



INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES, INC.

VOL. XXVIII NO. 4

NOVEMBER/DECEMBER 2002

AERIAL SURVEYANCE

The California
Coastal Records
Project



GROUND CONTROL TO 99s...

**GET YOUR SUITCASE PACKED AND
MAKE YOUR TRAVEL PLANS!**

All systems are go as we prepare to blast off into...



THE SECOND CENTURY OF FLIGHT ***JULY 8-13, 2003*** ***HUNTSVILLE, ALABAMA***

The Southeast Section invites you to join us as The 99s celebrates the first 100 years and looks forward to what awaits us in the Second Century of Flight.

Hotel

Our conference headquarters is the **Huntsville Marriott**, located adjacent to the U. S. Space and Rocket Center and only 7 miles from the Huntsville airport. The hotel offers free parking and will provide free shuttle to and from the airport. **Signature FBO** will assist with arrivals. The Huntsville Trolley runs between the hotel and the Huntsville Historic District and local malls.

Tours and Events

Ever dream of being an astronaut? **U. S. Space and Rocket Center** has agreed to conduct a pre-conference, 99s-only **Adult Space Academy** on Friday July 4 through Sunday July 6. Live and train like an astronaut and see if you've got "the right stuff!"

Historic Huntsville is home to NASA's **Marshall Space Flight Center** where the construction continues on International Space Station Alpha. Through special security arrangements, we will be able to tour the facility.

Just an hour north of Huntsville is **Lynchburg, Tennessee**, home of world famous **Jack Daniels Bourbon**. Yep,

you can tour the distillery, but don't expect any samples – the distillery is in a dry county!

Just up the road from Lynchburg is **Tullahoma**, home of the **Staggerwing Museum** and an extensive collection of artifacts once belonging to 99s charter member Louise Thaden.

Good Southern cooking will whet your appetite at **Mary Bobo's**, an old boarding-house style restaurant in Lynchburg.

You won't want to miss Thursday evening's **Space Odyssey Dinner** inside the **Space and Rocket Center Museum**.

A special trip to **Cathedral Caverns**, the world's largest stalagmite forest, is planned for Space Academy graduates. This trip will be repeated for spouses and guests during the annual business meeting.

Conference registration will include unlimited admission to Space and Rocket Center, including the IMAX theater.

Watch for detailed registration information in the January/February issue.

Lisa Cotham, Conference Coordinator
225-293-4359/lisacot@earthlink.net

Nancy Wright, Registration Chairman
727-937-0561/wright99@tampabay.rr.com

Published by
INTERNATIONAL WOMEN PILOTS MAGAZINE
4300 Amelia Earhart Road
Oklahoma City, OK 73159

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Oklahoma City, OK 73159-1140
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Published in association with:
Turner Publishing Company
P.O. Box 3101, Paducah, Kentucky 42002
(270) 443-0121

Submittals should be sent to:

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INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

NOVEMBER/DECEMBER 2002

VOLUME 28, No.4

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STATEMENT OF EDITORIAL POLICY

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International Women Pilots/99 News (ISSN 0273608x) is published bimonthly by The Ninety-Nines, Inc., the International Organization of Women Pilots, at 4300 Amelia Earhart Rd, Oklahoma City, OK 73159. The price of a yearly subscription of \$9 is included in the annual dues of The Ninety-Nines' members. Non-profit periodicals postage permit at Oklahoma City, OK, and additional mailing offices.

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Annual Dues:

U.S. - \$65

Canada and the Caribbean - \$57

Overseas - \$44 (U.S. dollars)

Academic and Future Women Pilots - \$20

Add a one time \$10 initiation fee for new members in all categories of memberships.

Non-member subscription rates:

U.S. - \$20

Canada and other countries - \$30 (U.S. dollars)

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

2003

FEBRUARY

1 **Southwest Section Winter Business Meeting**, Oakland, CA. Contact Donna Crane-Bailey, 831-688-9760, E-mail: donnacb@compuserve.com

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

5-6 **Flying Buddy Seminar**, New Orleans, LA. For the non-flyer, right seat passenger. Includes 8 hours class and flight time. Contact Susan Gensheimer, 504-466-3795, E-mail: thepilots@mindspring.com

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

MAY

9-11 **Spring Southwest Section Meeting**, Columbia, CA. Contact Donna Crane-Bailey, 813-688-9760, E-mail: donnacb@compuserve.com.

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 Loveless, El Paso Chapter Chair, 505-589-4307, E-mail: n55vl@htg.net.

JUNE

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

14 **100th Year Celebration of Powered Flight**, Castroville, TX Municipal Airport. Safety seminars, aerospace education programs, airplane rides, spot landings, vintage planes, food, beverages, and commemorative items. Contact Gloria Blank,

Chair, San Antonio 99s, E-mail: Gloria@indiancreek.net 830-510-4693; or Pat Wegner, Coordinator, E-mail: Pwegner@worldnet.att.net, 830-931-3837.

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, 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

15 **The Palms to Pines Air Race**, Santa Monica, CA to Bend, OR. Kits will be available March 1, 2003. Send \$5 to Claire Walters, 13026 Psomas Way, Los Angeles, CA, 90066; phone 310-397-2731.

SEPTEMBER

18-21 **Mid-Atlantic and North Central Sections Joint Fall Meeting**, Canton, Ohio. Hosted by Lake Erie and Greater Pittsburgh Chapters.

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

LETTERS TO THE 99s

Jody (McCarrell),

Your Pro99s site is awesome. Our graduating pilot and management majors are pretty depressed over the state of the industry. They began school four years ago with glowing job prospects. Now securing employment is a very dark, scary process. Yes, they are spoiled because they had all these high hopes. I think that makes the devastation even harder to accept. In doing some research to attempt to help my students, I came across your website and the Pro99s site.

Thank you!!!!!! Just the list of commuters is worth its weight in gold! You have done research that would have taken me several hours! What a great job your staff has done with this. I have now compiled a list of about 100 aviation websites for career and employment information. Yours will be at the very top of the list as my #1 pick!

Sincerely,

Diane M. Stagg

Internship Director, Parks College of Engineering and Aviation
Saint Louis University

Dear Amelia Earhart Memorial Scholarship Foundation,

Thank you, thank you, thank you! It has been a little over one month since I earned my multiengine rating, all thanks to the AEMSF! What a wonderful feeling to be able to get into an airplane without worrying if I could afford to "shoot another single engine approach," or if I had to put it away for fear of going beyond my credit limit once again. It also put me in the mindset of the student once again-which was a tremendous learning experience as a new CFI. All in all, a fabulous time. I couldn't have done it without the help from the AEMSF! Thank you!

Traci Leider

Reno High Sierra Chapter

I am sorry to say the Aviation World's Fair is a no-go. I want to thank everyone who put time, effort and personal expense into this project. As promised, no 99 monies were spent. On the "up" side of the project, we received a tremendous amount of public relations exposure to industry and tradeshow entities through the promotion of the fair.

Speaking of tradeshow, for those of you who have not seen the tradeshow display booth, you are in for a treat. It is a real class act. During the next two years, with the help of Vicky Anderson and Susan Theurkauf, we are going to set up a database of volunteers to work the booth with 99s from the local tradeshow areas. We have a new and more businesslike look to our exhibit, and will continue to clean up and present our new image at all of our tradeshow exhibits.

Another area we need to zoom-in on is flying activities events. In order to justify the increase in our flying events insurance, we need to strive to have one event per Chapter. Bring it up and discuss it at your next Chapter meeting. International Flying Activity Chair Betty Huck will be happy to help you with some ideas. You might even consider going in with another Chapter in your area. Each one of us needs to do all we can to promote the positive aspects of aviation. There isn't anyone out there than can do it better than The Ninety-Nines.

My first complete board meeting was held in early November. We had a record number of Governors, International Committee Chairs, representatives and Board members attending. The AESMF

PRESIDENT'S MESSAGE

BY JODY MCCARRELL

Trust and the 99s Museum of Women Pilots Trust also met after the board meeting, so we had a big group participating!

The Oklahoma Chapter has raised \$20,000 to start a perpetual scholarship in memory of fellow 99 Mary Kelly. This scholarship will be administered by the Amelia Earhart Memorial Scholarship Fund. They presented the check for the Mary Kelly Perpetual Scholarship to Charlene Falkenberg at the board meeting. Good things continue to happen.

Have you looked at our web page lately? The directory is now online and updated monthly. All kinds of information is available, thanks to our webmaster Pamela O'Brien.

The Ninety-Nines are on the move, so don't be left behind. Get on board with your Chapter, Section or on a personal basis.



Working alongside members from other Southwest Section Chapters, 22 members staffed The 99s Booth at the AOPA Expo, held in beautiful Palm Springs, CA, October 22-26. The booth attracted 149 other Ninety-Nines, as well as potential members and future women pilots. An opportunity drawing for a framed reproduction of pioneer Ruth Laws, circa 1913, was held at the end of the three-day show. A Social Hour gave us a chance to meet new members and catch up with old friends.

Over the next two years, the Trade Show Co-Chairs will begin 'Phase II' of the plan to promote The Ninety-Nines. Our idea is for Section Governors, throughout the United States, to appoint a member within each Section to help coordinate one of the three budgeted shows, UAA, AOPA and WAI. Judging from the past, one of these three shows may be scheduled to come in your area only once a year—if that. The Trade Show Co-Chairs will arrange for each show, then work with the appointed Section member to help find local members to answer the many questions raised at the booth. It's fun and rewarding to know you've introduced The Ninety-Nines to someone new to our organization. But don't take our word for it, just ask Virginia Harmer of San Gabriel Valley Chapter or Jennifer Miller of San Fernando Valley Chapter. Virginia was critical to the success of AOPA by setting up, staffing and repacking the booth. Jennifer Miller's energy was infectious, and with both Jennifer and Virginia's help, we had a great

AOPA Expo 2002

BY VICKY ANDERSON, INTERNATIONAL TRADESHOW CO-CHAIR

conference at AOPA. Contact your Governor if you would like to be the Section contact for Trade Shows.

Visit The Ninety-Nines booth next year at the AOPA Expo 2003, October 30 through November 1 in Philadelphia, PA.

Mearl Frame, Kaye Craig, Phil Boyer (AOPA President), Virginia Harmer and Vicky Anderson at AOPA Expo 2002.



AERIAL SURVEYANCE...

THE CALIFORNIA COASTAL RECORDS PROJECT

BY GABRIELLE ADELMAN

Gabrielle Adelman, of the Monterey Bay Chapter, is part of a husband and wife team working on a unique project called the California Coastal Records Project. Their goal is to create an aerial photographic survey of the California Coast, post those pictures on their website (www.californiacoastline.org) and do periodic updates to it. There are over 13,000 photographs of the California Coast available on the website, to date, from the Oregon border to the Mexican border.

Gabrielle does the flying in their Robinson R-44 helicopter and Ken, her husband, takes the pictures. Gabrielle has been kind enough to share some of her experiences and thoughts from this amazing endeavor. Those of you familiar with California will recognize the rugged coastline that Gabrielle is writing about—full of beauty, restricted airspace and protected lands.

All photos in this article are copyright © 2002 Kenneth Adelman, California Coastal Records Project.

Having had the very good luck to be able to fly a different variety of aircraft, I have seen how the very same flight can seem so different depending on the wings used. Take Watsonville to Sacramento International, a trip I've done over a dozen times. In the CJ2 it's a rush through checklists, and during thunderstorm season, an ever-changing maze of magenta cells and approach corridors to weave through. In the Grumman, it's a slightly-too-long encounter with various approach facilities and a quiet haul over geometric fields, searching for a wide flat airport in a landscape of wide flat farms and rivers. In the helicopter, it's like reading a bas-relief map with antenna towers that you look up at, intimidating power lines stretching invisibly underneath and landing sites in every parking lot and athletic field. In a friend's twin that picked us up when we were stranded once, it's a moonlight journey soothed by the doubled noise of a prop engine and the relaxing knowledge that the piloting, for once, was someone else's problem.

But this journey, 1100 miles of coastline flown between 150' and 1000' at 30 to 100 knots, is something only a helicopter can do, so a large part of the experience comes from the aircraft itself. The legs are short by aircraft standards, 150 nm at the most. Radio coverage is something not to be counted on at the alti-

tudes flown; we sometimes have had to convince the briefers to accept an assumed departure on our VFR flight plans, something they prefer not to do. And we are very religious about VFR flight plans, giving position updates as we go along; some areas we flew over could easily swallow the helicopter without a trace, if we were forced down. We carry a GPS-EPIRB and wear real life vests (that we even tested by jumping in a swimming pool fully clothed and deploying the CO2 cartridge. You float really well but you can only swim on your back.) The helicopter's lack of stability and the demands of the photography for changing speed and altitude means we have to ration our alertness: Ken flies the non-photo legs so I can be fresh enough to do the photo runs, which drain me faster than the corresponding time in a fixed-wing would. On the positive side, because we want the photos to be pretty and thus compelling, we go out on some of the most gorgeous days fall has to offer and I have had long slow flights up close to some very beautiful places, feeling the lift off the hills from the shore breeze, floating over seagulls, sharing some hang-gliders' experiences for a while.

The extreme weather dependency means we have to make decisions to go with about an hour's notice. I found I can pack for three days in half an hour if I need



Gabrielle Adelman, Ken Adelman and their R-44.





*At left: Golden Gate Bridge
Below: Pigeon Pt. Lighthouse*

to and don't care about a somewhat dull wardrobe (t-shirts, jeans & sneakers are about all that's comfortable enough to wear for six hours in a plastic bubble and will also squish down small enough to fit under the seat). We always had to pack lunches since our fuel stops depended on the fog (unpredictable even by the best minds of the NWS). I have had to be vague to FBOs about when and if the rental car would be needed, whined my way out of a non-cancelable hotel reservation, and several times run into restaurants just before closing with the hope of a dinner when a flight ran extra long. The one time I was stymied was when we landed at Little River Airport. The entire list of public services reads: (from the Airnav website)

- * Airport management
- * Aviation fuel
- * Aircraft parking (ramp or tiedown)
- * Public telephone
- * Restrooms

The fuel worked, the ramp was clear, management had gone home for the day and we had a cell phone, but the restroom was broken. AUGH!

The North Coast was hard to shoot because there are no airports near the coast for long stretches. All sta-



tions can report "Clear" and a stubborn fog layer can be sitting undetected right on the shoreline. On our first run, Shelter Cove (one of the few airports on the coast) sat in a warm circle of sunshine with fog all around, so if you had looked on DUATS it would have appeared to be a great day to photograph!

The coast south of Santa Barbara has great reporting, of course, but is a big challenge in terms of airspace. With only my left hand free I flipped through charts and my blue book and set frequencies. Santa Barbara tower-Santa Barbara approach-Oxnard tower-Mugu tower (they very graciously let us through the restricted area as long as we stayed above 1000' to avoid "live fire"; best reason I've ever heard for an altitude restriction)-Santa Monica tower-Los Angeles helicopter (special frequency for the designated helicopter transition, usually 150' right along the beach, looking up at multiple departing "heavys")-Torrance tower-Long Beach tower-SoCal approach (Santa Ana area)-Long Rifle Range Control (R2503B was hot, no dice)-Palomar tower-Lindbergh tower-North Island tower (by prior permission)-Imperial Beach tower (also by prior permission)...a very careful peek within an inch of Mexico (helicopter ops allowed by military only except with a work visa) and then (after three and a half hours with one break for fuel), the photos were done and Ken was free to navigate, and I was very glad to have him guide me through the VFR corridor back to Palomar and dinner.

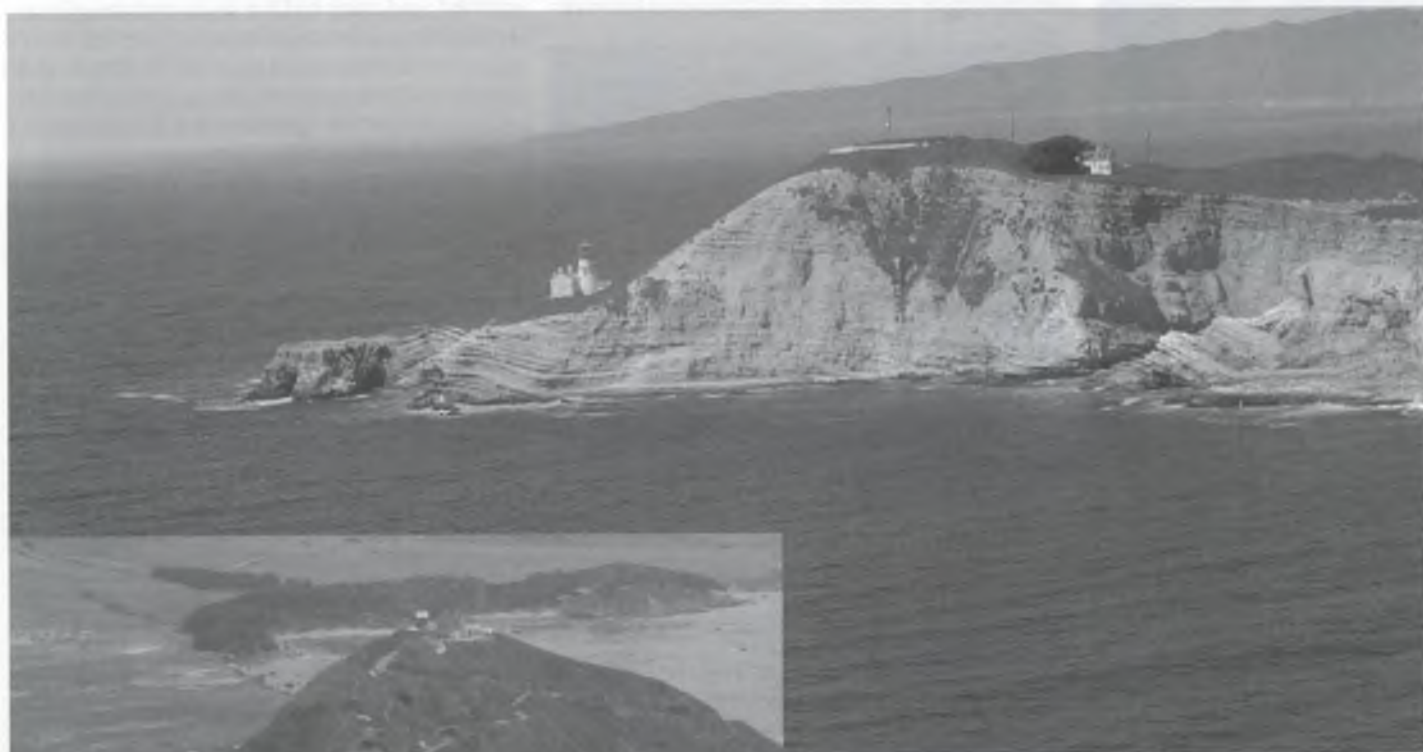
With all these lovely photos, I have to report that the best shot is one we didn't get. On our latest trip up north, we stopped in Ukiah for fuel. The only other traffic was a CDF bomber getting ready to do closed traffic; he seemed unusually anxious to keep track of our position as we landed across the runway at the fuel ramp, and we noticed a lot of people for such a small airport standing around watching the runway. The fuel guy told us what was going on when we landed: it was the end of the season and the pilot of the CDF plane had loaded up with water to flush his tanks, and was going to drop it on the runway on a low pass. We just had enough time to spin around and watch the tanker, which looked like a 747 on final when scaled against Ukiah's small runway, come down for a low pass and give everyone a look at what usually only firefighters get to see: hundreds of gallons avalanching out the drop tank, the water hitting the air with a rolling, tumbling motion like white horses galloping in the spray. Thinking of the bravery of the pilots who generally do this run in the horrific conditions of a real fire, I realized that part of what makes aircraft so beautiful (to me at least) is their incredible utility. CDF saving houses and lives, or Medevac pilots getting patients to hospitals in the critical moments after a wreck, or search-and-rescue pilots doing their job, or hundreds of bush pilots moving just about everything in Alaska, or even our photography project finding new uses: an aircraft on a mission just seems to gleam brighter and sound sweeter as it roars overhead.

Left: Pt. Reyes Lighthouse (featured in color on the cover)

Top Right: Bixby Creek Bridge

Bottom Right: Los Angeles International Airport





From the top: Hotel Del Coronado, Pt. Conception Lighthouse, and Pt. Sur Lighthouse

POWDER PUFF DERBY REUNION

BY SOPHIA M. PAYTON, FLORIDA SUNCOAST CHAPTER



Speaker Nancy Bird Walton

On September 20-22, a joint reunion was held in San Diego, CA, by the All Women's Transcontinental Air Race (AWTAR), otherwise known as the Powder Puff Derby, and the Silver Wings Fraternity. The event was a huge success, thanks to Chairman Barbara Evans and her committee.

We were honored to have 99 member Nancy Bird Walton, one of the true pioneers of Australian aviation, as our guest speaker. Nancy captivated the audience with her experiences in Australia, having flown at the tender

age of 13. At 17, she became the youngest Australian woman to obtain a pilots license, and at 19 the first to obtain a commercial license. In 1958, Nancy was the first foreign contestant to fly in the Powder Puff Derby, placing 5th in a field of 61. Every 99 should read her book, "My God, It's A Woman."

At the banquet, Barbara Evans presented PPD awards to Fran Bera, a seven-time derby winner; Barbara London, an aviation pioneer; and Pauline Glasson, who has flown in 24 out of the 30 races held. An empty seat was placed at the chairman's table in honor of Aileen Mellott, who helped plan the reunion until she was too ill to continue.

Barbara Brotherton, Pat Wilson, Clarice Bellino, and Tommy Hayes made sure the hospitality room was the place to be—standing room only!

Several attendees displayed their vintage clothing. One character was seen wearing her racing outfit from 1965...it still fit and is still in style today. Several others wore racing jackets decorated with pins from several races, and many wore charms of the different race courses flown. One could write a book with the stories that went around.

A reception was held at the San Diego Aerospace Museum, where a section is devoted to women in aviation. Of course, all the racers checked the large area devoted to the Powder Puff Derby to see if they were included, and many had fun taking pictures of themselves before and after. Many had to have their picture taken with the large cutout of Charles Lindbergh, shaking his hand along with the figure of Fran Bera. Several took a try on the flight simulator. This museum is a must if you are ever in San Diego.

The reunion was a "Who's Who in Aviation." Attending were past winners Marion Banks, Fran Bera, Iris Critchell, Mara K. Culp, Ruth Deerman, Margaret Mead, and Alice Roberts; 99s Charter members Fay Gillis Wells and Bobbi Trout; Betty Miller, the first lady to fly solo across the Pacific Ocean; Margaret Ringenberg, who flew around the world; Marge Gorman, who flew across the Atlantic; AWTAR Board of Directors Marian Andrews, Thon Griffith, Fran Bera, Betty Loufek, Peg Davidson, Barbara London, Betty Wharton, Barbara Evans, Iris Critchell, Marian Prohett, and Pat Wilson. The youngest was Janis Blackburn, age 45, who went on to become an airline captain. AWTAR pilots who raced in the 2002 Air Race Classic included Dottie Anderson, President (10th); Pauline Mallory (8th); Sophia Payton (2nd), Margaret Ringenberg (6th) Jeanne Schiffman, Joyce Wells, Betty Miller and, of course, Pauline Glasson, who spends many hours throughout the year working on the Air Race Classic. Martha and John King donated the nice maroon briefcases for all in attendance. If space would permit, I would name all the racers attending (100 in all) as they, too, fit the category of "Who's Who in Aviation."

The next Powder Puff Reunion will be in 2004, the time and place to be announced. If you know of any racers or workers, please contact Barbara Evans so they may be included on the mailing list: Barbara Evans, 4307 Quail Run Lane, Danville, Ca. 94506, quailr@aol.com.



Clarice Bellino, Barbara Brotherton and Pat Wilson; Hospitality



Standing: Bill James, Silver Wings; Bill Chandra, Silver Wings; Aileen Mellott. Seated: Marian Prohett and Barbara Evans.

On the Sunday before the Reno Air Races I had one of those incidents for which we all have trained and prayed would never happen, an engine out resulting in an off-field dead stick landing. I went up in the LongEZ to test the radios, which had been in and out of the shop all summer long. The window of opportunity was from 4 to 8 p.m., with a temporary tower in effect at Stead. Jere Marble, Aaron Marble and my mother, Rosemary Rodewald, helped push the LongEZ out past the planes parked in the pit over the white dead line. I parked next to an unlimited while I went through the preflight checklist. The engine sputtered, then caught. It was a smooth takeoff, and I headed north to get out of the heavy air race traffic. About 15 miles from Stead, at 8000 feet, the engine started running really rough. I informed the tower that I had an emergency situation. They asked two questions, "How many aboard and do you have fuel?" I replied, "One" and "Yes."

I looked down at Hwy 395 and saw a steady stream of traffic on the highway. I turned back towards Stead over Red Rock Road thinking I had a better chance on a less traveled road. By pumping the throttle, I got five miles closer to the airport before the engine totally quit. My push-to-talk button was directly in front of the throttle. Needless to say, my communication with the tower was sporadic as I kept pumping the throttle. I was now at 7000 with about 1500 feet below me. An attempted restart of the engine was hopeless. I informed the tower that I would not be making the field and would attempt to land on the road. It was "pick a place and put it down" time. I looked around and there were only two straight stretches of road, one was dirt and the other was asphalt. I slowed my descent in an attempt to make the only straight stretch of Red Rock Road. Above me was a formula-one race plane that kept updating me on the traffic situation. I concentrated on landing the LongEZ safely.

I lined up on the centerline of the road and came in with a nice approach. As soon as I stopped, I shut everything off, opened the canopy and stepped out. About ten feet from my nose was a big white dually truck with a boat attached. The guy leaned out, and asked if I was okay and needed any help. I was fine, so he helped me push the LongEZ off the side of the road. I had picked the only straight piece of paved road for miles, as well as the only section that had any shoulder wide enough to park an airplane.

A medevac helicopter showed up and I waved them off with a thumbs up. Two fire trucks showed up, as well as two police cars and a news reporter. I kept talking to the tower. I told them that I was fine and that the airplane had sustained no damage. They informed me that I should stay where I was and a flatbed truck would be along in about an hour. The fire trucks left, since there wasn't a fire. The reporter left after an interview and the Reno policeman left as well. The Washoe County deputy stayed to help direct traffic after we got the LongEZ on the flatbed. The flatbed came along with mother, the Marbles, the Goldens (who owned the flatbed truck) and a few others. We all pushed the LongEZ onto the flatbed and tied it down. Lights flashing, we slowly drove back to

CAN YOU SPELL E-M-E-R-G-E-N-C-Y?

BY ANNIE RODEWALD - RENO HIGH SIERRA CHAPTER

Stead, went in the back gate (the wings cleared the fence with 1 inch to spare), unloaded the airplane and tucked it back into the hangar with a lot of help from some good friends. Thankfully, the radios worked just fine.

All I can say is keep practicing those engine out maneuvers. They just might come in handy when you least expect it. Approach your chosen landing area as if it was a runway. Do a normal approach and landing, keeping your airspeed up. Do everything as close to normal as possible. With an engine out, you have only one chance to get it right. The adrenaline will be pumping through your body, and everything will seem to happen in slow and fast motion at the same time. Stay focused, don't panic and let your flight training take over. I walked away with no damage to the plane, none to me and none to anyone else. It was a great landing all the way around.



AUSTIN CHAPTER GOES TO THE NASA ALTITUDE CHAMBER

BY CATHERINE BODEZ, AUSTIN CHAPTER

In the midst of the apprehension felt by the general public toward General Aviation, a group of women pilots recently expanded their skills and sought additional ways to improve flight safety. Catherine Bodez, Carol Foy, Christine Gardy, Michelle Gardy, Linda Colwell, Diana Marquez, Lois Mermelstein, and Dana Whatley, from the Spicewood, Austin and Canyon Lake areas, participated in high altitude chamber training at NASA on August 27th, 2002. Flying ourselves or driving, we met at NASA the morning of the training.

Members of the Austin Chapter 99s put together this visit to NASA's altitude chamber. The purpose of the trip was to experience first hand what could happen as a result of lack of oxygen.

Inside the Altitude Chamber - Left side: Carol Foy, Linda Colwell, Catherine Bodez (hidden). Right side: Dana Whatley, Diana Marquez



The NASA Sonny Carter facility at Ellington Field in Houston offers Physiological Training monthly to pilots in the area interested in learning about hypoxia. Hypoxia is a condition experienced at high altitude where oxygen deprivation to the brain causes pilots to lose consciousness.

This one day training is divided into classroom instruction in the morning and an actual chamber flight in the afternoon. After verifying our registration and receiving our access badges, we were whisked into the adjacent classroom and the training promptly got underway. We were anticipating the classic four hour lecture that typically puts students to sleep, but instead we were kept interested by the material and the presentation style of the instructors. We learned about Boyle's law, Dalton's law, and gas expansion. We learned about the different types, the factors, the prevention, and the treatment of hypoxia. We learned about TUC (time of useful consciousness) and what happens after rapid decompression, hyperventilation, and how to perform the Valsalva maneuver safely. We learned about decompression sickness, and the way the inner ear operates and reacts during spatial disorientation. As Michelle was slowly rotated on a spin chair, she vividly demonstrated the semicircular ear canals illusion that could trigger the dangerous graveyard spin. Additionally, we learned about visual illusions and their dangers. The instructors were first rate in their eagerness to share their knowledge and kept the class involved and interested. The material was rich in examples and easy to understand.

After a light lunch at the NASA cafeteria, we headed back to be fitted with the helmet and oxygen mask we would need in the altitude chamber. The air

was filled with excitement, since none of us had experienced this before! We were briefed on the continuous flow and on-demand regulator equipment and what to expect.

We were taken into the restricted area containing the altitude chamber. The chamber is nothing more than an airtight container big enough to accommodate 15 people and the associated equipment. We took positions at our assigned seats and listened attentively to the instructions. There were three instructors in the chamber with us to monitor our condition, plus the "driver" of the chamber assisted by two more specialists.

The session started with 30 minutes of breathing 100% oxygen to eliminate the nitrogen in our bodies and minimize the risk of decompression sickness. Then the chamber was depressurized to the equivalent of 25,000 feet. Upon reaching altitude, we removed our masks and were asked to complete a short written test. After anywhere between a few seconds to three minutes, everyone experienced hypoxia. It was amazing to see how the participants reacted to the lack of oxygen. Some just simply stopped taking the test, some smiled for no apparent reason, and some were obviously laboring to complete the test. We all had symptoms ranging from tingling, fingernails changing color, hot sensation, and tunnel vision. After five minutes, we all put our masks back on and breathed 100% oxygen again. The results were instant and all the symptoms cleared up. If we had stayed at high altitude without our oxygen masks, we would have eventually lost consciousness. We can now individually recognize our hypoxia symptoms and will be able to quickly react to them, beginning with a descent to safer altitudes.

After the high altitude chamber, we were placed in a much smaller chamber three at a time to experience rapid decompression. This demonstration emphasized the need to be ready for decompression at any time. While rapid decompression occurs in pressurized aircraft and most of us fly non-pressurized airplanes, it was interesting to see what happens in the cockpit when rapid decompression occurs and to know what actions will be necessary in order to survive.

We were finally treated to a short, impromptu visit to the 40 foot deep pool containing sections of the Space Station. The setup allows astronauts to familiarize themselves with their future missions in space. There were astronauts training when we were there and the sight of what this great nation is able to accomplish was humbling in addition to being awesome. There were lots of questions, eagerly answered by the NASA personnel, but the questions were punctuated by moments of silence and respect. I think we might have looked a couple inches taller and felt something that can never, ever be destroyed: American Pride.

Everything about the course is directed toward safety and is presented in a true to life manner. The classroom portion, coupled with the chamber flight, demonstrates the results of hypoxia very clearly. The goal of the training was for us to be able to recognize the onset of hypoxia and take corrective action. We definitely reached that goal. We went home with a certificate of completion, a high altitude endorsement sticker for our logbooks, a training booklet, and a card attesting to the training we received. What we really took home was a sense of increased safety because we will be able to recognize our early symptoms of hypoxia and take immediate action to correct the situation.

This program is smoothly orchestrated, lively and educational even if you have been exposed to the material before, and is a credit to NASA and the staff. This is something every pilot should experience. The training is offered free to pilots on the last Tuesday of every month, and also qualifies for the Wings Program.

For anyone interested, go to <http://www.westhoustonairport.com/HighAltitude.htm> and follow the links at the bottom of the page to register through the FSDO in Houston.



Top: Inside the rapid decompression chamber: Catherine Bodez, Linda Colwell, instructor Chico Moran.

Bottom: Carol Foy, Lois Mermelstein, Catherine Bodez, Christine Gardy, Dana Whatley, Linda Colwell, Mike Fox, Michelle Gardy, Diana Marquez in front of the Neutral Buoyancy Laboratory building where the training was conducted - NASA JSC, Ellington Field, Houston

NASA RELEASES NEW TRAINING PROGRAM

At last! The long awaited Centennial of Flight CD-ROM, Brochure and Power Point training program is here. Each Section is ready to go to classrooms. The goal? Train 500 new Ninety-Nine Aeronautics Education Ambassadors, visit teachers, classrooms, Scouts, other civic groups and tell them about NASA education programs and products. File EDCATS reports of all contacts so that NASA/99s can track the effectiveness of the program. You may do this via the Ninety-Nines website. Go to www.ninety-nines.org and click on NASA/99s or go to https://hb2.gsfc.nasa.gov/edcats/cebvters/dfrc_orange_county_presenter.html and follow the prompts. You may print out a blank form to follow as you visit the community. After the new training with Power Point, and a community presentation is logged onto EDCATS, the first 500 Ninety-Nines will receive a NASA pin and certificate. And we will continue this valuable outreach program into the Centennial of First Flight year!

The Power Point presentation is the training vehicle, and the CD-ROM is the electronic catalog of NASA Education materials. The first copies of which were handed out at the Board meeting in Oklahoma City in November. See your Section representative, Governor, or Chapter Chair for more information.

In the coming year we will continue our mission to promote, provide and preserve, as we inform our local communities from coast to coast about NASA materials and Aeronautics Education. Many thanks to all of you for your participation and assistance to make this partnership work!

1929 TRAVEL AIR 4000

By GENE NORA JESSEN, 99s MUSEUM OF WOMEN PILOTS TRUSTEE

In August of 1929 twenty intrepid women pilots raced their airplanes from Santa Monica to Cleveland as a part of the Cleveland Air Races. This was the first time women had been invited to race and they took their task seriously, knowing that their performance could be the catalyst to open flying jobs to women. Adventures were to be had as fifteen of the women completed the task in fragile airplanes with all-too-often undependable engines. Louise Thaden won the race in her beautiful blue and gold Walter Beech-sponsored Travel Air. The surviving racer, Bobbi Trout, can tell you of the challenges and excitement of the race.

The women went on to form The Ninety-Nines as a support group in the search for flying jobs. Louise Thaden went on to establish numerous flying records, and was a key figure in The 99s. Through the years her famous racing plane changed hands, disappeared and fell into disrepair. Her friend Dub Yarbrough promised to find that special plane and restore it, which he did, but not before Louise's passing. Upon completion of

the restoration, the beautiful airplane was flown by Susan Dusenbury in a 60th anniversary sentimental flight along the path of the original 1929 Powder Puff Derby.

The airplane came to be owned by Bill and Claudia Allen and was proudly displayed in the Allen Airways Flying Museum. When the Allens generously offered it to The Ninety-Nines at a greatly reduced price, 99s member Stacy Howard, with great faith, made a loan to The Ninety-Nines Museum of Women Pilots to purchase the airplane. Since it could not be displayed on 99s property due to lack of space, it went on loan to the Oklahoma Air & Space Museum across town from The 99s Museum, where it is proudly displayed. Anita and Vic Lewis stepped forward to fund the down payment, transporting the airplane to Oklahoma City, insurance, and continuing interest on the loan. In the meantime, The 99s contributed to a fund to make the airplane truly ours.

Past International President Thon Griffith, fearing that the airplane might slip from our grasp, leaped into action. Thon undertook a recent fund raiser in which many 99s participated, with Fran Bera's gift leading the charge. Thon announced at The Ninety-Nines conference in Kansas City that her husband, Bob DeLong, would finalize the purchase after seeing the generous response of The 99s. That overwhelming act of generosity was to bring the Travel Air "home" permanently to those who truly appreciate its great significance to our heritage.

Thank you Bill and Claudia, Fran, Stacy, Anita and Vic, Thon and Bob and all the 99s who participated in bringing the 1929 Travel Air to Oklahoma City, and then retiring the debt. Amelia's Vega hanging in the Smithsonian and Louise's Travel Air owned by The Ninety-Nines are our reminders of the debt we owe our pioneer sisters. The blue and gold Thaden Travel Air gave clearance to untold numbers of women pilots.



Louise Thaden with her Travel Air after winning the Cleveland Air Race.

My alarm woke me at 6 a.m. I had lots of things to do before my nine o'clock appointment with my FAA examiner, Reed Novisoff. I started with breakfast and the "Weather Channel." It looked like it was going to be a nice day, but the challenges were just about to start.

By 7:15 I had eaten, showered and dressed. It was now time to get down to business. It was suggested by my CFI that I go on-line to DUATS and get a current area weather forecast for Long Beach (LGB)—a simple task if your computer is working! After 15 to 20 minutes of frustrating and failed attempts to get on-line, my dad suggested that I use his laptop. It turns out that our "server" had chosen Aug 8th as a good day to update and improve their system, no service. I now had only a couple of minutes before I was scheduled to leave for the airport. I'm glad I had taken that shower! I called and got a weather briefing with a flight plan and headed off to LGB. My dad drove so I could cram some last minute study time and mentally prepare.

We arrived about 20 minutes early. As I walked into my FBO the reality set in, now I was really glad I had taken that shower! My instructor and I sat down and got all the necessary paperwork together while we waited for the check airman. Reed was a bit late. The extra time gave me some time to think, both about my check ride and about how nervous I was. He finally arrived at about 9:30. We were introduced, and got right to business checking the airplane's maintenance records. As an added bonus, my FBO received a surprise safety check by the FAA just as my oral interview began. The two inspectors decided that it would be fun to sit in on a good portion of my oral, lucky me! I was ready for another shower.

The oral portion of my test went quite well. I was now feeling pretty confident with my performance, and when it was all over I had only made a few silly mistakes. What was scheduled to take two hours was over in an hour and a half. I was anxious to get out of the FBO and into the airplane.

CHECKRIDE!

BY CAITLYN M. KENNEY

Things continued to run fairly smoothly during my flight test. We started with a soft field take-off and a left downwind departure. Reed gave me an El Monte destination. I made the appropriate changes to our heading. He asked me some questions about altitudes and I gave the correct answers as they related to the class B airspace. He then changed our destination, handed me the hood and asked me to track inbound on the Seal Beach VOR. We did some unusual attitudes while under the hood, and then headed to the Long Beach practice area. We did a few stalls, steep turns and an engine failure. After a couple of touch-and-goes and two "go-arounds," we made a final landing at LGB and taxied back to the Long Beach Flying Club.

With the prop stopped, we both jumped out of the plane. Reed shook my hand, said that I had done a great job then smiled and asked what my parents did for a living. I had to guess that he already knew, because he then told me that the biggest mistake I made all day was not including how to use the seat belt in my departure briefing. He suggested that my flight attendant parents could help me with that.

Once back in the FBO, he finished off the paperwork, signed my logbook and handed me my temporary license. We took some pictures, and then I called

my mom, who was on a trip, and told her the good news. That night my dad, sister, my CFI Gary Collins, and I all went out to celebrate. It's a day I'll always remember!



Caitlyn and FAA examiner, Reed Novisoff.

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

NINETY-NINES: Constance Taksel ARNOLD, *Arizona Sundance* • Joanne B. AUSTIN, *North Central Section* • Jorane Bryant AUTRY, *Santa Clara Valley* • Lisa M. BEARE, *British Columbia Coast* • Mary C. BILLER, *Scioto Valley* • Dee BLUM, *Southwest Section* • Linda BRADLEY, *Kansas* • Meredith BRECHTEL, *Florida Suncoast* • Carolyn W. BROOKS, *Golden Triangle* • Janice Lee BROWN, *Bakersfield* • Tracy E. CHAPPELL, *Southeast Section* • Judy E. CHITWOOD, *Southeast Section* • Margie COMSTOCK-GORZELL, *Santa Clara Valley* • Mia Christine COSTELLO, *Alaska* • Camille Marie DEJORNA, *Chicago Area* • Saudamini Madhav DESHMUKH, *India Section* • Jill E. EICHNER, *Garden State* • Kim A EISENBEIS, *Northwest Section* • M.Sandra EVANS, *All-Ohio* • Nancy Louise EVERETT, *Mt. Shasta* • Elizabeth T. FRANKOWSKI, *South Central Section* • Ruth Anna FRENKEN, *German Section* • Carolyn E. GALLI, *Reno Area* • Betty J GRAGG, *Houston* • Luanne Mary GRAHAM, *North Central Section* • Donna J. GRAY, *Memphis* • Karen GREESEN, *San Antonio* • Angela Theresa HARTWELL, *Minnesota* • Lori Jeanene HASHBARGER, *South Central Section* • Carla Jean HENNES, *North Central Section* • Kimberly S. HILSMANN, *Santa Rosa* • Kellie Paige ISAAC, *South Central Section* • Kristin Leigh JAMES, *Southeast Section* • Patricia J JOHNSTON, *Chicago Area* • Janet H. JONES-BRAUMGARDT, *East Canada Section* • Christina Charlene KARSTEN, *Aloha* • Deborah KAY, *Virginia* • Erin LAMP, *Kentucky Bluegrass* • Jeri D. LEDBETTER, *Southwest Section* • Helena Alexandra LEITNER, *Southwest Section* • Linda Lee LINDGREN, *Connecticut* • Gretchen Cecilia LONGRIDGE, *Northwest Section* • Mona MASONIS-BOYER, *San Gabriel Valley* • Mary Eugenie "Willy" MATTOCKS, *Western New York* • Kelly Marie MCCAGUE, *Borrego Springs* • Andrea Deane Andy MCCARTHY, *San Joaquin Valley* • Debbie R MCKEOWN, *Southwest Section* • Marj C. MELCHREIT, *Lake Erie* • Suzanne M. NICHOLSON, *Southwest Section* • Alice F. NOBLE, *Kentucky Bluegrass* • Jaqueline E. O'NEIL, *Kentucky Bluegrass* • Sharon Lee ORTEGA, *Southeast Section* • Ella B. OTTO, *Eastern Pennsylvania* • Lieske E PAETON, *New England Section* • Hiroko William PELTZER, *Santa Clara Valley* • Jan C. PESSEL, *Midnight Sun* • Angela Suzanne PHAY, *Northwest Section* • Laura POMERLEAU FORSYTH, *Santa Rosa* • Crystal Dawn POWERS, *Wichita Falls* • Monica Therese RADZIN, *Wisconsin* • Judith REGINA, *Colorado* • Kandice Melanie ROULEAU, *Alberta* • Dr. Alice RUSCHITZ, *Australian Section* • Kristen L SCHULTZ, *Northwest Section* • Stella J. SHAFFER, *Iowa* • Jean L. SHERGALIS, *Midnight Sun* • Evelyn L.A. SIZEMORE, *Washington DC* • Mara'D Anne SMITH, *Southwest Section* • Claudia K. SUTTER, *Brazos River* • Penny Lindon SUTTLE, *Women With Wings* • Virgilea Walden SWORTS, *Memphis* • Maha TANNOUS, *Southwest Section* • Peggy Lynn TEMPLE, *Inland Empire* • Beverly D. TERRY, *Southwest Section* • Katherine Ann TRAUTH, *South Central Section* • Gail D. TUCKER, *Northwest Section* • Barbara Joan VANECEK, *Greater Kansas City* • Mary L. VOIGTS, *Reno Area* • Sally Macready WALLACE, *Southwest Section* • Lois May WEAVER, *Mt. Shasta* • Michelle WESTWOOD, *Utah* • Ellen Jean WHITE, *Alaska* • Theresa Marie WILLSTAEDT, *North Jersey* • Eileen WOOD, *Australian Section* • Virginia Ann WYKES, *Australian Section* • Marianne E. YODER, *Reno Area* • Macseen Mildred ZIMMERMAN, *Columbia Gorge* • **FUTURE WOMEN PILOTS:** Rebecca Elizabeth BANKER, *North Central Section* • Deanne Ilene BARRETO, *Three Rivers* • Brittany Leigh BERTRAMS, *Chicago Area* • Marcella BICKERSTAFF, *Southeast Section* • Karen Foster BRADSHAW, *Hampton Roads* • Elizabeth C. CARROLL, *Reno Area* • Lark Ann COBB, *Antelope Valley* • Patricia J. DAVIS, *Redwood Coast Flyers* • Leslye F. DOYLE, *South Central Section* • Anjelika Nichole EADS, *Redwood Coast Flyers* • Betty Ann FENNELL, *Oregon Pines* • Erin Alexandra FINGER, *North Central Section* • Meloise M GLOMMEN, *Tucson* • Erin Paige HANKLA, *Kentucky Bluegrass* • Mary Beth HILARIO, *North Central Section* • Audine Lynn Dee HOLM, *Southwest Section* • Anja KAESTNER, *South Central Section* • Shannon Marie KEANE, *Mid-Atlantic Section* • Sarah L. MORSE, *Northwest Section* • Lenore R. MULLIN, *New York Capital District* • Nadja Jean MYERS, *Ventura County* • Lori Garland PARKER, *Ventura County* • Molly Elizabeth PEEBLES, *Western Washington* • Cathleen M. PRUDEK, *Southwest Section* • Scarlett Yvonne RAY, *Dallas* • Kelly Lee RINEHART, *Santa Barbara* • Marianne F. SMITH, *North Central Section* • Jennifer M SOLEE, *Antelope Valley* • Ashley Jo STRAC, *New York-New Jersey Section* • Suzanne Cleone SWIM, *Southwest Section* • Brooke Ashley THOMAS, *Reno Area* • Leah Jean TOKARCZYK, *North Central Section* • Christie L. TRUMBLE, *Hampton Roads* • Jennifer E. WOZENCRAFT, *Tulsa* • Catherine E. ZANE, *New York-New Jersey Section* • **ACADEMIC:** Ashley Marie BATTLES, *Southeast Section* • Hayley Christine CRAFTS, *South Central Section* • Margaret Mary DOMINGUEZ, *New England Section* • Colleen Allison MARTIN, *Embry-Riddle Daytona* • Simone SIMOES VAZ, *Brazil Section* • Krista Lynne VOGES, *South Central Section*

NEW RATINGS

Donna Martha Stevens	North Central Section	Master CFI
Beverly Ann "Bev" Barnett	Southeast Section	Master CFI
Heather Monaghan	Chicago Area Chapter	Private Pilot
Jeanne Deaver	Western Washington Chapter	Master CFI
Abbie Friddell	Chicago Area Chapter	Master CFI
Christy Larson	Florida Goldcoast Chapter	Instrument
Marcelaine Winingar	Michigan Chapter	Master CFI

WINGS

Pat Gregory	Santa Clara Valley Chapter	Wings VII
Judy Stark	Santa Clara Valley Chapter	Wings VII
Susan Tilley	Santa Clara Valley Chapter	Wings III
Ellen Nobles-Harris	Delaware Chapter	Wings XII

GRASS ROOTS – Section and Chapter reporters share their recent activities

AIRMARKING AT MARLBORO AIRPORT

On Saturday, August 10th, eleven Ninety-Nines appeared at Marlboro Airport to paint. Four to five 5-gallon buckets of yellow highway paint was brought onto the field. Ginny Ursin and Harriet Fuller had carefully lined out the letters the previous day. The rest of us just had to “roll” – roll that paint within those lines!

Thankfully, we were at a between period of our summer heat waves so it was bearable on the tarmac. Also, we were thankful that it was the short version of Marlborough. The “ugh” at the end would have been just that...and there really was no more room on the field for the extra letters!

As a bonus, at the completion of our work the airport head agreed to take Margot Cheel up in a plane to photograph our work. It looked clear and splendid from the air!

Submitted by Margot Cheel, E. New England Chapter



Freshly painted Marlboro Airport

ARABIAN AND FLORIDA SPACEPORT MEMBERS MEET

Kathy Koshan and Yvonne Trueman met in Florida while Yvonne was doing her flight review. Kathy offered Yvonne the warm hospitality so typical of 99s. Yvonne had been down to Belize to donate funds and gifts to the Belize Orphanage, where she has been looking after the children since 1994. Captain Julian Pooley, Yvonne's son and a helicopter pilot for the British Army, had been caring for the children when he met his untimely death. Yvonne took on the cause and has been doing this ever since.



Kathy Koshan, Florida Spaceport Chapter, and Yvonne Trueman, Arabian Section

Travelling back through Florida, both she and Kathy were able to share views and flying experiences both in the Middle East and in Florida.

Kathy has her own aircraft and hangar at Massey Airfield and Yvonne was able to enjoy this hospitality as they flew around the local area.

Submitted by Yvonne Trueman, Arabian Section

BLUE RIDGE CHAPTER

Members of the Blue Ridge Chapter hosted a hangar party and reception for members, guests and VIPs during the “Snowbirds over Spartanburg” event on September 25th. The show by the Canadian military aerobatics team, The Snowbirds, was cancelled because of Hurricane Isadore, but the members went ahead with plans for the social events for local pilots and benefactors.

A few days later, the Blue Ridge 99s participated in the South Carolina Aviation Association's “Second Annual Wings Weekend.” Members attended seminars, flew training sessions and provided breakfast for the registrants.



Lee Orr, Carol Theiler, Allyson Acker, Janine Milthaler

Submitted by Carol Theiler

CHICAGO AREA CHAPTER

Ellen and Chuck Herring (Ellen's 49 1/2) won the perpetual Joan and Walter Kerwin trophy by placing first at the 54th Annual Chicago Area Chapter Airmeet. The meet was held at Palwaukee Airport, Wheeling, Illinois, September 15, 2002. Rita Adams was event hostess, and although low ceilings in the early morning prevented several entries from attending, six aircraft competed in the proficiency race for trophies and prizes. This year the air meet rules were expanded to allow non-Ninety-Nines to fly the race as long as there was a 99 in the cockpit acting as either pilot or co-pilot. Dr. Peter Kerwin placed second, with 99 Joan Kerwin as co-pilot. Norma Freier placed third with John Reinert as co-pilot. Janet Lee claimed the Mary Shumway Perpetual Trophy for rookie pilots, accompanied by Co-pilot Robert McCormick. This was Janet's first time to fly in the air meet. Thanks go out to North American Jet at Palwaukee Airport, who graciously hosted the event, and to everyone who helped make the event successful.

The theme of our meeting in October conducted at the Aurora Municipal Airport (ARR), Sugar Grove, Illinois was, “Ballooning As I Know It.” There to offer a refreshing glimpse into this less-frequented realm of flight was chapter member and avid hot-air balloonist, Sue Victor, who served as hostess as well as speaker. Pilot Dave Rosebraugh and wife Joannie graciously provided their cozy heated hangar to the fifteen attendees who listened to Sue's lecture and slide presentation on her twenty-five years in the sport. Sue owns a green Aerostar balloon with a capacity of 77,000 cubic feet of hot air. She shared in detail the components of the balloon: basket, burners, and control system, including the characteristics and care of the rip-stop nylon that forms the outer shell of the balloon, called the “envelope.” Sue described how to handle potentially dangerous situations in flight, such as maneuvering near electrical transmission lines, emphasizing that hot-air ballooning is an activity that demands more of the pilot's senses of sight and feel than does instrument-based flight in powered aircraft. In addition, Sue pointed out that the upcoming Aviation Centennial in 2003, is the centennial for “powered flight,” since man has been flying balloons for two hundred twenty years—a point well taken.



Sue Victor – “Ballooning as I Know It”

Submitted by Julie A. Murray

BAKERSFIELD CHAPTER

The Bakersfield 99s held their first "Vegas in the Valley" Poker Run on October 5, 2002. The festivities brought out approximately 15 aircraft for this event. Poker Run airports included Porterville, Bakersfield Municipal, Tehachapi, Wasco, Delano and Bakersfield Meadows. We sold about 70 poker hands, served approximately 50 catered tri tip meals and gave 25 prizes for the best poker hands. The Bakersfield Chapter raised approximately \$700 for future Chapter Scholarships. Thanks to all the volunteers and Suzanne McGowan for the use of her hangar. And special thanks to the Antelope Valley 99s for assisting our Poker Run organizers.

Submitted by Donna Webster



L-R: Donna Weeks, Janice Sullivan (Antelope Valley 99s), Elle Coussens, Lindsey Stewart (Elle's granddaughter), Stephanie Hale, Barbara Palla, Donna Webster, Kathy Neumann, Jacqui Talley, Suzanne McGowan, Betty McGowan (volunteer), Joanie Steckel (volunteer), Suzanne Carroll.

RENO AREA CHAPTER

RARA is the most used synonym for the Reno Area Chapter 99s. Reno Air Race Association (RARA) is a major work function for Reno Area 99s all year round. The Air Races are only four days in September, but Reno Area 99s work all year round to fill in wherever needed. The donation of time is amply rewarded for the Scholarship Awards that our Chapter can equally and generously offer to 99s candidates with educational needs in Airmanship. Answering phones, running errands, taking pilot registration, a few of the many jobs on location every year that sum up to hundreds of hours of volunteer work over the time leading up to the Race days at the Stead Airport. Other local Chapters fill in job opportunities, too. Wherever one goes around the grounds, they can find a 99 at work. With 99 logos everywhere, the public is viewing women pilots on the job. Believe it or not, I have heard that many people out there in the general public have not a clue as to what we as 99s are or much about us—the Reno Air Races always offer the wonderful opportunity to get the word out for all 99s. RARA sold out all tickets this year. After the disaster of last year, everyone then and now wanted to come back. It was a fantastic four days of aviation. The air-show events were incredible. My heart stopped over and over as Julie Clark laid that airplane into a dance of wondrous flight and then she stood up on the cowling and waved to the crowd at the taxi finish. WOW. The astronauts were all there. They've been where no others have been and the list goes on and on. Don't miss this one next year; it gets better and better and with our efforts, we all as 99s get better and better!

Submitted by Dene Chabot-Fence

GREATER SEATTLE CHAPTER

The Greater Seattle Chapter held a special September 11th airmarking of Crest Airpark, Kent, Washington. Six members and two young future aviatrixes came out to refresh the paint on the airport name and frequency on the taxiway.

Submitted by Marian Hartley



L-R: Andrea Chay, Marian Hartley, Marilyn Emery.



Crest Airport, Kent, Washington with a new paint job.

DELAWARE CHAPTER

The Delaware Chapter hosted a Girl Scout Aviation badge seminar in March. Six scouts received their badges after an all day seminar. During the seminar the girls were shown preflight inspections of both fixed wing and helicopters.

Submitted by Christine Schissler



L-R: Delaware Chapter Chair Nancy Rohr, DuPont pilot Elizabeth Dornak, Marilyn Alderman, Anne Erickson (Delaware Chapter Charter Member).

EAST CANADA SECTION

We held an interesting Section meeting in the Toronto Aerospace Museum. Lunch was served in an airliner, just as if we were passengers. After the business meeting, the "in-flight movie" was a slide show by Lou Wise, an aerial photographer, who is trying to save the southern Ontario Wetlands.

Submitted by Akky Mansikka, First Canadian Chapter



Pictured on their way out of the East Canada Section Meeting are (from left) Patricia Lee, Jackie Giles, Shirley MacDougall, and Anna Pangrazzi. Photo by Akky Mansikka

FINNISH SECTION

Finnish Section Governor Kaisa Mollari and Vice Governor Anneli Kokkola recently hosted Edy Maxim, Lake Erie Chapter. Their tour included a visit to the Finnish Aviation Museum, which is just off the Helsinki-Vantaa International Airport.

In 1999, the Finnish 99s were invited to prepare a special exhibit about Finnish women pilots for the Finnish Aviation Museum. The exhibition ran from August 26, 1999 through January 31, 2000. Anneli Kokkola, Finnish Section charter member, organized this splendid display. The airplane of Orvokki Kuortti, a famous Finnish woman pilot, is on permanent display, honoring her extensive worldwide flying exploits.

The tour also included the Malmi Airport. In 1950 Finland was scheduled to host the Olympics, for which Finland would need a larger airport. When the new airport was built, Malmi Airport began to serve general aviation. Now it hosts corporate private aircraft in addition to flight training.

The Finnish Section 99s had its start on August 25, 1969, when Edith Denny, then International Membership chairman, invited the Finnish women pilots to join The Ninety-Nines. All licensed women pilots were invited to an organizing meeting on February 7, 1970. The Finnish Section is now on its 33rd year.

Submitted by Edy Maxim, Lake Erie Chapter



L-R: Kaisa Mollari (Finnish Section Governor), Edy Maïxm (Lake Erie Chapter), Anneli Kokkola (Finnish Section Vice-Governor).

SEDONA RED ROCKETTES

The Red Rockettes, of Sedona, Arizona are playing a major role in the Sedona Airport Open House and Classic Auto Show. Barbara Vickers, former chairperson of the chapter, is in charge of the event for the Sedona Airport Supporters, Inc., and The Ninety Nines. She commissioned a painting of Amelia Earhart which will be raffled off, and the painting will be displayed at the event on October 12th, with the raffle ending on December 15, 2002, in time for Christmas giving. The chapter's annual silent auction will fill the airport terminal building with hundreds of interesting items up for bid, and the newest item, "Plane Cooking," a cookbook for those on the go, will be on sale for \$6 a copy. All the proceeds of the Red Rockettes various fund-raisers go to the annual scholarship given to a deserving woman for flight training. In 2001, two grants in the amount of \$1000 were presented.

Submitted by Bette Bach Fineman

NORTH JERSEY CHAPTER

The North Jersey Chapter has been busy this summer. We had our annual picnic for our FWPs at Lincoln Park, NJ, in July. Many 66s were present, as well as 99s and even 49 1/2s. Thanks to Joanne Campbell, our FWP Coordinator, and all who helped and participated, it was a huge success.

The annual Festival of Ballooning at Solberg Airport in Readington, New Jersey, is always a fun-filled weekend and celebration of Hot Air Balloons. Mary Sullivan, Barbara Feldman and Jacki Van Valkenburg helped launch the Eveready Battery Balloon on opening morning for Dorothy Gergely, our chapter's balloonist.

Barbara Feldman and Jacki Van Valkenburg spent many pleasant hours flying brochures for our annual Dodie Rioch scholarship to various New Jersey Airports.

August always marks the time for the great Sussex Air Show, at Sussex County Airport in New Jersey, one of the best air shows in the country. The North Jersey 99s always have a booth to promote our chapter. Several members volunteered their time during the show's three days.

On September 7, The North Jersey 99s helped out at Flight Across America ceremonies at Essex County Airport in New Jersey, paying tribute to General Aviation and honoring those fallen in the September 11, 2001 attacks. Susan Lorichhio of our chapter was East Coast Coordinator of the event. Susan is an accomplished singer and pianist and co-authored the theme song for the event.



Pat Gregory with the Governor's gavel for the first time.

MAPLE LEAF CHAPTER

This is a photo of a recent adventure I had with my best friend, Wendy Percival, Maple Leaf Chapter Chair, at an area airport's air show.

We attended a fundraiser for the Brant County United Way, including a dinner with The Snowbirds (for volunteers and supporters), Tuesday August 27, 2002. We also volunteered the next day at the air show featuring The Snowbirds, Canada's military precision aerobatic Team, a CF-18 Hornet and Bill Carter performing in his Pitts Special. Static displays included several airplanes from the Hamilton Warplane Museum.



Pictured, standing, left is Captain Maryse Carmichael, the first female Canadian Snowbirds pilot (have had female technicians in the Squadron but not female pilots.)

Wendy and I are posed in our Volunteer tees in front of the Hamilton (Ontario) Warbird Museum's Cornell, the model which Wendy's parents helped build during WWII. (Mom, Ruth, did electrical panels; Dad, Howard, was tool & dye maker in the Fleet Aircraft Mfg. Plant in Fort Erie)

Submitted by Pat Crocker



Wendy Percival, Maple Leaf Chapter Chair, is pictured kneeling at right, with Pat Crocker at the United Way fund raiser dinner, Tuesday, August 27, 2002, Brantford airport

SANTA CLARA VALLEY CHAPTER

Santa Clara Valley Chapter took attendance honors at the Southwest Section Meeting in Tucson, September 13-15 with 13 Chapter members there to support the new Southwest Governor, our own Pat Gregory. In addition to Governor duties, Pat has taken on a full time position teaching 8th grade science at a local grade school. Talk about challenges! Some of us flew in a day early to tour the Kartchner Caverns. We received a "very warm" welcome from the Tucson Chapter the whole weekend.

Santa Clara Valley continues its "mission" of education. Kay Sundaram recently became a professor at San Jose State in the Aviation Department. And we keep mentoring girls at the Overfelt High School Aviation Academy in San Jose.

Submitted by Nancy Rodgers, Santa Clara Valley Chapter

ORANGE COUNTY CHAPTER

To the excitement of 15 ten and eleven year olds, five Orange County Chapter members gathered at Santa Monica Airport (SMO) in California to share with them the joy of flying.

For three weeks this summer Amy Brown, Orange County member and CFII, has taught an Aviation Science class to 15 elementary school students through a program offered by Johns Hopkins University, Baltimore, Maryland. To qualify for this program students needed to test in the top 2% of the elementary students in the country. The class instruction covered basic aerodynamics through propulsion.

In addition to this instruction, visits to the California Science Center, Santa Monica Museum of Flying, and Jet Propulsion Laboratory were conducted. To "put the icing on the cake" of this exciting class, Amy, along with Orange County members Trudy Briscoe, Colleen Handrahan, and Kimberly Harding treated these students to a real (not virtual) flying experience, alternating in two C-172s and a C-152. Adding to the success of this event by volunteering to share their flying expertise and their airplanes with these students, were pilots Chris Blank and Tim Rabbitt in their Piper Archer and A36 Bonanza, respectively.

A highlight of the day was our own Lt. Col. (Retired) Pat Pateman (flown in by Colleen Handrahan) sharing her incredible flying adventures with the awestruck students. Don't you wish you had been there? I do!

Submitted by Mary Van Velzer

AMELIA EARHART BIRTHPLACE MUSEUM

Do you need a special program for a future Ninety-Nines meeting? The Birthplace offers an exciting video, "Tribute to a Pioneering Spirit." The 12.5 minute long video was written and produced in July 2000, and is suitable for presentations to both organizations and schools.

In addition to some special remarks by a current 99 member, the video includes historic photographs and sound bites by Amelia Earhart, a review of her accomplishments and tour of the home where she was born and raised during her early school years. The home is now restored to the period of her time there: 1897-1909.

To order, send a check for \$15, plus \$3.85 for shipping to the AEBM and mail to:

Amelia Earhart Birthplace Museum
223 N. Terrace
Atchison, KS 66002

All contributions go to the AEBM Restoration Fund.



Use of Statutory Provisions

Statement of Ownership, Management, and Circulation

1. Publication Title International Women Pilots	2. Publication Number 0273-608x	3. Filing Date 10/1/02
4. Issue Frequency Bi-Monthly	5. Number of Issues Published Annually 6	6. Annual Subscription Price \$20
7. Complete Mailing Address of Known Office of Publication (Street, city, county, state, and ZIP+4) The Ninety-Nines Inc. 7100 Terminal Drive, Unit 945 Oklahoma City, OK 73159-8965 Oklahoma County		
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) Same as #7		
9. Full Names and Complete Mailing Addresses of Publisher, Editor and Managing Editor (Do not leave blank)		
Publisher: Publishing Company PO Box 3101 Bismarck, ND 58102 Editor: Randy Baumgartner Same as above Managing Editor: Same as above		
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of all individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)		
Full Name: The Ninety-Nines Inc. Complete Mailing Address: 7100 Terminal Drive, Unit 945 Oklahoma City, OK 73159-8965		
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box.		
<input checked="" type="checkbox"/> None		
12. Tax Status. For completion by nonprofit organizations authorized to mail at nonprofit rates. (Check one) The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: <input type="checkbox"/> Has Not Changed During Preceding 12 Months (Publisher must submit a statement of change with this statement) <input type="checkbox"/> Has Changed During Preceding 12 Months (Publisher must submit a statement of change with this statement)		

PS Form 3526, October 1999

(See instructions on Reverse)

1. Publication Title International Women Pilots		12. Issue Date for Circulation Data Below Sept 2002	
2. Issue Frequency Bi-Monthly		3. Filing Date 10/1/02	
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8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) Same as #7		9. Full Names and Complete Mailing Addresses of Publisher, Editor and Managing Editor (Do not leave blank)	
Publisher: Publishing Company PO Box 3101 Bismarck, ND 58102 Editor: Randy Baumgartner Same as above Managing Editor: Same as above		10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of all individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)	
Full Name: The Ninety-Nines Inc. Complete Mailing Address: 7100 Terminal Drive, Unit 945 Oklahoma City, OK 73159-8965		11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box.	
<input checked="" type="checkbox"/> None		12. Tax Status. For completion by nonprofit organizations authorized to mail at nonprofit rates. (Check one) The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: <input type="checkbox"/> Has Not Changed During Preceding 12 Months (Publisher must submit a statement of change with this statement) <input type="checkbox"/> Has Changed During Preceding 12 Months (Publisher must submit a statement of change with this statement)	

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PS Form 3526, October 1999

NEW HORIZONS

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

AILEEN SAUNDERS MELLOTT

Mission Bay Chapter

Aileen is probably best known for founding the Flying Samaritans, a group of physicians, nurses, dentists and other health professionals who bring health care to rural Mexico. In 1961, Aileen was flying passengers back from Mexico when a dust storm forced them to land off-airport in a remote part of Baja California (Mexico). They landed outside the village of El Rosario. The villagers sent a battered truck up on the mesa to collect the passengers and gave them food, shelter and fuel to get out again. While Aileen was in El Rosario, she discovered that the villagers were in desperate need of food, clothing and medical care. To return the villagers kindness, Aileen and two Ninety-Nines returned at Christmas to distribute food, clothing and gifts. One other volunteer making the trip was Dr. Dale Hoyt, who brought his medical bag with him. Hoyt treated his first patient on Anita Espinoza's kitchen table—Anita was their host during their previous "visit." Out of this Christmas visit of generosity grew the Flying Samaritans. And from an original group of nine pilots and a few volunteers, the Flying Sams now have more than a dozen chapters and 2200 volunteers throughout the west.

Aileen was also a keen air racer, winning two Powder Puff Derbies, and the International Air Race for women. When she got her license in 1956, Aileen immediately joined The Ninety-Nines.

Before her death, Aileen asked that any donations be made in her name to the Elizabeth Hospice Society, 150 W. Crest St., Escondido, CA 92025 or the Palomar Chapter of the Flying Samaritans, P.O. Box 492, Bonsall, CA 92003.

Condensed from Los Angeles Times

ANN ASH

San Antonio Chapter

Ann Ash passed on to new horizons October 26, 2002. She was a (Life) member of The 99s for 54 years! A delightful lady with so many stories to share, including some about Jacqueline Cochran. Ann flew in the Powder Puff Derbies and chartered the first Japanese chapter of The 99s.

Submitted by Gloria Blank, San Antonio Chapter

SHIRLEY BUNDY

Indiana Dunes Chapter

It is with sadness that we report that Indiana Dunes member Shirley Bundy died on September 5, 2002. Shirley was a loyal Chapter mem-

ber for 15 years. She always had a smile for everyone and was a sweet, caring person.

Submitted by Joy Valek, Indiana Dunes Chapter

SELINA WOLF

Carolina Chapter

Selina Wolf died on September 1, 2002 after a battle with peritoneal cancer. She was an active member of the Carolina Chapter, and was until recently the Treasurer. Selina was also an active member of EAA Chapter 242 in Columbia, SC, serving as President. Selina's great love with the EAA was the Young Eagles program, and was the Young Eagle coordinator until she was elected Chapter President. Selina will be greatly missed by both The 99s and the EAA.

Submitted by Linda Yarborough, Carolina Chapter

REBECCA CHISUM

Midnight Sun Chapter

We lost charter member Rebecca Chisum, 52, on November 3, 2002 after a year-long battle with a rare brain disease. Rebecca was surrounded by flying all her life. Rebecca's father was the third Episcopal Bishop of Alaska, known affectionately as "the flying bishop." Her ex-husband was a commercial pilot and very proud of the fact Rebecca obtained her private pilot license and was a charter member of the Midnight Sun Chapter.

Rebecca will be remembered always for her incredible strength and courage and for the unconditional love and support she gave selflessly to her three children and others.

Submitted by Phyllis Tate, Midnight Sun Chapter

NORMA McELVAIN BARR

San Antonio Chapter

Norma McElvain Barr succumbed to liver cancer on November 3, 2002 in the Air Force Village Health Care Center.

In recent years Norma suffered serious bouts of illness but never complained. She always recovered and appeared, in spite of these setbacks, with an infectious smile and cheerful spirit. Little as she was, Norma exuded an energy that was contagious and similarly affected those around her.

It is little wonder that Norma became a pilot since both of her late husbands were military pilots as well as her two sons. Her efforts in flying and work with The 99s was well supported by all her family.

Norma was a continuous member of The 99s

for over 35 years and held various chapter offices. More recently, she was the glue that helped to keep the San Antonio 99s together by faithfully telephoning the entire roster regarding special activities, event reservations and general information.

It is ironic that Norma's memorial service was held at Air Force Village's Sky Lounge—the same site she again reserved for the San Antonio Chapter's Christmas party. She will be with us in spirit but her warmth and smile will be missed by all.

Submitted Gloria Blank, San Antonio Chapter

LORI A. BRAND

Lori A. Brand, a 99s member-at-large, passed away on August 12, 2002 at the age of 44. Lori started flying airplanes in 1977 and flying gliders in 1978, remaining devoted to both powered flight and soaring for the rest of her life. In 1983, Lori won an AEMS American Flyers Award for CFII training. She became an ATP pilot and flight instructor with over 5000 flight hours, and, since 1990, worked as an FAA Safety Inspector in Portland, Oregon. Together with her significant other Jay Sumpter, Lori owned two sailplanes and soared over 350 hours as a glider pilot and instructor. Her soaring achievements include earning the Silver Badge and a Gold Altitude leg.

Submitted by Jenny Beatty, Ambassador Chapter



IN MEMORY OF:

Gloria Ruth Ruggles
Three Rivers Chapter

Margaret D. Murphey
Greater New York Chapter

Ruth Celestine Stultz
Dallas Chapter

Joyce Jones
Long Beach Chapter



ATTENTION WOMEN PILOTS!

Pratt Industrial, Pratt, KS to Dare County, Manteo, NC

Air Race Classic - June 21 - 24

Final Fly-by at First Flight, Kill Devil Hills, Kitty Hawk, NC



AIR RACE CLASSIC
Spruce Creek Fly-In
1856 Seclusion Drive
Daytona Beach, FL 32128
JABTOKAR@AOL.COM
Phone (386)322-3202, FAX (386)322-9937

RACE ROUTE
1904.5 NAUTICAL MILES
2191.84 STATUTE MILES



ENTRIES OPEN: January 2, 2003

ENTRIES CLOSED-POSTMARKED BY: April 1, 2003

COME FLY THE TWENTY-SEVENTH CLASSIC TO KITTY HAWK WITH US!

The race is limited to STOCK airplanes, with some modifications, certified in the normal or utility category with normally aspirated engine(s) of not less than 145 horsepower nor more than 570 horsepower, rated for CONTINUOUS MAXIMUM OPERATION. Aircraft with powerplants with modifications not listed on handicap sheet will be considered on an individual basis and handicapped accordingly. (Note: no aircraft age limit).

In this all woman air race each plane shall be occupied by a team of two pilots... the year 2003 race planes will be allowed to carry extra women passengers holding student certificate or better, also expired medicals... For all aircraft the handicap will be adjusted 1 knot per passenger.

VISIT THE NINETY-NINES BOOTH DURING AOPA EXPO 2003

The Ninety-Nines

International Organization of
Women Pilots



*AOPA Expo 2003: October 30 through November 1, 2003 in Philadelphia, PA.
For the latest information go to: <http://www.aopa.org/expo/virtual>*