐ American Express

Card No. _____ Exp. _____

Name _____ Signature _____

☐ Please contact me regarding charitable properties/trusts.

Address _____

AUSTRALIA SECTION

Fran West, Australian Section, had an exciting 2001 after the completion of her flight around the Australian mainland and Tasmania in 1999 and 2000. Fran chronicled the flight in her new book, *Plane Reflections: About Life and a Flight around Australia's Coast*.

At the Canberra conference of the Australian Women Pilots' Association, Fran received the Mrs. Harry (Lores) Bonney Award for a "Notable flying record or valiant attempt by an Australasian woman." She also received the "Spirit of Adventure Award" medallion from "Australian Geographic" magazine for her "inspirational circumnavigation of Australia in a Cessna 172." The medallion is a replica of Captain James Cook's compass circa 1780.

Fran also spoke at the 99s' Convention in Calgary and at the Canadian Women in Aviation Convention in Halifax, Nova Scotia.

KATAHDIN WINGS CHAPTER

The Katahdin Wings Chapter of the Ninety-Nines held a Spring Fling Poker Run on Sunday, May 5, 2002. The participating airports included Sky Haven in Rochester, New Hampshire; Biddeford, Maine; Waterville, Maine; and Auburn-Lewiston Airport, Maine, which served as the terminus. Hands sold as follows: advance and non-flyers, 37; Bethel, 1; Waterville, 7; Sky Haven 25; Biddeford, 9; Auburn-Lewiston, 13. A total of 92 hands were sold, with approximately 30 aircraft participating. A picnic lunch was sold and prizes were awarded at the recently remodeled Auburn-Lewiston Terminal.

The top five prizes were: \$99.00, donated by the Katahdin Wings Ninety-Nines; introductory seaplane lesson, donated by Naples Seaplane Service and Ninety-Nines member Mary Tait; a seaplane ride for two donated by Naples Seaplane Rides and Ninety-Nines member Jacki Rogers; \$50.00 Certificate for Fuel, donated by Coastal Aviation; and three hours of flight instruction time, donated by Bel Air Services. Other prizes included a handmade aviation-themed quilted wall hanging, a chart wallet, a log case book, a headset case, 10 gallons of fuel, and various other goodies. It was a fun event that got the New England flying community together and kicked off another great flying season.

Submitted By Lorena Plourd

LONG ISLAND CHAPTER

On Tuesday, May 21, 2002, the Long Island Chapter celebrated the 70th Anniversary of Amelia Earhart's 1932 solo crossing of the Atlantic with a dinner at the 56th Fighter Group Restaurant at Republic Airport in Farmingdale, New York.

Sixty-one people attended the dinner, including 12 members of the Long Island Chapter. Chairman Carol Levine welcomed everyone. She gave a brief history of Amelia Earhart's life, enumerating her many firsts including being the first woman to fly solo across the Atlantic Ocean. Doris Abbate invited guests to have a look at the Amelia Earhart Ninety-Nine display. This occasion was the first opportunity for the chapter to use their new and attractive portable exhibit generously donated to the chapter by Greg Abbate, Expo Depot of Farmingdale, New York. *(continued next page)*

AUX PLAINES CHAPTER

Aux Plaines Chapter achieved a long-planned group fly-in to Bloomington, Illinois on May 18, 2002, at the invitation of the Prairie Aviation Museum. Eight of our members enjoyed this fly in, the first such event we have had. The day dawned bright and clear as our pilots for the day, Carolyn Parmer and 49-1/2 Bill, Shelley Ventura and Kim Spath preflighted their aircraft. Virginia was back-seat passenger with Carol. Mary "Bunny" Foley flew with Shelly, and Sharon Madaus and D.J. Kweder were Kim's passengers. The day was perfect but had some weather challenges, always interesting, a tailwind going south, some haze and turbulence and a headwind going north. Kim Spath particularly enjoyed her flight since, being on an IFR flight plan going to Bloomington, the tower cleared her for a long final ahead of the museum's D-3. The DC-3 then had to make a number of 360's before it could land after Kim.

After lunch at the airport restaurant, Norm Wingler, president and founder of the Prairie Aviation Museum took us on a special tour of the museum's prized possession—a 1942 DC-3, which was restored over the years by the museum and is now proudly flying at air shows and other fund-raising events. It has a proud history of serving as one of the first commercial airliners for Ozark Airlines and sports the official color scheme of that facility. Norm Wingler is one of a very few pilots qualified to fly this aircraft.



From left: Mary Foley, Carol Parmer, Shearon Madaus, J.J. Knowles, Shelly Ventura, Kim Spath, and Virginia Robiing posing with the Prairie Aviation Museum's 1942 Boeing DC-3.

We then were treated to a personal tour of the museum, where we enjoyed the great exhibits and a video. One wall consisted of photos of all the pilots who have been inducted into the Illinois Aviation Hall of Fame. Many thanks are due to Norm Wingler and the staff of the Prairie Aviation Museum for their hospitality to the Ninety-Nines and, in particular, to the Aux Plaines Chapter.

GRASS ROOTS – Section and Chapter reporters share their recent activities

Guest speakers were Aileen Jost Watkins and Julia Lauria-Blum. Aileen Watkins is originally from Long Island and now lives in Texas. She is a member of the Ninety-Nines and recipient of two Amelia Earhart Scholarships, which helped her reach for an airline career. She flew for Alaska Airlines before being hired by United Airlines in August, 2001. After being furloughed last October, she landed her current position with Pace Airlines, a charter company in North Carolina. Aileen is based in Tennessee. Julia Lauria-Blum is the curator of the Women Airforce Service Pilots' permanent exhibit at the American Airpower Museum at Republic Airport.

Among those present were SUNY Farmingdale aviation professor Lou Scala; Dowling College aviation professors, Toni Saul and Elizabeth Marshall; Chief Judge of the Long Island Ninety-Nines Spot Landing Contest, Stan Dalton; members of Zonta of New York; members from the Pilot Shop; and members from the Greater New York Ninety-Nines.

Submitted by Jill Hopfenmuller

MID-COLUMBIA CHAPTER

The Collings Foundation B-17 and B-24 World War II War Birds arrived Monday, June 17 at Pasco, WA. The Mid-Columbia Chapter Ninety-Nines helped with the BBQ at Bergstrom's. It was a great success! Future Woman Pilot Carol Wharton received many compliments on such a great home-cooked meal. We cooked about 60 hamburgers and Dennis cooked lots of chicken. All the leftovers (mostly just chicken) were kept for lunch on Wednesday. Thank you, Carol, for encouraging and organizing the Ninety-Nines participation in this event.

NY-NJ SECTION

For your advance planning, we have just negotiated to have the 2003 NY-NJ Spring Section Meeting at the Wingate Inn Albany (HREF="http://www.wingateinns.com") on May 16-18, 2003. Our dinner and meetings will be held in the Saratoga Room of the Calaway Grill. There will be a hospitality suite and we will have Friday evening supper and Saturday lunch in the suite. There will be tours on Saturday, a dinner with speaker Saturday evening, and the normal business meeting on Sunday morning.

The Wingate Inn has van transportation to/from Albany International Airport and is located just west of I-87 on the road to ALB. Our chapter has had several of its meetings and our holiday dinner at the Calaway Grill since it opened a couple of years ago. The food is excellent.

The quoted room rate for a block of rooms for us for May, 2003, is \$104 for a double room including, continental breakfast, free high speed (ethernet) internet access, free local phone calls and an exercise room. We will try to see if we can get it reduced, though. One of our members, Barbara Stover, highly recommends it. If you go online today, you can get a special summer rate for next May's dates of \$95. So, you may want to reserve it well ahead of time.

That weekend is also college graduation weekend for the Capital Districts and we have at least six colleges in the area. We were also told by the Turfs that they have a high school prom booked for that weekend.

ORANGE COUNTY CHAPTER

Orange County Member and outgoing Southwest Section Governor, Pat Prentiss, was honored with a beautiful handmade quilt at the Spring Section Meeting on May 18th. Several months ago, Lianne Oakes, Orange

County Chapter Vice-Chair, sent a letter to each Southwest Section Chapter and requested that each Chapter create an individually designed, 12" X 12" fabric square. Lianne then incorporated these squares into an attractive quilt. Pat was heard to say, "This gift is truly a highlight of my life."

The Section meeting was attended by 117 members from 36 Chapters and was very successfully hosted by the Sutter Buttes Chapter in Yuba City, California. Those attending from our Chapter were Pat Prentiss, Vicky Anderson, Lianne Oakes, Linda Eldridge, Marikay Lindstrom, and Chris Stulik. At the banquet presentations were made of the APT, Aerospace and Airmarking Awards. Our Chapter received the Aerospace Award, San Fernando Valley Chapter received the APT Award and the Yavapai Chapter won the award for Airmarking.

The Southwest Section's new Board Members are Governor, Pat Lowers Gregory; Vice Governor, Donna Crane-Bailey; Secretary (and O.C. Chapter member) Lianne Oakes; and Felicia Hoppe, Treasurer. Directors are Pat Thomas and Carol Andrews, and Linda Mae Draper is Nominating Committee Chairman.

Submitted By Mary Van Velzer

OREGON PINES CHAPTER

On June 6, members of the Oregon Pines Chapter and local EAA members met with six high school students and their teacher for a day at the Independence, Oregon airport. Ninety-Nines members Gail Hill, Mary DeCanter, Sally Plumley and Joey Connell, gave the students lessons on chart reading and the importance of flight planning before taking the students on a tour of the airport facilities. The Ninety-Nines explained various features such as windsocks, runway markings and signs, and runway lighting. They also talked about air traffic patterns, radio communication, compass directions, and why the two windsocks don't always point in the same direction.

FLORIDA SPACEPORT CHAPTER

The Florida Spaceport Chapter participated in Women in Aviation Day at Embry-Riddle Aeronautical University in March. Nearly 400 middle school girls visited the campus for the annual event that introduces young students to aviation, aerospace and the university. The Ninety-Nines demonstrated flight using balloons, hair dryers and small garbage bags to share the principles of aerodynamics.



Pictured from left: Pat Ohlsson, Marilyn Patierno, Mae Gant, Marlene Smith, Dot Atnett and Gloria Apple.

INDIANA DUNES CHAPTER

The Indiana Dunes Chapter honored new and prospective members at a meeting held at Jan Topp's house, where they flew kites of all types, sizes, and shapes. Mike Yeager, sponsor of a recent kite festival, presented the history of kite flying including a display of types of kites that included a kite the size of a postage stamp. After his presentation, Mike and his son demonstrated some of the acrobatic moves kites of which kites are capable. The program attracted many youthful prospective members as well as members who are young at heart.

Everyone also enjoyed exploring hostess Jan Topp's many iris gardens. Our exploration quickly led us to the conclusion that Jan is aptly nicknamed "The Iris Lady." She has over 200 varieties of irises, and is adding new ones every year.

This was one of our best attended events of the year. It was a wonderful opportunity to mingle and to get acquainted with new and prospective members.



From left: Jan Topp, hostess; Jan Welsh and Pam Saylor from the Illiana Cardinals; Marilyn Horvath; Marcia Forcey; Kathi Ralston; T.J. Shaum; and Christine Murdock.

Above: Mary Kahn helps prospective member Brooke Smith launch her kite.

Both EAA and Ninety-Nines members took the students for their first light airplane rides. Gail took pictures of each student with their pilot and airplane, and the students were given Young Eagle Certificates along with AOPA literature, gathered by member Kim Lansdon. Ex-Ninety-Nine Carole Gable helped with the Young Eagle Certificates for EAA and graciously offered her hangar as a meeting room for the group. A great time was had by all and the teacher would like to do it again next year!

SAN FERNANDO VALLEY – A CELEBRATION EVOLVES

2002 marks the 50th anniversary of the San Fernando Valley Chapter 99s (better known in the Southwest Section as "The Humble Chapter"), and it was decided in March of last year to plan a party to celebrate the occasion. At first, we thought we would just have a big hangar party and invite as many former members as we could find. Clay Lacy of Clay Lacy Aviation was nice enough to offer his big hangar for the festivities. However, it soon became apparent that it would be too expensive to set up a hangar the way we wanted it; having it at a hotel with all its facilities would be better. There was only one hotel that would fit the bill: the Airtel Plaza Hotel on Van Nuys airport. It was perfectly situated and had a parking ramp in the back for those who would fly in. The first thing we did was visit their catering office to reserve their largest ballroom and a block of rooms. Then we selected a menu for hors d'oeuvres and dinner, and arranged to have a podium, stage and dance floor "included." Our simple hangar-party-with-a-barbecue had become a dinner-dance!

CoraLee Tucker immediately started to plumb our scrap books, old rosters, and anything else she could find to come up with names

and locations of former members, as well as Chapter highlights. This was one the hardest jobs, and she spent hundreds of hours right up to the weekend of the party! We compiled names, recruited everyone we could to make phone calls and e-mails, sent "where are they?" lists to local chapters, and put ads in the Section newsletter and the 99 News to find former members. In the end, we had compiled a list of over 400, and sent invitations to everyone we could find.

Connie Schurr (who is a graphic designer) designed a patch to commemorate our 50th; her design was both unique and expressive of our history. She also did an original piece of artwork to grace the cover of our event program. At the same time, Jaye Howes came up with the theme for our party: Flying and Friendship - an Evening to Remember!

And then came September 11th, which knocked the wind out of everyone. After the initial shock wore off, we began to wonder if our party was doomed given the prevailing mood. But we thought, "Aviation has taken such a hit that this shouldn't be just our party but a celebration of all aviation." The fact that 2002 was the 99th anniversary of American Aviation just added to the idea. We decided to run with this, and it was enthusiastically received at Section.

The next months before the party, were filled with research and planning and increasing excitement! Paula Sandling prepared a wonderful PowerPoint presentation for the dinner-dance, showing photos of all our members and of all the fun times our Chapter has enjoyed. She also prepared posters of photos and articles from our fifty years for display which were the hit of the party. We sent out publicity packets to advertise our history and celebration and letters to our aviation friends soliciting donations (not a penny of Chapter funds was used

GRASS ROOTS – Section and Chapter reporters share their recent activities

for this). We also visited a number of local Chapters to personally invite other 99s. In the end, we had gals from San Gabriel, Antelope Valley, Orange County, Long Beach, Fullerton, Los Angeles Palms and Santa Paula Chapters join the fun, as well as former members coming from all the Western states.

Since a number of people staying at the hotel would be coming in on Friday, Paula offered her hangar for a "Welcome Party" on Friday night. Her friends flew down their fully-restored Electra for a static display, and the owner of a local FBO brought his Messerschmitt three-wheeled auto to give rides. On Saturday before the dinner, we organized two free tours: one to the Japanese Gardens in the Valley, and the other to the Autry Museum for a private tour. Our Saturday night dinner-dance had become a mini-Section!

The weekend was a blast. We were especially proud to have guests such as members of the Los Angeles Chapter Tuskegee Airmen; representatives of Van Nuys Airport and the local FBO's; Claire Walters;

Pat Prentiss, our Section governor; and Bobbi Trout, 99s Charter member. We also had four members of our Chapter who had been WASPs; and Vicki Lynn Sherman sent a congratulatory letter. Jaye Howes was a super emcee, and we all had fun reminiscing with former members and friends whom we hadn't seen in twenty, thirty, or forty years! We invited anyone who had an interesting story or anecdote about our Chapter to come to the podium and "share." Bobbi Trout especially enjoyed telling us about her early days in aviation.

Paula's PowerPoint presentation was such a hit, we have decided to enhance it and—coupled with videos of the party—to sell it as a fund raiser! (Our own fund raising efforts were so successful that after settling party matters, we donated \$4000 to our Chapter Scholarship fund.)

All in all, it was indeed a celebration to remember, befitting the quiet and unassuming demeanor of our Chapter. After all, they don't call us "The Humble Chapter" for nothing!

SANTA CLARA VALLEY

A very successful Flying Companion Seminar was held April 27 at San Jose State University. The seminar drew 31 "companions" from all over the Bay Area. The Santa Clara Valley Chapter has been committed to a year long project of mentoring juniors at Overfelt High School. The school has established an "Aviation Academy" and the Santa Clara Ninety-Nines have offered help and support as well as companionship, knowledge and guidance to those students enrolled in the aviation course. Eight of the Overfelt High School students attended the Flying Companion Seminar with their Ninety-Nines mentors, Judy Stark, Marici Reid, Pat Gregory, Gale Infeld, Leslie Ingham, Sharon Sweeney and Mayetta Behringer.

Eight Santa Clara Valley members attended the Southwest Section Meeting sponsored by the Sutter Buttes Chapter. Enjoying the three days of meetings and tours were Judy Stark, Mayetta Behringer, Kay Sundaram, Betty Patterson, Pat Gregory, Verna West (a past governor), Marcie Smith and Nancy Rodgers. Our own Pat Gregory was installed as the new Southwest Governor.

Susan and Bruce Worster fired up their King Air, 128SB, to fly Nancy Rodgers and two of her three daughters (one went commercial) to her June induction into the Forest of Friendship. Marcie Smith, another SCV member, joined them on this flight. They stopped in Oklahoma City en route to Atchison to visit The Ninety-Nines Headquarters and the wonderful Ninety-Nines Museum of Women Pilots. A worthwhile side trip was to the memorial in downtown Oklahoma City. What a moving tribute that is!

Santa Clara Valley celebrated the chapter's 48th birthday July 18th with a potluck dinner at the home of Sharon and Frank Sweeney. Chapter awards were presented that evening. Our chapter Pilot of the Year for 2002 is Candice Tuttle, who started flying again this year after a 12 year break. She flew more than 80 hours to regain her currency and competency. Our 2002 Service Award was awarded to Susan Tilley who, in addition to her work as recording secretary, has coordinated our Flying Companion Seminars for the last two years. Susan also set up our chapter website and keeps it current.

Submitted By Nancy Rodgers

Flying Companion Seminar workers (from left) Susan Worster, Debby Cunningham, Judy Stark, Susan Weiner, and Doreen Jurado.



SAN ANTONIO CHAPTER

Members of the San Antonio Chapter of the Ninety-Nines Inc., international organization of licensed women pilots, were recently joined with members of similar chapters from Austin and Fort Worth at the State Capital in Austin for the purpose of receiving the Proclamation dedicating the month of April to women in aviation. Elizabeth Jordan, Vice Chair of the San Antonio chapter, was the primary person who worked with State Representative Arlene Wohlgemuth, who is also a licensed pilot and who conveyed the Proclamation to Governor Rick Perry for his signature.

Governor Perry, a pilot himself with thousands of hours, warmly greeted the contingency and singled out the pilot with the most hours, who was retired United Airlines pilot Nancy Aldridge of the San Antonio Chapter. Other Ninety-Nines in attendance were Gloria Blank, Margaret Cosby, Barbara Faulk, Elizabeth Jordan, and Laura Richter of the San Antonio Chapter; Patricia Ward, Wildflower Chapter; Beverly and John Stephens, Golden Triangle; Ginger Baldwin, Dene Ballantine, Catherine Bodez, Toni Emerson, Christine and Michelle Gardy, Becky Hempel, Mary Mason Hull, Diana Marquez, Linda Colwell, and Dana Whatley of the Austin Chapter; and Sandra Carruthers, Section member. Also attending from the Austin area was author Debby Winegarten.

Submitted By Margaret Cosby



STATE OF TEXAS OFFICE OF THE GOVERNOR

The annals of aviation history chronicle for the generations to come the achievements of women and the role that they have played in building this key industry.

From E. Lillian Todd, who designed and built an aircraft in 1906; Amelia Earhart, the first woman to fly solo across the Atlantic; to Lieutenant Colonel Eileen Collins, who became the first woman space shuttle commander in 1999, women have been a significant presence in aviation. They have contributed immeasurably to the industry's many successes.

In an effort to educate the public about the many contributions of women to the aviation industry and encourage young women and men to become interested in aviation and related fields, the month of April has been designated for an awareness campaign. Whether they are educators, pilots or engineers, air traffic controllers or airport managers, mechanics or astronauts, flight attendants or aviation enthusiasts, women in the industry are accomplished professionals. Theirs has been an integral role in an industry that is a vital sector to this nation's economy.

At this time, I encourage all Texans to recognize the contributions of women in the aviation industry and the important role that the industry has had in furthering our economic prosperity and in building the Texas of tomorrow.

Therefore, I, Rick Perry, Governor of Texas, do hereby proclaim April 2002,

Women in Aviation Month

in Texas, and urge the appropriate recognition whereof.

In official recognition whereof,
I hereby affix my signature this the
11th day of December, 2001.

Rick Perry
GOVERNOR OF TEXAS

Texas Governor Rick Perry and Representative Arlene Wohlgemuth with the delegation of women pilots of The Ninety-Nines, Inc., receiving the proclamation declaring April "Women in Aviation" month.

NEW HORIZONS

THE 99S EXTEND THEIR PRAYERS AND THOUGHTS TO THE FAMILIES OF THESE 99S WHO HAVE FLOWN TO NEW HORIZONS.

M. LYNN AHERNS

M. Lynn Ahrens, Idaho Chapter, and former member of the Fresno Chapter, passed away on April 14 at her home due to complications arising from cancer.

Lynn lived to fly. She earned flight ratings including CFII and accumulated 4,800 flight hours. Her major interest in aviation was participating in flight activities for the Civil Air Patrol. She was a highly qualified search pilot for both the California and Idaho Wings of the CAP. She was Commander of the Idaho Wing when she became ill. In addition to CAP, Lynn was an avid air racer, flying numerous races in California with her co-pilot Betty Marshall of Fresno. Lynn participated in the last Powder Puff Derby transcontinental race in July 1976.

Lynn held various offices in the Fresno Chapter including Chapter Chairman and was always out to recruit new members. We will miss her vast aeronautical knowledge and her "E Ticket" rides through the mountain passes to Mammoth Lake.

Submitted By Shirley Boling, Fresno Chapter

BETTY BARLIA

It is with great sadness that the San Fernando Valley Chapter reports the passing of long-time Ninety-Nines member Betty Barlia.

According to her ex-husband, Lou, Betty was diagnosed with cancer four months before her death. He went on to say that The Ninety-Nines were a very important part of her life. She had been active in both the New Jersey and San Fernando Valley Chapters and had participated in the Powder Puff Derby transcontinental air race.

She will be greatly missed.

*Submitted By Helene Krongold,
San Fernando Valley Chapter*

MARY ANN TEAL BLACK

Mary Ann Teal Black, 80, passed away on June 5 in Oxford, Indiana.

Ann was born on October 5, 1921, in Defiance, Ohio. She graduated valedictorian of Farmington High School in Farmington, Missouri, in 1939. She attended Southeastern Missouri State University, Indiana University and Flat River Junior College.

A resident of Oxford since 1955, she had previously resided in West Lafayette, Indiana. She married

Emmet L. Black in Cape Girardeau, Missouri, on May 11, 1942. Ann taught music for a short time before becoming a map librarian at Purdue University. She retired from the university in 1986 after having served for 29 years.

Ann was a member of Oxford Federated Church where she served as organist and choir director for 40 years. She was a Girl Scout leader and a member of the Bach Choral Singers. She served in all offices of the Indiana chapter of The Ninety-Nines and was a Vice-Governor and board member of the state section. She received national recognition for her service to the organization in 2002.

Ann is survived by her husband, her four daughters and her three sisters.

Submitted By Linda Pulver, Three Rivers Chapter

MARY LOUISE BROWN

Mary Louise Brown, 79, passed away on the evening of March 23. An Arizona resident since the early 1930's, Mary Lou was well known for her accomplishments in aviation, as well as for her church and social activities.

Mary Lou had a long career with the U. S. Geological Survey, during which she piloted a variety of aircraft ranging from helicopters to military training jets on re-mote sensing projects for scientific research. She flew many missions in the arctic regions of Alaska and Canada. Following her government service, she continued her involvement with scientific research with two private consulting firms, Hydro Data and Hydro-Analysis, in which she was also a partner.

Mary Lou was a long-time member of the First Congregational Church of Tempe. She was active in the affairs and outreach programs of the church in addition to her participation with the Ninety-Nines and the Whirly Girls. Mary Lou also did volunteer work for the Meals on Wheels program. She often spoke to a variety of civic and professional organizations about her many adventures in aviation.

She is survived by a daughter, Marjorie A. Steffen, a son, Steven P. Brown, and five grandchildren.

FRANCES FERGUSON LEITCH LEISTIKOW, Charter Member

Frances Ferguson Leitch was born on a farm in Houstonia, Missouri on September 17, 1906. A fifth generation Missourian, Frances and her family eventually moved to Kansas City. On a summer trip to Ponca City, Oklahoma, Frances met Alexander Leitch, whom she soon married.

During their engagement, Al taught Frances to ride a horse and to fly a plane. According to Frances, the plane was easy, but the horse was not! She often said that she could not count the times she fell off the horse. Frances loved flying and became a charter member of the Ninety-Nines.

Frances graduated Phi Beta Kappa from UCLA with a degree in English. She was an enthusiastic member of her church and the Periwinkle Garden Club. Her yearly garden parties were a much anticipated event.

Frances traveled the world with her second husband, Fred Leistikow, and after his death in 1978, she swept her daughter, son-in-law and grandson off with her on her many travel adventures.

Frances never stopped being interested in life, and she never lost her curiosity. She was an elegant, brilliant woman with a heart and generosity of immense proportions. Our loss is Heaven's gain.

Submitted By Elizabeth Freston

GLADYS MAE MORRISON

Gladys Mae Morrison 74, Charter member of the Yavapai (Prescott, Arizona) Chapter, slipped the surly bonds on May 2.

Gladys learned to fly in 1945 and was the first woman certified by the State of California to spray crops with the 450 HP Steaman. After eight years of running her own crop spraying business, Gladys turned to flight instruction. At the time of her death, she was the president of North-Aire Accelerated Flight Training in Prescott. She was the National Flight Instructor of the Year in 1982 and had accumulated over 30,000 hours.

Gladys was very interested in sharing her story with young women and spoke frequently at meetings and conferences in the hope of encouraging them to follow in non-traditional careers. She has said many times about her aviation experiences, "I didn't know if I should or could do these things back then. If I wanted to do something, I just did it!"

She was a wonderful pilot and friend. She will be dearly missed.

Submitted By Kay Raom, Yavapai Chapter

FAITH "BUCKY" RICHARDS

One of an elite group of women pilots who flew bombers during World War Two has died.

Faith "Bucky" Richards, a member of the North Jersey Chapter, was 81 and living in a nursing home in Albuquerque, New Mexico.

Richards was a member of the Women's Airforce Service Pilots — or WASPs — who flew bombers and other planes from the factories where they were manufactured to Army air bases and elsewhere in the United States during the World War II. As a WASP member, she flew 16 different aircraft. Fellow WASP Florene Watson says the military recruited women because they freed up male pilots for combat overseas. Women pilots who followed them looked up to them as role models.

After the war, Richards worked for United Airlines in Chicago, Braniff Airways in Dallas and retired in 1986 from American Airlines.

Richards came forward in 1977 to help the WASPs gain military veteran status. They previously had been considered civilians, but Congress changed the law thanks to pioneers like Faith Richards.

Richards was a member of Women Military Aviators. She and other pioneer women aviators are included in the Smithsonian Air and Space Museum and the Women's Memorial in Washington, D.C. —Adapted from an Associated Press article.

JANE ROY

Jane Roy of the Indiana Chapter passed away on April 13 in Pinellas Park, Florida.

Jane served as Chairman, Vice Chairman, Secretary, and was a valued member of many different committees of the Indiana Chapter. She was a member of the CAP Wing staff, holding the rank of Major. She was a 36-year member of the Silver Wings and she served two terms on the National Board of Directors.

When Jane was honored at the Forest of Friendship several years ago, she said that as a child she wanted to do two things—to become a pilot and to become an actress. She did both.

Jane will be greatly missed by all who had the privilege to know her. She was truly a dedicated Ninety-Nine.

*Submitted By Sophia Payton,
Florida Suncoast Chapter*



IN MEMORY OF

BETTY ADELMAN
Chicago Area Chapter

SARAH DUKE BROWN
Tennessee Chapter

SELMA CRONAN
Florida Gulfstream Chapter

ALTA LAURA WYATT
San Joaquin Valley Chapter

ALICE KUDRNA
Chicago Area Chapter

VELDA LUCAS MORGAN
Member at Large

FRANCES M. POWELL
Placer Gold Chapter



A Look Back at the 2002 Annual Conference...



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