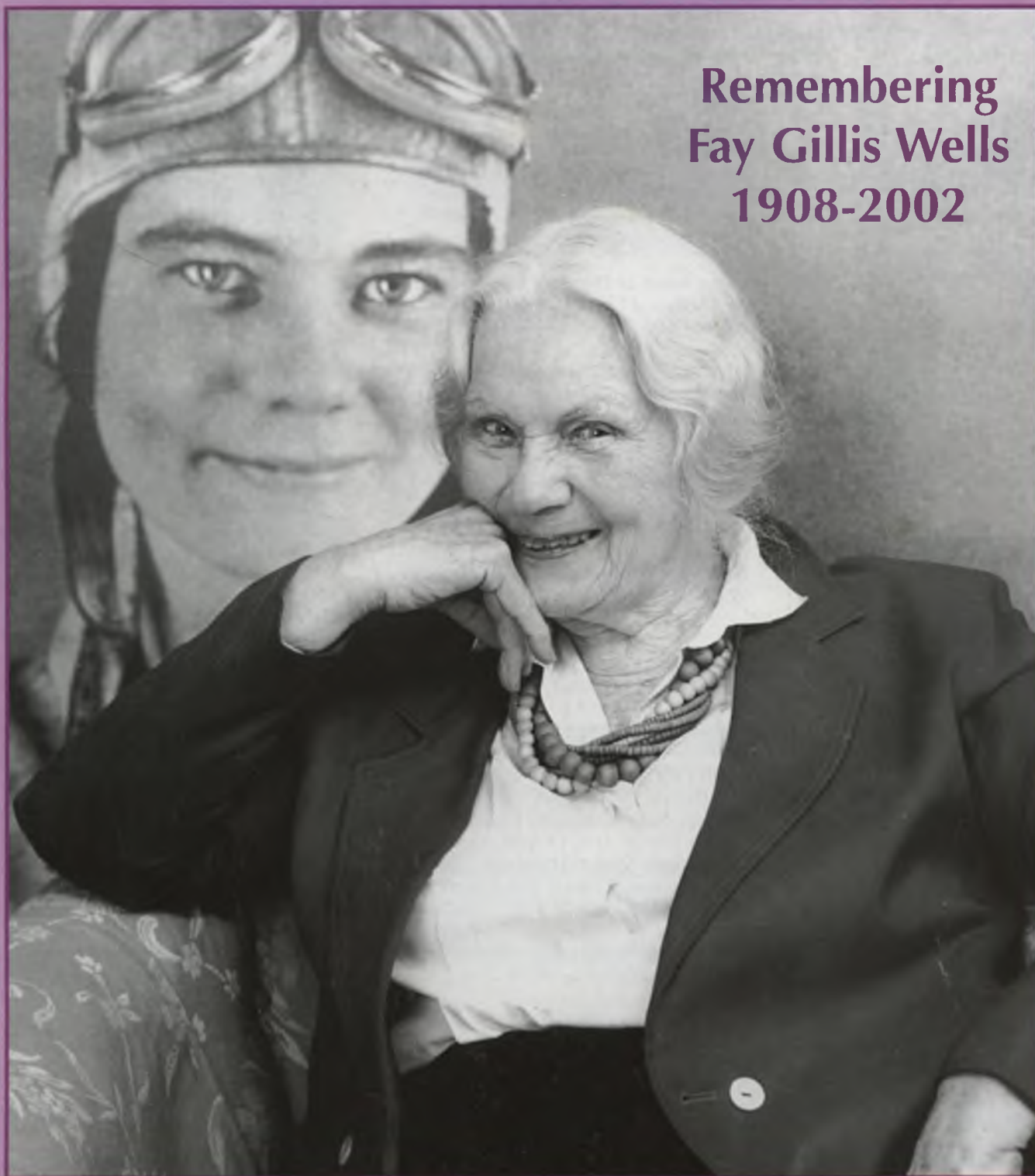




99 NEWS

INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



**Remembering
Fay Gillis Wells
1908-2002**

January/February 2003



99 News

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

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73195
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Please indicate the name and location of the event, the contact name and their phone/fax/email.

ON THE COVER

Taken by Carolyn Russo, photographer for the Smithsonian, this photograph captures the lively spirit — both young and mature — of pioneer aviatrix Fay Gillis Wells, who flew to New Horizons on December 2. Her departure will leave a very empty left seat in The 99s family and in the entire aviation community.

PERPETUAL CALENDAR

2003

FEBRUARY

- 1 North Central Section Mid-Winter Meeting,** 10 a.m. to 4:30 p.m. Holiday Inn Select, Chicago/Midway Airport, Adams Room (2-3 blocks south of Midway). Contact: Diane Cozzi, phone days, 847-898-4470, dc1415@sbc.com.

MARCH

- 20-22 14th Women in Aviation Conference,** Cincinnati, Ohio. For more information visit 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, thepilots@mindspring.com.

- 6-8 Spring Board of Directors Board Meeting,** Oklahoma City, OK, Embassy Suites, 405-682-6000 for reservations.

APRIL

- 4-5 Mid-Atlantic Spring Section Meeting,** Staunton, VA. Hosted by the Shenandoah Valley Chapter. It will be held at the Ingleside Hotel and Conference Center, 1410 Commerce Road. Contact: Sara Fultz, 540-886-2027, e-mail sarasultz@cs.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. Contact: Joan Rucker, phone 248-348-5381, e-mail joanrucker@comcast.net.

- 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/August 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@indian-creek.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.

18-25

US Air Race, Inc. celebrates 100 years of powered flight with the 1800 Mile Marion Jayne Air Race, Start 300 Air Race, 1800 Mile Historic Air Cruise and special events. Stops at Old Rhinebeck Aerodrome and Rockland, Maine. Start/Finish Elmira/Corning, New York. Contact: 817-491-2842, 903-564-9410, www.us-airrace.htm>www.us-airrace.org.

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, skylady@citlink.net.

OCTOBER

7-9

NBAA, Orlando, Florida.

9

Deadline for submission to the November/December 99 News.

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OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

January/February 2003

Volume 29, No. 1

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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. Spelling and proper names are proofed against information submitted. All photographs submitted are sent to the 99s Headquarters in Oklahoma City.

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PRESIDENT'S MESSAGE

*Ninety-Nines
President Jody
McCarrell with
Marion Blakely, FAA
Administrator, during
the Wright Brothers
Memorial Dinner,
Washington D.C.*



BY JODY
McCARRELL

As your president, I had the pleasure of representing The Ninety-Nines during several busy days in Washington, D.C. Arriving on Friday the 13th (what a day to fly!), Vicki Lynn Sherman, Martha Dunbar, Peggy Doyle and I attended the Wright Memorial Dinner. I was the guest of the Aero Club of Washington, sitting at the head table in my finest sparklers. I had my first opportunity to meet the new FAA administrator, Marion Blakely, who is a very fine and capable lady.

The head table was filled with noted aviation-related people, and the Ninety-Nines were there in the limelight. Vicki Lynn, Martha and Peggy were joined at their table by Linda Cain of the Old Dominion Chapter. The evening was a very elegant and wonderful celebration with honors going to Paul Poberezny, founder of the famous Experimental Aircraft Association. I was proud to represent the Ninety-Nines.

On a more sober note, the same four members, Martha Dunbar, Vicki Lynn Sherman, Peggy Doyle and I, attended the memorial for our dear, departed Charter Member Fay Gillis Wells on Saturday. Her son, Linton, was most pleased that we came.

They had Fay's 90th birthday scrap-

book on display as well as the casket draped with sunflowers, her favorite. We will all miss this very busy and exciting lady as she goes on to new horizons. Come springtime, there will be additional memorials both on the west coast and at Fay's favorite event, the International Forest of Friendship. I want to thank Past President Bev Sharp for keeping me well informed on what was happening with the memorial schedule so I could attend.

Talk about a year to come! 2003 is the 100-year celebration of flight, so I kicked it off in the best way possible. I had the honor of representing The Ninety-Nines during the National Centennial of Flight Celebration Kick-Off held at the Smithsonian Air and Space Museum on December 17.

We started the morning by signing the flags that will go into space on the next Atlantis flight. They will be returned and flown at several national parks during the coming year. I used very large and conspicuous writing when I put a big "99s" under my name. I think everyone else followed suit as there were several very visible 99s on the flags as they were displayed on stage.

They put the honorees in a large room where I received a hearty hug from astronaut Neil Armstrong, who was very excited and happy with the whole event. John Glenn said to me that the first time he gave a speech to a group of 99s they didn't really want to hear about the flight, they wanted to see the charts, speed graphs, how he figured the trip, etc.

Yes, John Travolta (as some of you Houston 99s already know) is a very good looking, polite and friendly young man. We'll have proof of that when NASA sends us a copy of the photograph with John and his new friends, The Ninety-Nines.

You cannot imagine how excited I was as FAA Administrator Marion Blakely introduced me as Jody McCarrell, president of her favorite women's organization, The Ninety Nines. How sweet that was to my ears and how proud I was to walk across the stage and receive the Centennial of Flight Medal. To stand on the stage with John Glenn, Neil Armstrong, Amelia's niece Amy Kleppner, NASA astronauts Shannon Lucid and Pamela Melroy (99) and many others, well, my grin just said it all.

I understand from everyone who saw the broadcast on C-SPAN and NASA that I had the biggest ear-to-ear smile. An Air Force officer tapped Director Martha Dunbar on the shoulder and said the real pilot up there is the one with that large grin on her face. Yep, that was a 99.

*Vicki Lynn Sherman,
Jody McCarrell, Peggy
Doyle and Martha
Dunbar attend the Fay
Wells memorial in
Washington, D.C.*



A Trip To D.C. With The 99s President

As Jody McCarrell outlined in her message, she recently spent a busy four days in Washington, D.C., representing The 99s at the Wright Memorial Dinner and the National Centennial of Flight Celebration Kick-Off. Accompanying her were Vicki Lynn Sherman, Martha Dunbar, and Peggy Doyle. Jody shares the highlights of her trip with these photos.



Visiting in D.C., from left, Vicki Lynn Sherman, Jody McCarrell, Amy Kleppner (Amelia's niece), Martha Dunbar and Peggy Doyle.



Jody signs the flags that will be launched into space on the next Atlantis Shuttle Flight.



Taking time out for lunch are, from left, Vicki Lynn Sherman, Martha Dunbar, Peggy Doyle, Jody McCarrell and Rick Koehnke (Peggy's 49 1/2).



Ninety-Nines and friends at the Wright Memorial Dinner, from left, Rick Koehnke, Jody McCarrell, Peggy Doyle, Linda Cain, Vicki Lynn Sherman, Lt. General Dick Swope and Martha Dunbar.



Representing the 99s at the National Centennial of Flight Kick Off at the Smithsonian Air and Space Museum are, from left, Vicki Lynn Sherman, Jody McCarrell, Martha Dunbar and Peggy Doyle.



Centennial of Flight Medal recipients: front row, Amanda Wright Lane (great grandniece of Orville and Wilbur), Pamela Melroy, Dr. Vance Coffman, Neil Armstrong, Tex Hill (WWII Ace) and Dr. Shannon Lucid, NASA's Chief Scientist. Back row, Eric Lindbergh, Edsel Ford, Amy Kleppner, Jody McCarrell, Col. Charles McGee (Tuskegee Airmen) and John Glenn.

THE NINETY-NINES WELCOME THESE 113 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

NINETY-NINES: Constance ARNOLD, *Arizona Sundance* • Joanne AUSTIN, *North Central Section* • Mary BILLER, *Scioto Valley* • Dee BLUM, *Southwest Section* • Joy BOLINGER, *Southeast Section* • Carolyn BROOKS, *Golden Triangle* • Terri BURNOR, *Minnesota* • Tracy CHAPPELL, *Southeast Section* • Judy CHITWOOD, *Southeast Section* • Margie COMSTOCK-GORZELL, *Santa Clara Valley* • Aaron DEFORREST, *Coyote Country* • Deborah DORN, *Keystone* • Lynne EATON, *Wisconsin* • Jill EICHNER, *Garden State* • M.Sandra EVANS, *All-Ohio* • Nancy EVERETT, *Mt. Shasta* • Elizabeth FRANKOWSKI, *South Central Section* • Ruth FRENKEN, *German Section* • Carolyn GALLI, *Reno Area* • Cindy GOOD, *Manitoba* • Luanne GRAHAM, *North Central Section* • Donna GRAY, *Memphis* • Angela HARTWELL, *Minnesota* • Carla HENNES, *North Central Section* • Deborah HERZOG, *Reno Area* • Kimberly HILSMANN, *Santa Rosa* • Charlyn HOSPERS, *Fort Worth* • Janet JONES-BRAUMGARDT, *East Canada Section* • Linda LINDGREN, *Connecticut* • Cheryl LISS, *Northern New England* • Mona MASONIS-BOYER, *San Gabriel Valley* • Kelly MCCAGUE, *Borrego Springs* • Andrea "Andy" MCCARTHY, *San Joaquin Valley* • Jacki MONTGOMERY, *Reno Area* • Waltraut MOOG, *German Section* • Margaret NICHOLSON, *Garden State* • Suzanne NICHOLSON, *Southwest Section* • Trudy NYE, *Santa Rosa* • Ella OTTO, *Eastern Pennsylvania* • Peggy PERRY, *New Zealand Section* • Jan PESSEL, *Midnight Sun* • Michelle PETRINA, *Northwest Section* • Angela PHAY, *Northwest Section* • Crystal POWERS, *Wichita Falls* • Monica RADZIN, *Wisconsin* • DeLyle RICE, *Midnight Sun* • Kandice ROULEAU, *Alberta* • Dr. Alice RUSCHITZ, *Australian Section* • Stella SHAFFER, *Iowa* • Ellen SHEEHAN, *Eastern Pennsylvania* • Jean SHERGALIS, *Midnight Sun* • Mara'D Anne SMITH, *Southwest Section* • Lindsay STEWART-PLEIN, *Antelope Valley* • Penny SUTTLE, *Women With Wings* • Virgilea SWORTS, *Memphis* • Maha TANNOUS, *Southwest Section* • Patricia TAYLOR, *San Antonio* • Beverly TERRY,



Southwest Section • Joanne TERWILLIGER, *Santa Clara Valley* • Deanna THAIN, *British Columbia Coast* • Janet THAYER, *New York Capital District* • Melanie TOOMBES, *Reno Area* • Barbara VANECEK, *Greater Kansas City* • Valerie VENTURA, *Phoenix* • Sally WALLACE, *Southwest Section* • Lois WEAVER, *Mt. Shasta* • Michelle WESTWOOD, *Utah* • Ellen WHITE, *Alaska* • Theresa WILLSTAEDT, *North Jersey* • Eileen WOOD, *Australian Section* • **ACADEMIC:** Ashley BATTLES, *Southeast Section* • Caroline KOLASA, *First Canadian* • Simone SIMOES VAZ, *Brazil Section* • Krista VOGES, *South Central Section* • Katherine WOOD, *South Central Section* • **FUTURE WOMAN PILOTS:** Caroline BALDWIN, *El Paso* • Rebecca BANKER, *North Central Section* • Deanne BARRETO, *Three Rivers* • Karen BRADSHAW, *Hampton Roads* • Wilma BRANTLEY, *Southeast Section* • Kathleen CAMPOS, *Eastern Pennsylvania* • Elizabeth CARROLL, *Reno Area* • Helen DOLAN, *West Canada Section* • Leslye DOYLE, *South Central Section* • Anjelika EADS, *Redwood Coast Flyers* • Betty FENNELL, *Oregon Pines* • Magarita FRANKEL, *Tulsa* • Erin HANKLA, *Kentucky Bluegrass* • Anja KAESTNER, *South Central Section* • Shannon KEANE, *Mid-Atlantic Section* • Lynnette LARK, *Montana* • Ellen LEAHY, *Women With Wings* • Marnie LIBAK, *North Jersey* • Candy MCCARTNEY, *Monterey Bay* • Keri MCQUERREY, *North Central Section* • Patricia MINARD, *Kansas* • Sarah MORSE, *Northwest Section* • Lenore MULLIN, *New York Capital District* • Cindy NORRIS, *South Central Section* • Nancy PEEBLES, *Ventura County* • Kristen PICKWORTH, *Lake Erie* • Marianne SMITH, *North Central Section* • Ashley Jo STRAC, *New York-New Jersey Section* • Suzanne SWIM, *Southwest Section* • Wei-Eu TAN, *Santa Clara Valley* • Jackie TATELBAUM, *Phoenix* • Brooke THOMAS, *Reno Area* • Britni THOMPSON, *South Central Section* • Sally THORNBURG, *Imperial So-Lo* • Leah TOKARCZYK, *North Central Section* • Christie TRUMBLE, *Hampton Roads* • Rene TUNNEY, *Maple Leaf* • Jennifer WOZENCRAFT, *Tulsa*.



Jenny T. Beatty

WOMEN MUST FLY

BY JENNY T. BEATTY
International Careers Committee Chair

From the beginning, women had to fly. Within a decade of the Wright brothers' first flight, women were not only flying airplanes, but two in Germany and England had opened flight schools and were designing and building their own aircraft. By the time the Great World War caused a shutdown of civilian flying in 1914, there were a dozen unlicensed and 39 licensed women pilots in 10 European and North American nations, several of whom earned their income by performing in airshows.

Despite hearing "no," women must fly. So many of us were told, "girls aren't pilots" or "you can't do that" or "no, you're not quite the kind of pilot we're looking for," and I know a gal whose husband said he would leave her if she accepted an airline pilot job offer. In our quest for flight, we persuade and persevere, and swallow painful compromises and firmly stand our ground. When pounding on the front door got no results, we found our way in through the back door.

Even in isolation, women must fly. Today's college-age flight students complain, "I am one of only three women in my class," but I would have been glad to have that much company. Like many of my era, I was the lone woman pilot in every time-building job and the only female among up to two dozen male new-hires at three different airlines. Now, one by one, women pilots are emerging in Asia, Northern Africa and South America, and in the U.S. we're hearing more and more female voices on the radio and seeing more women in uniform walking through the airport terminal.

Post 9-11, women must fly. One of the most painful aspects of those events for me was that graceful aircraft I love were twisted into destructive missiles. The implications of that day have radically changed the pilot profession, and the economic shock waves are still rippling through

our industry. Yet aviation universities in the U.S. are reporting that women comprise 10 percent or more of new students. Women still want to learn to fly and are entering pilot careers in ever-greater numbers.

Together, women must fly. Women naturally form coffee klatches, networks, organizations and movements. Formed by the earliest women pilots, The Ninety-Nines is still the organization where a woman pilot will share her enthusiasm and flying tips and tell you, "Yes, you can!" We are very supportive, and occasionally competitive, but among 99s we are never alone.

Over a hundred years, this simple fact has not changed: *Women must fly.*

I was honored to be asked to serve as Careers Chair and to write a regular column in The 99 News. By inheriting this position from Captain Karen Kahn, I have very big shoes to fill. Karen personifies the fruition of our charter members' dreams and efforts in creating opportunities for women in professional pilot careers, as she was among the first few U.S. women to land a major airline pilot job.

Moreover, she is an outstanding role model and a leader in promoting pilot careers to women in a variety of venues, including a series of informative articles in these pages. Thank you for your enduring contribution to The 99s, Karen!

For more information on pilot careers and to join our network of professional women pilots, please check out the Pro 99s Network by clicking on www.ninety-nines.org/pro99s/.

To volunteer your suggestions or efforts to the Careers Committee, please contact me at JennyTBeatty@cs.com or 775-849-0987.

For over
one hundred
years, this
simple fact
has not
changed:
WOMEN
MUST
FLY.

In Honor Of

Fay Gillis Wells

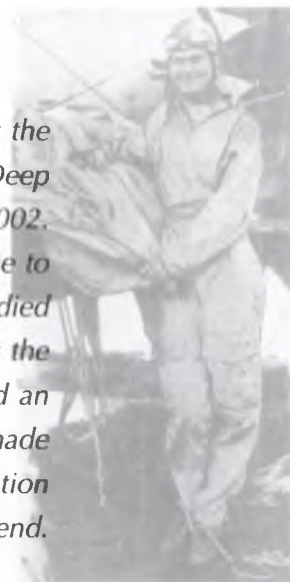


Ed Evans

October 15, 1908 – December 2, 2002

This issue of the 99 News is dedicated to celebrating the life and contributions of Charter Member Fay Gillis Wells. Deep sadness greeted the news of Fay's passing on December 2, 2002.

According to her son Linton, she passed away due to complications from pneumonia after a short hospital stay. She died peacefully, with her family at her side. Linton also added that the Friday before she went into the hospital she had received an award for her lifetime contributions to broadcasting and made remarks that generated a standing ovation. Fay was an inspiration up to the end.



BY JACQUELINE BOYD

Thanks to all the Ninety-Nines who contributed to this article. Much of the text and information comes from a tremendous piece on our website. Background information was contributed by Pamela O'Brien, Doris Abbate and Verna West. Several members also contributed comments by email. They have been interspersed throughout the article.

Fay was born in Minneapolis, Minnesota on October 15, 1908. She attended Michigan State University and had her first flying lesson on August 1, 1929 at Curtiss Field. From this humble beginning, it can truly be said that no one has given more continuous dedicated service to the causes of aviation and aerospace than Fay Gillis Wells.

Fay is well known as a Charter Member of The Ninety-Nines and was one of the signers of the letter inviting licensed women pilots to join together to provide mutual support. "It need not be a tremendously official sort of organization," the letter said, "just a way to get acquainted, to discuss the prospects for women pilots from both a sports and a bread winning point of view, and to tip each other off on what's going on in the industry."

Thus this organization was born and dedicated to fostering camaraderie and promoting opportunities for women in aviation.

A famous photo, which hangs in the Ninety-Nines Headquarters Conference Room, depicts 22 of the ladies who gathered at Curtiss Field, Valley Stream, Long Island on November 2, 1929

for the first meeting. Most are wearing dresses and hats; quite a few are sporting fashionable fur collars on their coats. The one lass clad in oil-spattered coveralls, flying helmet and goggles is Fay. There is a twinkle in her eyes and a slight smile on her face that never faded through the years.

This meeting was a harbinger of Fay's 72 years of continuous dedicated service to aviation and aerospace.

From Lois Feigenbaum: Fay has always said "Being a Ninety-Nine means Instant Friendship." How true!

As The 99s Bicentennial Chairman in 1973, Fay created the dream of the Forest of Friendship. She wanted to create a living memorial that would last long after the bicentennial year. Her creation came to fruition as a joint project with the Kansas Forestry Service and the City of Atchison, Kansas and was officially dedicated on July 24, 1978, Amelia Earhart's birthday.



Charter Member

The trees come from all 50 states and over 30 countries where 99s live. More than one thousand granite plaques, each honoring an individual who has contributed to aviation, grace Memory Lane, the trail that winds through the Forest.

Memory Lane was the first National Recreation Trail designated by the Department of the Interior in Kansas. During the 15th Anniversary celebration in 1994, the Forest of Friendship Committee dedicated the Fay Gills Wells Gazebo to say "thank you" for her many years of devotion to this project and to aviation. The gazebo was financed by contributions from her many friends and admirers from around the world.

Besides her life and service in aviation, Fay also enjoyed a distinguished career as a foreign correspondent, Hollywood correspondent, White House correspondent, yachting writer, buyer of strategic war materiel for the U.S. (1942-48), wife, mother and grandmother. Throughout the years, she continued to dream up projects that typically enjoyed initial reactions such as "you can't do that," meaning "it can't be done." Consistently, Fay proved the nay-sayers wrong.

This "can do" attitude was honed by experiences and a long history of achievements. Fay was one of the first women hired to demonstrate and sell aircraft for the Curtiss Flying Service. She was the second woman to save her own life by bailing out of a crippled airplane with a para-

chute, which made her a member of the Caterpillar Club. She was the first American woman to pilot a Soviet civil aircraft and the first foreigner to own a glider in the Soviet Union. She made arrangements in Novosibirsk and Irkutsk, Russia for fueling depots and maintenance facilities for Wiley Post's solo round-the-world flight in 1933. In 1961, Fay was granted a patent for a folding table, specially designed for boats, but adaptable for any small space.

She was one of three women correspondents chosen to accompany President Nixon to China and Russia in 1982. These were both firsts for an American President as well as for Fay. In 1988, she was a featured speaker at the first World Aviation Education and Safety Congress in New Delhi, India.

Besides her abiding faith that a thing worth doing *can be done*, the other prominent characteristic that allowed her to accomplish the impossible was her ability to inspire and motivate others to *do the impossible*. In the words of the late Charter 99 Nancy Hopkins Tier, "Things get done when Fay says, 'This is a good idea...' Whenever she gets a bright idea, I know it's going to be carried out."

From Jacque Boyd: Whenever Fay would call I knew I'd have to set aside at least an hour. The



Fay Gillis Wells chats with Muriel Morrissey, Amelia Earhart's sister.

conversations usually began with something like: "Dear, I have a project that I think would be perfect for you." Fay had high expectations for those around her, and it was impossible not to give 100 percent when working with her.

Fay always had a gleam in her eye and a smile on her face. Her optimism and zest for life was catching.

From Kay Roam: I have incredibly fond memories of her, and her bright-eyed enthusiasm will certainly be missed. One of the funniest memories was at the National Air and Space Educational Congress in OKC around 1991 or thereabouts. I ran into her at the convention center during the afternoon, and she said she had to go to the motel (across the street) and rest and would

I like to come with her. When we got to the room, the maid was just finishing cleaning up, so we went in and she climbed up on the bed and stretched out while I took a chair to visit.

After a few minutes, she looked around the room, started to giggle, and said, "This isn't my room. That's not my suitcase." She dug out her key and discovered that she actually belonged across the hall. We snuck over there, again made ourselves at home, and no one ever knew: until now!

We are exceptionally fortunate to have had Fay Gillis Wells in our lives as Ninety-Nines for the past 74 years. It is our charge, as members of this organization, to carry on her legacy, and the legacy of those who have gone before us, in continued service to the aviation community. May we do that with the same marvelous spirit and enthusiasm as Fay demonstrated to us.



Fay's affiliations reflected her interests and the influences in her life. The following is a partial listing of the many groups and organizations in which Fay was active.

Fay received many honors and recognitions through the years. They include:

- 99s Award of Inspiration
- CBS Charlotte Friel Award, Department of Transportation Award
- Fay Gillis Wells Gazebo, Forest of Friendship
- Katherine B. Wright Award
- Key to the City – Birmingham, Alabama
- Key to the City – Atchison, Kansas
- Lady Hay Drummond Hay Award, Women's International Association for Aeronautics
- Most Valuable Pilot, Washington D.C. Chapter 99s
- National Aeronautic Association "Elder Statesman"
- National Society of Women Scientists and Engineers Award
- Outstanding Woman of the Year, OX Pioneers
- Pioneers of Aviation Award, Committee for Dulles
- Who's Who in America
- Who's Who in American Women
- Who's Who In Aviation and Aerospace
- Worlds Who's Who of Women
- Who's Who in the World

- American Forestry Association
- American News Women's Club
- American Women in Radio and TV
- Aviation & Space Writers Association
- Broadcast Pioneers
- Honorary Overseas Press Club (Founder)
- International Women in the Arts
- International Women's Air and Space Museum
- National Press Club
- National Trust for Historic Preservation
- OX-5 Aviation Pioneers
- Silver Wings
- Society of Women Geographers
- Zonta International

ELECTION 2003



Elections in this odd-numbered year will be held at The 99s International Conference 2003 during the Annual Meeting on July 11 in Huntsville, Alabama. After a short speech by the candidates, a ballot vote will be taken, after which the new directors and trustees will be announced.

The 2002-2004 Nominating Committee has evaluated the following individuals' Intent to Seek Election information and found them to be eligible as candidates for the 2003 election.

CANDIDATES FOR DIRECTORS

MARTHA C. DUNBAR, *New England Section* **For Director**

I JOINED THE 99s in 1968. As a long-time member, I am very much aware of the organizational changes that have taken place over those many years.

I have served at all Chapter and Section levels, and for the last two years I have had the privilege of serving as International Director. I have seen firsthand that the 99s have not been afraid to make necessary corporate changes to deal with an ever-changing complex business world and aviation community. This positive attitude signifies a willingness to maintain organizational integrity while still nurturing growth and stability.

The 99s have always led in supporting the roles of women in every aviation field. It is part of our unique heritage and one about which I feel strongly. From awarding substantial scholarships and giving support to aviation career-oriented members while still mentoring and encouraging "future women pilots," the 99s have no peer!

What do I envision for the future of the 99s? Dynamic leadership that is vital to the life-blood of such a prestigious organization; more new members and cultivation of our current membership, both domestic and overseas; and perpetuation of our unique aviation heritage. We have a responsibility to all of our predecessors to Promote, Provide and Preserve.

I am proud to be a 99 and truly welcome the opportunity and privilege of serving as a Director.



Martha Dunbar

JANET PATTON, *South Central Section* **For Director**

MY 99s ASSOCIATION began when I was 15 years old. I won a flight scholarship given by the Michigan Chapter. After I earned my Private Pilot Certificate, I joined that Chapter. I am currently Chairman and Newsletter Editor of the Ambassador Chapter.

Having fulfilled my personal and professional goals in flying, I am now able to contribute to the organization as a Director.

My personal goal of owning a small airplane came true when I purchased a 1947 Stinson Voyager 108-1 in 1996. My professional goal of becoming a major airline pilot, set at the age of 14, came true when American Airlines hired me as a pilot in 1998. In reality, my personal and professional goals run together since flying is my hobby and my career.

I view the Director position as a chance to assist others, as leaders and visionaries. For example, the Directors are a supporting role for the main BOD. Directors also assist members on the Section and Chapter levels in fulfilling the goals they set for themselves and the 99s.

My philosophy and goals for the organization are simple: I will do this by setting an example as a leader, assisting members in carrying out their desires, and keeping an eye out to the ever-changing role the 99s play within our society while maintaining its fundamental place in history.



Janet Patton

CANDIDATES FOR DIRECTORS (Ctd.)

ANNA TAYLOR, *South Central Section* For Director

I STARTED WITH THE 99s in Oklahoma, where I learned to fly in 1986. The Oklahoma Chapter taught me what it was to be a 99: love of flying and camaraderie. How can you not like that concept?

Later, I moved to Albuquerque and by a serious miscalculation on my part was the Chapter Chairman during a huge joint Section meeting with the Southwest and South Central Sections, during Balloon Fiesta. This was a huge undertaking, but now my world was expanded past my own Chapter and onto the Section level. Shortly thereafter I took over as editor of the South Central Section newsletter, *The Approach*, learning more about my Section and our Chapters.



Anna Taylor

As I learned more about The 99s, I realized we weren't communicating very well throughout the organization. I complained about this lack of communication. While Pat Ward was on the Board of Directors, she asked me to put my money where my mouth was, asking me to edit a monthly Headquarters newsletter to address these communication issues.

Since I did not have a good reason to refuse, the *Headquarters Dispatch* was born. I consider the *Dispatch* my best achievement so far for The 99s.

And then the floodgates opened. I've been Section Treasurer and Governor, Council of Governors Spokesperson, International Nominating Committee and International Credentials Chairman. Recently I was appointed by the Board to a vacated Director position and now chair the Publications Committee. With your support, I'd be honored to continue serving The 99s in this position.

CANDIDATES FOR 99s MUSEUM OF WOMEN PILOTS TRUSTEE

VICKY ANDERSON, *Southwest Section* For Trustee

ONE OF THE MOST personally rewarding experiences of my life has been to work on the opening of our Museum of Women Pilots in 1999. By generating the digital images and assisting with the wall displays, I was granted a deeper appreciation of those women before me – and was left with the realization of the challenge that lays ahead for the Museum.

Since that time, I have continued to assist the current trustees, and I am now seeking your support for the position of Museum Trustee. My computer background has allowed me to coordinate the cataloging effort of the recently acquired Buffington Collection.

For the past two years, I have been a co-chair of Trade Shows for 99s and am the current chairman of the Orange County Chapter in the Southwest Section.

I have served two years each as chapter vice-chair and secretary and actively participate as a speaker in the NASA Partnership program. As Information Technology manager at John Wayne Airport, I continue to pursue current computer technology and would like to investigate the possibility of an on-line Museum newsletter for our members in the future.

I am dedicated and hardworking and will give the Museum



Vicky Anderson

everything I've got to promote the preservation of our historical legacy. Thank you for your support in the upcoming election.

LINDA R. CAIN, *Mid-Atlantic Section* For Trustee

Linda Cain is a member of the Old Dominion Chapter and makes her home in Leesburg, Virginia, a suburb of Washington, D.C.

She has served her local chapter as a Fund Raiser, Treasurer and Chairman. She is currently serving as Chairman of the Board of the Crisler Biblical Institute in Santa Barbara, California, a nonprofit ecumenical group dedicated to helping the American Bible Manuscript Center at Claremont University raise the funds to digitize the Dead Sea Scrolls and to support archaeological digs in Turkey. She is also Chairman of the Building Committee of Lynn House in Alexandria, Virginia where an assisted living facility is being constructed.

She is past Trustee of the Amelia Earhart House in Atchison, Kansas and was on the planning committee for the 99s convention held in Norfolk, Virginia.

In the sky, her home is a Cessna 182 named Old Glory. She has flown several Air Race Classics and two Great Southern Air Races.



Linda Cain

CANDIDATES FOR THE NINETY-NINES ENDOWMENT FUND TRUSTEE

SUE EHRLANDER, *East Canada Section* For Trustee

AS A MEMBER OF The Ninety-Nines for 23 years, I have worked on numerous projects for the organization, from Chapter to International.

The role I have played as a Trustee for The 99s Endowment Fund for the last five years has been the most important I have ever undertaken. The 99s are a wonderful, challenging and diversified group of women who are strong-minded and adaptable.

One of the biggest challenges facing our group is funding our growth and adaption for the future. It has become apparent that dues alone will not enable us to bring to fruition all the imaginative projects that have been conceived or to meet the needs of our ever evolving membership. This can only be done by establishing a large reserve to generate income for us now and forever.

Making the membership aware of this need and assisting in the prudent management of this fund for the future is the best work I can do for the 99s now.



Sue Ehrlander

Think of all the organizations you know. Those that are vibrant and active and growing virtually all have built substantial endowments. But many non-profits are struggling, and very few of those have any significant endowment at all. The message is there for all to see.

As a Trustee of your Endowment Fund, I will continue to work to build awareness of the Fund, increase the percentage of Ninety-Nines who have made commitments to the Fund, and solicit donations and bequests to help assure the future viability of our organization.

CANDIDATE FOR THE AMELIA EARHART SCHOLARSHIP FUND

JOY PARKER BLACKWOOD, *East Canada Section* For Trustee

SINCE 1983 I HAVE BEEN an active member of the 99s. I have had the great pleasure of meeting thousands of 99s and gaining new lifelong friends in the subsequent years while serving the organization in many capacities. In the First Canadian Chapter I served as Chapter Chairman with the goals of bringing order to our operating structure and active member participation. As Governor of the East Canada Section my goal was to heighten awareness of the 99s across Canada and the world by coordinating, attending and speaking at many 99s and other aviation activities.

I attended the 99s International Board of Directors meetings as a member of the Council of Governors and as Governor Spokesperson. I wrote a comprehensive Governor in Council SOP. I was elected to the Board of Directors as a Director with two challenging mandates: improve and streamline headquarters operations, and Long Range Planning to set a course for our Vision and Mission. Those were difficult times, but I am proud to say that much of what was begun continues to evolve in a positive way.

This past year I have been an interim AEMSF Trustee. One of the most valuable benefits of the 99s is this scholarship opportunity. It goes to the core of our "Provide" mission statement.

Utilizing my aviation and business experiences and expertise, I will do what is needed for the continuing success of this program. I will be honored to continue to serve in an elected capacity with this outstanding team of dedicated Trustees.



Joy Parker Blackwood

BEVERLY FOGLE, *Northwest Section* For Trustee

I GET REALLY FIRED UP about the future benefit of the Endowment Fund to The Ninety-Nines. I'm a Certified Financial Planner, and in that capacity I work with folks planning their family's charitable legacy. I'm also Trustee of two other endowment funds. From this perspective, I have been able to see the magic way an Endowment can work.

Once an Endowment Fund reaches a self-sustaining size, it produces a wonderful array of benefits. Projects get funded, budgets get stabilized, membership grows and people become more generous because they see the maturity and permanence of the organization. These are all very good things. They mark the difference between those organizations that prosper and grow, and those that struggle and shrink.



Beverly Fogle

As a child I dreamed often of being a bird, soaring on the wings of the wind, so I became the next best thing – a pilot. It was exhilarating to be part of the sky! It was freedom. It was timeless. It was simply amazing. *Never* did I *ever* think I would be paid to experience something only pilots can really understand.

My husband and I moved from the busy Twin Cities of Minneapolis/St. Paul (population three million) to our old college town in northern Minnesota, Bemidji (population 13,000). We knew no one in the area. Finding work proved to be challenging, at the very least.

My passion for flying was still part of my soul, so I checked out in a Cessna 172 at Bemidji Aviation. I wanted to continue to fly blood for the St. Paul Red Cross, fly to 99 events and meetings and practice instrument approaches.

In January of 2002, I was waiting for the plane to be fueled when a woman named Corey asked if I had a commercial license. Corey works for Bemidji Aviation Services, and I immediately said (trying to keep the squeal out of my voice), "Yes. Why?" Corey said they were always looking for pilots to fly fire patrol for the DNR (Minnesota Department of Natural Resources). I tried to act as calmly as possible, which was pretty tough since my heart was now beating outside of my chest, and I was doing some sort of irregular breathing thing. I managed to squeak out, "Why, I would be very interested in that!" (Translation: Are you kidding? You would pay me to fly? I would love love love to do that!) I submitted my aviation resume (of course I had to create one) at their request, and I was hired.

I was the "unknown" at this local FBO, which was the contractor to the DNR, so I became their backup and weekend pilot. Didn't matter to me, I was just so thankful to be able to fly. In April of 2002, fire season began, and I flew patrol sometimes with a DNR trained fire observer and sometimes alone.

Flying fire patrol was more than I ever imagined. The good news: We find fires...real fires, potentially dangerous and highly damaging fires. The bad news: we always fly as the day heats up so it is extremely turbulent and very windy. Ideal conditions for fires are low humidity, high winds and dry conditions.

We fly a grid, and I flew often with a retired DNR gentleman named Dewey Moran, aka "Hawkeye." Dewey's nickname was well earned as he could spot you lighting a cigar on your deck from 1,000 feet above the ground. I am not kidding, this guy is amazing. One of our funny spottings (Dewey of course spotted it) was a guy who decided to burn some tires (not good). The

SMOKEY BEAR IN THE AIR

BY TRUDI AMUNDSON, Minnesota Chapter

fire was soon out of control and blew up his gas can (really not good) and was heading towards his garage (way not good). The man was standing in the road waving his arms and yelling "Help," or at least we surmised that was what he was yelling. Despite this guy's obvious lack of good sense, Dewey dispatched a fire truck anyway, and I flew around the fire until the truck arrived.

Dewey found fires started by arson, by lightning, by parties, non-permit burns, permit burns. Potentially dangerous fires had helicopters or air tanker help. Smaller fires had ground crews (fire trucks) with help from us from above on directions.

A typical fire day started somewhere around 11 a.m. to noon and ended between 6-7 p.m. Usually we had two fuel stops and 20 minutes of rest. Every minute was exhilarating for me.

I flew with Dewey, John and Bill from the DNR, and I thank each one of them for their kindness and support on my first-ever fire patrol gig. I flew 40-plus hours in the month of May, and I sure hope Bemidji Aviation invites me back this year. It was a rewarding experience to say the least, and it felt good to help preserve our natural forests. Do you think they would let me paint "Smokey Bear in the Air" on the side of the 172 next year?

Minnesota 99

Trudi Amundson

spots fires from

above in a

Cessna 172

Dewey Moran, left, DNR observer, Jeff Belanger, CFII, fire pilot, cargo pilot, and Trudi Amundson, Minnesota 99 and fire pilot, prior to a fire patrol.



The 99s International Conference



July 8-13, 2003
Huntsville Marriott, Huntsville, Alabama, USA
Hosted by the Southeast Section

Ground Control to 99s!
The countdown has begun and all systems are go for
the 2003 International Conference in Huntsville,
Alabama, where the 99s will explore
The Second Century of Flight



Conf. # 816 81 080

Hotel Information

The Huntsville Marriott is conveniently located on I-565 adjacent to the U.S. Space and Rocket Center. Only eight miles from Huntsville International Airport, the hotel provides complimentary airport transportation and free parking. A Tourist Loop Trolley connects the hotel with many Huntsville shopping and tourist attractions. To ensure a room at the 99s rate of \$98 per night, call 1-888-299-5174 no later than June 17, 2003.

Airline/Flight Information

American Airlines has been selected as the official airline for the 99s 2003 Conference. For schedule and fare information, contact American Airlines Meeting Services at 1-800-433-1790. Refer to A8573AF.

Signature Flight Support at Huntsville International Airport will provide free tie-down, no ramp fees, a discount on fuel purchases and courtesy transportation to the hotel. Their phone number is 256-772-9341. See airport information at www.airnav.com/airport/KHSV.

Here are several informative websites that may help you prepare for your trip:

www.huntsville.org

www.ussrc.com

www.jackdaniels.com

www.spacecamp.com

www.staggerwing.com

Schedule of Events

The 99s International Conference 2003
Huntsville, Alabama



Monday, July 7

11:00 Option: Cathedral Caverns

Tuesday, July 8

1:00-5:00 Registration/Credentials
1:00 Fly Market/Silent Auction Set-up
1:00-6:00 Hospitality
1:00-6:00 Option: Huntsville attractions

Wednesday, July 9

8:00-5:00 Registration/Credentials
8:00-5:00 Intl Board of Directors Meeting
8:00-12:00 AE Scholarship Fund Trustees meeting
8:30-5:00 Option: Jack Daniels Distillery/Mary Bobo's/Staggerwing Museum
8:30-5:00 Option: Huntsville attractions
10:00-5:00 Fly Market/Silent Auction
10:00-5:00 Hospitality
1:00-5:00 99s Museum of Women Pilots Trustees
2:00-4:00 99s Endowment Fund Trustees
5:30-6:30 Kozmic Kocktails (cash bar)
6:30 AWTAR Reunion
7 pm Space Women Seminar

Thursday, July 10

6:45-8:15 Welcome Breakfast
8:00-5:00 Registration/Credentials
8:30-5:00 Option: Jack Daniels Distillery/Mary Bobo's/Staggerwing Museum
Option: Space & Rocket Center
Option: Huntsville attractions
10:00-4:00 Fly Market/Silent Auction
10:00-4:00 Hospitality
5:30-6:30 Pre-con Communications Session
7:00-9:00 Dinner at Space & Rocket Center

Friday, July 11

7:30-8:30 Continental Breakfast
7:30-8:15 Registration/Credentials
8:30-12:00 Option: Spouse/Guest Tour - Cathedral Caverns
8:30-12:00 Annual Meeting, 1st session
9:00-12:00 Hospitality
12:00-2:00 Lunch on your own
12:00 Governors Reunion Luncheon
12:00 Option: Huntsville attractions
Option: Space & Rocket Center
2:00-4:00 Annual Meeting, 2nd session (if needed)
12:00-4:00 Fly Market/Silent Auction (if no meeting)
2:00-5:00 Hospitality (if no meeting)
6:00-6:45 No host Scholarship Reception
6:45-9:30 Scholarship Banquet

Saturday, July 12

9:00-4:00 Hospitality
9:00-4:00 Option: Huntsville attractions
Option: Space & Rocket Center
9:00-10:00 Stellar Seminar #1
9:30-11:30 Marshall Space Flight Center
10:15-11:15 Stellar Seminar #2
Lunch on your own
1:00-2:00 Stellar Seminar #1
1:00-4:00 Intl Board of Directors Meeting
1:30-3:30 Marshall Space Flight Center
2:15-3:15 Stellar Seminar #2
6:00-6:45 No-host Cocktail Reception
6:45-10:00 Awards Banquet

Sunday, July 13

Weather Briefing (Tentative)

Full registration includes:

- All Daily Events
- Badge and printed materials
- Access to Hospitality Room
- Space & Rocket Center admission includes:
 - IMAX theatre
 - Behind the scenes tour
 - Marshall Space Flight Center tour
 - Commemorative t-shirt

Daily registration includes:

- Specific day's events
- Badge and printed materials
- Access to Hospitality Room
- Space & Rocket Center

Registration Cancellation/Refund Policy

Cancellation is by writing only (postal service or e-mail) to Nancy Wright, Registration Chairman; 122 Highland Ave., Tarpon Springs, FL 34689 or wright99@tampabay.rr.com.

If received on or before June 1—Full refund less \$10;
from June 2 to June 20—payment less \$50.
After June 20, there will be no refund unless approved by
Conference Coordinator.

Conference Tour Options

Adult Space Academy at Space & Rocket Center *Friday-Sunday July 4-6 Tuition only \$499*

Includes housing in the Space Habitat, a futuristic space station mock-up, and meals. (Minimum 12, maximum 48)

A 99s-only, 3-day session for adults age 19 or older. Admit it. You've always wondered what it would be like to train like an astronaut. Adult Space Academy is as close as you'll get as you put your skills, abilities and talents to the test in training simulators and simulated missions. Experience weightlessness and 4 Gs when you blast off on the Space Shot. Feel what it's like to walk on the moon in the 1/16th Gravity Trainer, then experience a simulated tumble in space in the Multi-Axis Trainer. Whether in Mission Control or on the Shuttle Flight Deck, you'll be ready for commercial space travel in the Second Century of Flight.

Trainees will be greeted at Huntsville International Airport by uniformed camp personnel and transported to the Training Center. For those Astronauts-in-Training who will be attending the 99s Conference, a special one-way ground transportation fee of \$7.50 is being offered by S&RC. Not staying for the conference? Purchase round-trip airport transportation for \$15. Flying in on your own? Signature FBO will provide courtesy ground transportation from the FBO to S&RC.

All that's left is to dress the part. For only \$75 choose between an optional Space Academy Flight Suit or use your Space Academy Duffle Bag to stow your Space Academy T-shirt, shorts, sweat pants, sweat shirt. Both are available in adult sizes S-XXL and feature the camp logo. The light blue flight suit includes a customized leather name tag.

Tuition must be received by April 20, 2003. Space and Rocket Center will refund 90% of tuition if cancellation is received no later than May 5, 2003.

For more information, visit www.spacecamp.com or call 1-800-637-7223.

Cathedral Caverns

Monday, July 8 and Friday, July 13 Cost: \$30

Monday only-Dutch treat lunch at Greenbrier—a popular southern BBQ Restaurant; Cathedral Caverns features the world's largest stalagmite forest and the world's largest frozen waterfall. Formerly called Bat's Cave, the cavern has a paved and lighted pathway that is a little over a mile round trip and takes an hour and 15 minutes. It is also wheelchair accessible. *Minimum 10*

Jack Daniels Distillery/Lunch at Mary Bobo's Restaurant/Staggerwing Museum

Wednesday-Thursday, July 9-10 Cost: \$45

Every drop of Jack Daniels Tennessee Whiskey is made in Lynchburg, TN at the Jack Daniels Distillery. A guide will show you the special process Mr. Jack Daniels perfected back in 1866. Miss Mary Bobo and her husband acquired a

NOTE: Tours subject to change



boarding house in Lynchburg in 1908 and Miss Mary ran the boarding house until her death in 1983, just one month short of her 102nd birthday. The boarding house is now a restaurant serving mid-day dinner of family-style southern cooking. The Staggerwing Museum displays a collection of airworthy Staggerwings, Travel Airs, and Twin Beech's and has a room dedicated to Louise Thaden (the first 99s Secretary). *Minimum 30 per day, maximum 120 per day.*

Huntsville Downtown Attractions/Historic District *Tuesday-Friday, July 8-11*

Ride the Tourist Loop trolley from the Marriott to downtown Huntsville and Madison Square Mall for \$1. Some of the attractions are free and some have a nominal admission fee. Attractions include:

- Alabama Constitution Village
- Historic Huntsville Depot
- Harrison Brothers Hardware Store
- EarlyWorks Hands-on Museum
- Humphreys-Rodgers House

Space & Rocket Center—includes Behind The Scenes Archives Tour

Thursday-Saturday, July 10-12 Cost: included in full and daily registrations

Fulfilling a dream of German rocket scientist Dr. Wernher von Braun, The State of Alabama in 1968 voted to finance a joint U.S. Army Missile Command and NASA museum. Opened in 1970, the Space & Rocket Center has welcomed over 10 million visitors.

The showplace of the American space program, the Center offers a hands-on museum with plenty to see, touch, and experience. Indoor and outdoor exhibits include a Land the Shuttle simulator, Apollo artifacts, a full-size Space Shuttle, a Saturn V rocket, an SR-71 Blackbird, and many other military missiles and space rockets. Experience 4 Gs and weightlessness on Space Shot, choose from three IMAX files in the Spacedome Theatre, ride in the Discovery Wings motion-based simulator, and much much more.

As a special attraction, private behind-the-scenes guided tours will be conducted. Through special arrangements, 99s and guests will tour NASA's Marshall Space Flight Center. (*maximum 94 per session*) Due to security requirements, attendees must submit to a background check. No one may participate in the tour without clearance. Photo ID is required to board the bus for the tour. Be sure to complete the security information questions on the registration information form.

Sign up at Conference Registration for Behind the Scenes and Marshall Space Flight Center tours.

Manuscript Submission Due Dates:

January/February Issue	Dec. 9
March/April Issue	Feb. 9
May/June Issue	April 9
July/August Issue	June 9
September/October Issue	Aug. 9
November/December Issue	Oct. 9



99 NEWS GUIDELINES FOR WRITERS AND PHOTOGRAPHERS

WRITER'S EDITORIAL GUIDELINES

The 99s News team has developed suggested guidelines to help members submit their news articles and photographs in a format that is most compatible with digital publishing requirements. Following the guidelines will help ensure accuracy and improve photo quality in the magazine. However, please note that these are just suggestions, and the 99 News will continue to accept articles in longhand and typewritten from those who do not have access to a computer.

MANUSCRIPT SUBMISSION

Mechanical: The following guidelines will help writers submit material in a simple computer format that avoids errors that can occur when text is moved between an author's document and the publishing software.

Please submit single-spaced text in Word or a similar word processing format. Use only one space after a period.

Our Adobe PageMaker software automatically formats your article, so paragraph formatting such as tabs or manual spacing is not necessary. Also use only common fonts such as Times or Arial and avoid headers and footers.

If mailing your article, please send the text on a floppy in PC format or on a CD, along with a printout. E-mailed articles will be accepted as text attachments following the above guidelines. Please try to avoid typing your article directly into an e-mail message, which results in many extra spaces and those pesky carets (> >).

Typed or handwritten copy is acceptable if you do not have access to a computer. Your articles may be edited for length and clarity by us prior to publication. Please furnish your name, address, phone/fax number and e-mail address with your submission.

PHOTOGRAPHER'S GUIDELINES

Photograph Submission: If you are mailing us photographs, please put your name on the back of every photograph (if you use ink be sure it is smear-proof and dries thoroughly) and furnish photographer's credits and caption information. Each caption should explain who, what, when, where and other appropriate information.

Photos in black and white or color are acceptable. Digital photos should be taken at the camera's highest resolution. Many digital cameras take photos at a default of 72 dpi. This resolution may look great on your computer screen but will be fuzzy in print (see example below). Manually set your camera resolution to "Fine" or "Best Quality" (check your manual for specific settings). If you are scanning a photo, the setting should be at 300 dpi and at the approximate size the photo will appear in the magazine. If the photo is very small, please enlarge to 200 percent and scan at 600 dpi.

Photos copied from a newspaper, magazine or book do not scan well for publication, nor do photos reproduced on a copier. They will usually have a strange spotty pattern when published due to the dot system used in printing.

Please do not insert your photo into a text document. If you e-mail, send the photo as a separate attachment, or for regular mail, copy the photo files separately onto a disk, CD or zip.

We appreciate your providing materials for the 99 News. We couldn't do it without you!

Send materials to:
The 99 News
PO Box 950033
Oklahoma City,
Oklahoma 73195
or E-mail:
articles99news@cs.com



These photos of Capt. Jenny Beatty demonstrate the quality difference in 300 dpi resolution, left, and 72 dpi, right. To get the sharpest photographs for publication in the 99 News, set your digital camera to the "best" or "fine" setting.

ON YOUR MARK AT THE WILDHORSE SHOOTOUT

BY CAROL WHITNEY, Columbia Cascade Chapter

Women
balloonists
test their
piloting skills
at the
first-ever
all-female
hot air
balloon
championship.

The first Wildhorse Women's Shootout Balloon Championship was held in Pendleton, Oregon October 13-20. This was the first-ever, women-only hot air balloon competition. All other hot air balloon competition events have been open to both men and women and have never exceeded more than six women competitors at any one event. Ironically, the idea for a women's competition was created by a guy, Scott Spencer, the award-winning producer of the Boise River Festival, the Coca-Cola Mayor's Cup balloon rally and the Coca-Cola "Countdown to 2000" balloon event.

Wildhorse Casino Resort in Pendleton, Oregon assumed title sponsorship and hosted the event from their Balloon Launch Site on resort property. The Wildhorse Casino provided a very attractive cash prize of \$10,000 to the first place winner and another \$10,000 divided among the next nine finishing places. Each competitor was given \$200 travel money, seven nights lodging at the Pendleton Red Lion Hotel, a logo jacket and T-shirt, a keepsake pin commemorating the event, several nice dinners and propane after each flight.

Thirty-six women from all over the United States drove their balloons and crew helpers to Pendleton, some spending several days on the road. A few reported driving through treacherous snowstorms in the Rocky Mountains during their trip.

This was my first opportunity to attend a competition event. I've attended rallies where competition was a part of an event, but not the exclusive focus. On Friday afternoon, October 11, my husband and I caravanned to Pendleton, a 3½ hour trip for us. We traveled separately because we each pulled a trailer with our respective balloons. He needed his for the balloon fly-out to be held the following weekend in Pendleton. We both took the opportunity to fly our balloons Saturday and Sunday just to familiarize ourselves with the area,

even though we had flown there before. Flying conditions were great both days.

SUNDAY evening: The women checked in for the first briefing where we received our map of the flying area, which was the first of very few pieces of paper handed to us. In this modern age, competitors signed up via e-mail, agreed to the event waiver, downloaded the North American Balloon Association (NABA) competition rules, as well as many other pages of pertinent information using the Internet. Balloon events sometimes receive a waiver of 14 CFR 91.119, Minimum Safe Altitudes, because it is not possible to fly a balloon accurately while complying with this FAR.

MONDAY, day one: At 6:30 a.m., pilots and their crew chiefs found their assigned seats along with two markers – one white, one blue – and a task sheet. This first morning saw many pilots crowded around the master map, hurriedly marking target sites on their own maps before the briefing started.

Markers were beanbags with a 10-centimeter wide, 170 centimeter-long tail and weighed a total of 70 grams. In other words, the 3-ounce markers had 6-foot streamers on them. The streamers shortened the distance a person could throw, but it was very handy to hold to execute an accurate drop.

Another throwing technique was to grab the tail about one foot from the beanbag, wind it up and throw. That increased distance, but decreased accuracy. One competitor said that during a throw her marker made its way through her struts and cables before dropping to the target area.

We had two tasks that had to be done in order. The first allowed competitors to choose one of two targets. The reason for a choice is because balloons drift with the wind. Pilots control their altitude and search for favorable winds, which this day were light and variable. Competitors watched each other to find favorable directions. The second task was a target on the launch field. We needed to throw the white marker within 200 feet of the target to score.

Twenty-eight women threw their markers within 200 feet of the first target and 17 were able to return to the launch site target close enough to obtain a score. The winner of the first target threw her marker six inches from the center. On task two, the closest was 4.88 feet. I scored 19th on the first target and 4th on the second with a 7.5-foot toss to finish 8th for the day. Wow! I was excited.

*Pendleton, Oregon
was host to the
Wildhorse Women's
Shootout Balloon
Championship.*



Our "official weather guesser" was Scott Dorval of Boise's KBCI TV 2 who spent the week with us. He started by gathering the same weather information that airplane pilots receive, but after obtaining every kind of weather report available, he would put up a pibal (short for pilot balloon), really just a helium filled party balloon, at the launch site. By tracking the pibal as long as he could in the near darkness, he recorded the speed and direction of the wind as the pibal climbed.

TUESDAY, day two: We had more judge-declared goals. Our most challenging goal was a target set on one end of a grassy area surrounded by pavement. To score, the marker had to land somewhere on the grass. If the winds cooperated, pilots could fly low and better control their throw. However, if the winds didn't cooperate, pilots would have to fly high, or if lucky, fly directly over the target and drop their marker. Eleven markers scored.

The other goals were similar to day one. Sixteen scored on the multiple goal and only two found winds back to the launch field target. I placed 8th on one target, no result on the rest and remained in 8th place overall. Hey! This is okay!

Who flew with us? In this competition, pilots were allowed to take any passengers they wished, even paying passengers. Some chose to

fly solo; one pilot took her dog Lucky. Competitors were required to fly the balloon and throw the markers. The women were on a trust system that if they took other pilots, the competitor did all the flying.

I took crew members who soon looked at my GPS and then kept me apprised of my situation, telling me to increase or decrease my altitude. I was also in radio contact with my ground crew who followed me.

Required instruments: Hot air balloons are required to have an altimeter, vertical speed indicator and a gauge to read the temperature inside the top part of the balloon.

WEDNESDAY, day three: Today was a fly-in task. Pilots had to find a launch site at least one nautical mile away to fly toward the target site to do a minimum distance double drop. Here competitors were to drop two markers no closer than 25 feet, one in a V-shaped area radiating south of the target and the other V radiating north of the target.

Finding the right wind direction was critical, and balloon teams needed to get permission from landowners to be sure the balloons would be allowed on the chosen launch site. If not allowed, we would need to find another place to launch. Today markers would be scored within 300 feet of the target.

All other hot
air balloon
competition
events have
been open to
men and
women and
have never
exceeded
more than six
women com-
petitors at
any one
event.

Competitors
could have
gone faster
if they had
flown a
foot high
and had
their crew
walk them to
the target!

*Balloon pilot
Sandy Meacham
approaches the
target area. Her
task: to throw a
beanbag marker
as close to the
target as possible.*

After the minimum double drop, pilots chased after the Kellogg's Tony Balloon that was the hare balloon. The Kellogg balloon took off from the target site before any pilots had reached it. After flying for about 20 minutes, it landed and its crew set out the second target. Competitors looked for the Tony balloon to find the target. Seven women managed to score on the double drop, and 19 found their way to the hare balloon.

I threw only one marker on the double drop and was unable to fly over the second target area, which resulted in no score. I placed 17th on the hare target and dropped to 10th place. I was still pretty impressed with my results.

THURSDAY, day four: The winds had been light and variable all week, and the prediction for today was for even lighter winds, probably less than three miles per hour.

Competitors could have gone faster if they had flown a foot high and had their crew walk them to the target! However, that is against the rules and would be disqualifying.

There were three tasks today. The hare balloon would launch, and competitors could start launch procedures right after the hare balloon lifted off. The hare balloon would fly for 40 minutes, then land and set out the target. Tasks today were difficult because the hare balloon launched at 7:30 a.m., competitors had to be off the field by 8:00, and the other tasks were not open until 8:30. In effect, we were balloons launched with nowhere to go.

We "hung out," easy to do because of nearly non-existent winds. At 8:10 competitors could work their way to the hare target. Eight managed to score. We were given a new, quite challenging task. Two targets were set on roads next to the

launch site. Markers had to be dropped on pavement, one within 50 feet of the target and the other within 25 feet of the target. We needed to choose one. No one was able to score on either of these targets.

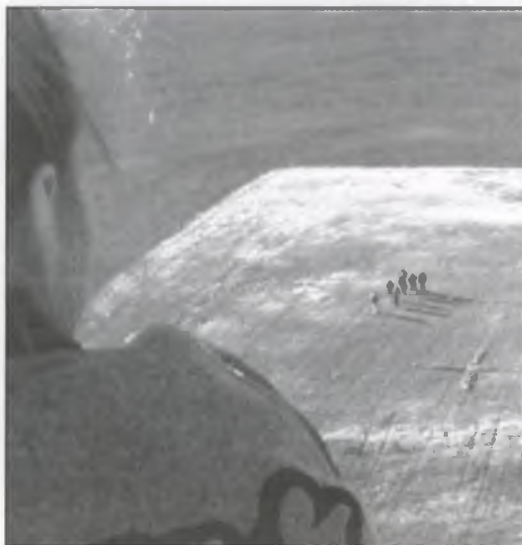
The last task was a choice of two judge-declared goals. Two pilots scored. Day four was discouraging for everyone, including the task designers, because so few pilots were able to reach targets because of the almost non-existent winds. With divine luck I found a light breeze that took me slowly toward the hare target. The drift was so slow I joked later about trying to stay awake to fly. With infinite patience I drifted directly north of the hare target. I threw my marker, which landed 189 feet from the center of the target, 11 feet from no score. I placed 8th. Only 10 women had scored on this difficult day, so now I was in 7th place.

Scott, the mastermind of this event, selected Vic Johnson, an accomplished pilot who had recently completed a very challenging flight over Mount Rainier, to plan each day's tasks. Vic and his committee were new to creating the tasks for official balloon competition. Committee members met with weatherman Scott Dorval each afternoon trying to determine a best guess of wind conditions to select viable tasks for the next morning's competition. Some mornings they had to change the tasks. Balloon events had been held in Pendleton before at the same time of year in gentle breezes, but never in almost still air. Some pilots climbed to 5,000 feet in attempts to find favorable winds. Everyone was challenged in Pendleton.

Balloons usually fly in the early morning or late afternoon because the winds are the calmest at that time. Had any of our morning flights been cancelled, most likely for too much wind or unstable air, we would have flown in late afternoon. Seldom are flights cancelled for lack of wind, and I've never known an event to cancel flights because of calm air.

Friday, day five: The women got a different task for today. The target was placed in a small grassy area in a parking lot. The marker was to be thrown onto the pavement surrounding the target; the grass and the target itself were off-limits. Even if a marker hit the center of the marked target, which is a pilot's normal objective, the toss would not be scored. The paved areas closest to the target were 10 feet wide.

About eight pilots out of the 15 who scored managed to drop their markers in the narrow area. We were getting so skilled! Because of the uncooperative winds the day before, the task team set



out four goals to choose from, but closed one because no winds were going that direction. Twenty competitors threw within 300 feet of the multiple judge-declared goals. I was one of the competitors who dropped my marker in the narrow area and placed 6th on the “don’t land on the target” task and moved up to 8th place overall for the 3rd time.

Part of the job of the taskmaster is to create tasks where most competitors can score. Therefore, on some days markers were counted out to 300 feet. Pilots who threw their markers outside the scoring area were responsible for retrieving them. Twice I held my breath as bad throws appeared to be headed for ponds. Luckily each landed near the water, not in.

SATURDAY, day six, the last day: The winds returned, blowing about 15 mph to the northeast. There was little steerage, meaning that the wind at all altitudes we use was blowing the same direction. Pilots were given three tasks, none new. All of us zipped past the first two tasks, almost before we were at the 500 feet altitude requirement for the waiver. Ten pilots were lucky enough to pass over one of the multiple judge-declared goals and score. I was one of the lucky pilots, placing 6th on the target and moving to 6th place in the final standings.

That evening, pilots and their crew chiefs were invited to a salmon dinner provided by the Wildhorse Casino resort. Norma Ormerod of Missouri was the winner with 12,493 points. She scored on 10 targets, three more than any other competitor.

The following is a brief explanation of a complex scoring system as I understand it: The competitor who scores closest to a target gets 1,000 points. The next competitors get scores less than 1,000 depending on how close their marker is to the best marker. If many competitors score, then those with no result get few points. If only a few score, then the no result competitors get higher scores. For example, the lowest “no result” was 103 points when 28 of the 36 pilots scored on a task. The highest “no result” was 721 points each because only two pilots scored. On three tasks no one scored so each got 779 points. In another competition, scores would be different depending on the number of competitors.

Scott Spencer invited the competitors to a meeting during the week to see if we would be interested in another event next year. No surprise – every pilot said yes. Look for the second Wildhorse Women’s Shootout Balloon Championship in Pendleton, Oregon October 12-18.



Photo above, Carol Whitney looks for a landing spot. Left, she maneuvers her balloon to the ground.

Lindy Boyes Honored For Her Flying Life

BY WILMA MURRAY
Courtesy Rossmoor News

Aloha Chapter
founding member
recognized by
her community

At 76, Lindy Boyes flies planes for fun. Perhaps it was prescience on the part of those who began calling Madeline Boyes "Lindy" at an early age, for even she didn't know at that point how fitting her nickname would come to be.

But by the time she was in college at UC Berkeley, the moniker she shared with Charles Lindbergh was not the only thing she had in common with the famous aviator. She, too, had discovered the joys of flight.

In the midst of World War II, as Lindy's older brother Peter went off to join the Air Force, Lindy couldn't resist the pull of piloting, either. At the university, she spotted a poster for the UC Flying Club and she was in. At the time, she joined "just for fun" and the social aspects, she said.

But when some veteran military pilots bought light training planes (Aeronca Champions) and proposed free lessons to members of the club, Lindy wasted no time in taking them up on their offer. One flight and she had found the joy of her life.

"My first ride in one, I just thought, this is great," Lindy said. "It launched me right there."

Since then, Lindy has made aviation her avocation. And it was a large part of her vocation, as she spent much of her career writing about airplanes and flight in one fashion or another. She began by writing a column on aviation for the *Oakland Tribune* and moved on to work for the National Business Aircraft Association magazine, *Skyways*, in New York. Later, she moved on to public relations, working for the Hawaii Visitors Bureau.

During all those years, she continued to fly.

She also went along on some exciting flights, such as in a T-33 with the Blue Angels and also with them in a Grumman F-11 flying in formation. Mostly, she just flew for fun, taking trips whenever she could.

Early on, she learned about the Ninety-Nines, Inc. Lindy says for her, the connection to Ninety-Nines has been a longtime pleasure, offering her opportunities for friendships around the world.

"Over the years you meet people and become good friends. There's a bond there," she said. "It's just a lot of good feeling."

It was through this organization that she learned of the All-Woman Transcontinental Air Race, which would become popularly known as the Powder Puff Derby. With her friend and avid air racer Margaret Calloway, who owned a Cessna 140, Lindy entered the derby a number of times. The pair brought home a variety of trophies, including fourth and fifth place awards.

During the race, which usually lasted about four days, the contestants had to fly and navigate the route, using only "dead reckoning" and road maps. Lindy said she and Calloway made new friends, most of whom were members of the Ninety-Nines. "After several races," she wrote, "these new friends became old friends and many continue to be, some 50 years later."

Amazingly, Lindy has only faced one real mishap along the way in her many years of flight. That unfortunate incident took place during one of the derbies when her partner had to leave for family reasons and Lindy continued on alone. She was switching from one fuel tank to the other, and the second tank didn't engage. Vapor lock.

Fortunately, Lindy managed to land the plane in a farmer's back yard, albeit upside down thanks to furrowed land – and walk away uninjured.

"That was the only unpleasant thing I've ever had happen, and that was 50 years ago," Lindy said.

When Lindy moved to Rossmoor [California] almost three years ago, she stopped writing about aviation, waving good-bye to her career. "Since I've retired, I've just retired," she said.

But that wouldn't be true about her avocation. Besides speaking to clubs about her favorite topic, she continues to wing it herself, even if it is only for lunch somewhere a few hours away. And at 76, she has no intention of keeping her feet on the ground. For Lindy, apparently, flying is like breathing.

"Once I started (flying)," she said, "I couldn't let go."



Lindy Boyes

Mike DiCarlo, Rossmoor News

GRASS ROOTS — Section and Chapter reporters share their recent activities

MID-COLUMBIA, COLUMBIA CHAPTERS HONOR MACSEEN ZIMMERMAN

On October 19, The Mid-Columbia and Columbia Gorge Chapters met in The Dalles, Oregon to honor Macseen Zimmerman. Lt. Col. MacFadden presented Macseen with a certificate for her many years of Civil Air Patrol service. She is retiring after 37 years. What a wonderful event to celebrate.

Anne English, Kathy Walker and Linda Marshall flew in with Mary Cooke. Carol Wharton got a ride with Marjy Leggett. Meeting us in the Dalles were Chris and Gwen from Portland. Nita Schumacher and her husband drove down.

Macseen Zimmerman and Jeanne Hillis were great hostesses as usual. Linda Marshall gave a presentation on a flight she took in the early '90s to Russia from Nome, Alaska – in a Tomahawk!

—Vickie Gassoway



Lt. Col. MacFadden presents Macseen Zimmerman with a certificate of appreciation for her many years of Civil Air Patrol service.

SANTA CLARA VALLEY CHAPTER

Although Quincy, California may not have the same vivid fall colors you find in the Northeast, the Santa Clara Valley Chapter had a colorful October 19 fly-in to see the California reds and yellows on their mountain flight.

The WX in San Jose was marginal in the morning, and two of the Cessna 182 pilots were not instrument current. Bruce and Susan Worster saved the day and offered to fly their King Air instead of their "smaller" plane. What a treat for Mayetta Behringer, Abbe Lyle, Judy and Dennis Stark to fly to Quincy in such style.

Marcie Smith and Nancy Rodgers had flown out of Palo Alto earlier IFR, and Pat Gregory and her passenger, Brigitte Iwaszkiewicz, found their way from RHV to Quincy. We hiked the short distance into town from the airport to lunch at the Morning Thunder Restaurant. A good time was had by all.

—Nancy Rodgers



At the Quincy Airport: Back Row: Marcie Smith, Abbe Lyle, Brigitte Iwaszkiewicz, Judy and Dennis Stark. Front Row: Mayetta Behringer, Susan Worster, Pat Gregory, Nancy Rodgers and Bruce Worster.

ALOHA CHAPTER

The November meeting was held at the Luehrings. In attendance were: Janet Miller, Wendy DuVaut, Bev Haid, Sue Hillmann, Susie Koshlyama, Melissa Heraty, Kathleen Veatch, Julia Waggener, Tonya Gierok, Lorrie Tunnell, Janyne Michaud, Su Reed, Lois Luehring, Taina Thompson, Michelle Bowerman, Leina'ala Riela-Enoka and Suzanne Williams.

Our guest speaker was Clarice Young, a pilot for Island Air, former 99 and also a recipient of our scholarship.

She discussed how she got started in aviation and made the point that she went through the same trials and tribulations that all beginning pilots encounter. She advised 99s to apply for scholarships: Tweet Coleman's, ISA, WIA, etc. Also get a mentor to help with decision-making and questions, network as much as possible and attend aviation conferences.

She recommended the books *Checklist for Success* and *Airline Pilot Technical Interviews*. She was hired by Is-

land Air with 1800 total time/350 multi. Four women presently work for Island Air.

—Lois Luehring

GREATER SEATTLE

Donna Plotz is looking for someone who would like to partner up for the Air Race Classic. She does not have a plane, but, "There are always a variety of options to explore," she says. If interested e-mail her at: dplotz@renaissnaceasset.com.

NORTH DAKOTA

The North Dakota Chapter is busy planning for the March 1-2-3 Symposium, which will be held in Grand Forks in 2003. Grand Forks will also be the site of the 2003 NIFA competition.

KANSAS

The Kansas Chapter met on November 9 at the Beaumont Hotel. Discussion was held on ways to increase attendance, including the day of the month the meetings are held and also to have a video night.

The March meeting will be the annual chapter birthday party and potluck dinner.



Mid-Columbia Chapter members work on the Prosser, Washington airmarking.

MID-COLUMBIA CHAPTER

The weather cooperated and we had a good turnout for the Prosser, WA Airmarking for our May meeting. Mary Cooke, Elayne Brower, Carol Wharton, Anne English, Karen Hill, Monica Weyhe, Lise Pedersen, Nita

Schumacher, Kathy Walker, and George Cooke all got the letters drawn and painted.

Bob Drake stopped by and made an espresso run for us. Afterward we went over to the Blue Goose for a much deserved lunch.

—Vickie Gassoway

AUSTRALIA

On October 18, 2002 there was a gathering of the Australian Woman Pilots' Assoc., NSW Branch, attended by 99 Elinor Kline and her husband Steve of Florida, at the Saigon Bowl in Sydney, Australia.

When first arriving in Australia, the Kline's were in Sydney for only a couple of days before flying to Perth in late September when they joined their flying group, "Goana" (a play on the name of an Australian lizard). From there they flew a hired C172

for two weeks across the Top End of Australia and then down the east coast to Brisbane. From there they flew to Sydney for another couple of days in mid-October, and we were able to catch up with them at a dinner. It was a very pleasant evening, and Elinor and Steve were indeed a charming couple.

The NSW branch also used the opportunity of Nancy Bird's presence to wish her a happy birthday with a cake, as her birthday was only two days prior.

—Cathy Salvai



Rick Siegfried, UAL Captain and Reno Air Racer, speaks to the Chicago Chapter about the Reno Air Races. Inset: Rick's 1942 North American AT-6D, as flown in two Reno Air Races.

CHICAGO AREA CHAPTER

Rick Siegfried, United Airlines Captain, arrived at Joliet Regional Airport (JOT) on November 17 in his stock 1942 North American AT-6D WW II Advanced Trainer, to present to our chapter "The Reno Air Races."

Twenty-eight pilots gathered to share a brunch and hear Siegfried describe his experience competing in two Reno Air Races with his support team – Simply Stock Texan Racing. His slide presentation featured aerial views of the race course, an example of each class of airplane and terrific in-flight photographs of the racers in action over the Nevada desert. Siegfried described his nine-hour flight in his AT-6 from Illinois to Reno Stead Airport, Nevada, the one-day technical inspection required for all aircraft prior to the race, the four entry classes: IFM/Biplane, AT-6, Sports and Unlimited, and the three divisions: Gold, Silver, and Bronze. Siegfried entered his AT-6 in the AT-6 Class, Bronze Division and won Third Place in 2002.

Siegfried suggested the following web sites for more information on air racing: www.airrace.org, www.aafo.com, www.pylon1.com, and www.racingt-6.com.

—Julie A. Murray

GRASS ROOTS



Oklahoma Chapter members raised \$20,000 to endow the new Mary Kelly Memorial Perpetual Scholarship.

OKLAHOMA CHAPTER

On Thursday, November 7, the Oklahoma Chapter presented a check for \$20,000 to Charlene Falkenberg, Chairman and Permanent Trustee of the Amelia Earhart Memorial Scholarship Fund at the meeting of the International Officers and Board of Directors.

The money will be used to endow the Mary Kelly Memorial Perpetual Scholarship. This scholarship is to be awarded at the national level to promote aviation career development.

The award will be available to collegiate women before membership with a two-year Ninety-Nines membership as a part of the award.

Mary Kelly was a former Oklahoma Chapter member and later Tulsa Chapter member. She was a previous winner of an Amelia Earhart Scholarship and devoted her life to instructing flying.

She loved to introduce young people to flying through her aviation camps at the airport she managed in Cookson, Oklahoma, including holding a girls-only weekend session. Because of her dedication to aviation and faith in today's youth, our Oklahoma Chapter was inspired to raise funds to endow the Mary Kelly Memorial Perpetual Scholarship.

—Carol Sokatch

BRAZIL SECTION

It is with great pleasure and satisfaction that we are sending this message from our VI Women Pilot National Meeting held in São Paulo on August 24, 2002. At this meeting our new Directors of The 99s Brazil Section were installed: Andréa Mion, president; Simone S. Vaz, vice president; Viviane Pedruco, secretary; Teresa Parnes, treasurer; and Kalina Comenho, past president.

The meeting was full of success and more than 50 women could get together. Seminars were held the entire day, and we had the chance to congratulate the women who have contributed a lot for the development of the Brazilian Aviation in fixed and rotor wings.

Concluding the activities of 2002 was a delicious BBQ in the city of Rio de Janeiro. It was a really hot day, 43°C. Yes, nothing less than 109.4° F.

—Andrea Mion

RATINGS AND WINGS

RATINGS

Chicago Chapter
Maritza Rodriguez
Private Pilot

Garden State Chapter
Laura Almerini
Private Pilot

Santa Clara Valley Chapter
Angie Jezzard
Private Pilot
Wei-En Tan
First Solo

All-Ohio Chapter
Marcie Zook
Private Pilot

WINGS
All-Ohio Chapter
Sue Le Maitre
Wings Phase IV

Greater Seattle Chapter
Teresa DeGraaf
Wings Phase I

LETTERS

Dear Ms. Nensley,

I want to thank you for your articles in the March/April 2002 issue of International Women Pilots.

My road to obtaining a Private Pilot's rating began in March of 1998, and I am still on that road. I am determined, and I know that I shall succeed notwithstanding the numerous obstacles in my path. Thank you so much for your example and inspiration. You give me a lot of hope.

Lessianna Bartier
Student Pilot
TMB in Miami, Florida

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THE 99s 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.

NEW HORIZONS

ESTHER "JERRY" GARDINER

Esther "Jerry" Gardiner, 76, a member of the Florida Gulfstream Chapter, passed away on October 17, 2002.



Esther Gardiner

Jerry was born in Utica, New York on June 12, 1926. From 1949 to 1972 Jerry lived in Waterford, Connecticut. In 1972 she moved to Reno, Nevada and in 1984 she moved to Palm Beach, Florida.

Jerry was a talented artist with a lifelong interest in art, but her true passion was flying aircraft. She first flew airplanes in 1946 and continued flying professionally until just before her death. In 1950 she joined The 99s and later served as gov-

ernor of the New England region and then helped establish the Connecticut chapter. In 1960, when the U.S. government was considering the suitability of women in space, Jerry was invited to apply for the female astronaut program.

In 1963 she became the 38th member of The Whirly Girls, the organization of international woman helicopter pilots. Later she served as a judge in international contests for the Helicopter Club of America.

A private service was held in Palm Beach, Florida. She is survived by four sons: Henry Gardiner of Tioga, Texas; Scott Gardiner of Apache Junction, Arizona; Alan Gardiner of Waterford, Connecticut; Lee Gardiner of Carson City, Nevada; and also a brother, Hunt Bascom of Pleasanton, California.

JEANETTE J. JENKINS

Jeanette J. Jenkins, 84, flew to New Horizons on September 26 in Dover, Ohio. She was a Life Member of The 99s and belonged to the All-Ohio Chapter for over 50 years.

She was inducted into the International Forest of Friendship in 2000.

Jeanette earned her private pilot's license in 1940, then served in the WASP during WWII as an Instrument Flight Instructor at LVAAF.

She was Secretary of WASP Class 44-1 for over 25 years and travelled all over the world with her flying sisters.

Jeanette was a Charter Member of the New Philadelphia Airport Commission and was honored by them in 1986 for over 40 years of service.

Jeanette was an aviation

pioneer who paved the way for the rest of us and was an inspiration to us all.

JIM HEAVERLO

Jim Heaverlo, 49½, husband of Frances Marie of the Greater Seattle Chapter, passed away on November 24, 2002.

Jim's ready wit and always smiling face will be missed; he used his auctioneering skills on many occasions for Chapter fund-raising auctions.

IN MEMORY OF:

Mary C. Reid Jensen
Alaska Chapter

Lani Ardelle
Mission Bay Chapter

GLADYS BUROKER

Long-time Ninety-Nine Gladys Buroker has passed on to New Horizons. She died on Friday, November 8, 2002 at Beehive Homes in Coeur d'Alene, Idaho.

Gladys was born on March 16, 1914, in Bellingham, Washington to George and Viola (Murphy) Dawson. She graduated from Ferndale High at the age of 17 and soloed in a Waco 10 biplane at the age of 18. Two years later, Gladys joined a barnstorming group for 20 exhibition parachute jumps throughout the Northwest. In 1936, she and a girlfriend toured the U.S. and Mexico on her newly purchased Harley-Davidson motorcycle. On August 4, 1937, she married her flight instructor Herb Buroker.

Gladys went on to pursue a career in aviation. She was the first ground school instructor for the all-male academy at St. Martin's College in Lacey, Washington. In 1942, due to the onset of WWII, Gladys and Herb moved their flight operations to Coeur d'Alene, Idaho. They opened Weeks Field Aviation to provide War Training Service to students stationed at nearby Farragut Naval Base.

After a hangar fire in 1950, Gladys temporarily left aviation to focus on family and farming. She was an active 4H leader and an avid hunter. In 1967, she graduated from North Idaho College's first nursing program and worked as an LPN

at Kootenai Medical Center for 13 years.

In collaboration with Clay Henley, Gladys and her husband developed Henley Aerodrome (now known as Silverwood), north of Coeur d'Alene. In 1972, Gladys bought a Semco hot air balloon and instructed in ballooning. While flying at the Aerodrome, she also received her license in gliders and became an FAA examiner for glider pilots.

At the age of 78, Gladys finally retired from flight instruction but continued with her interest in aviation, building ribs for Waco wings and building model airplanes. She also continued to be active in the local Ninety-Nine chapter, hosting meetings at her home on Henley Aerodrome and bringing homemade peanut brittle to the annual Christmas celebration.

In 1997 Gladys published an autobiography, entitled *Wind In My Face*. In 2000 the Intermountain Chapter of the Ninety-Nines took on the project of promoting her book, with part of the proceeds used to ensure Gladys' recognition on the Wall of Honor at the National Air & Space Museum in Washington, D.C. This was accomplished shortly before Gladys passed away.

Gladys will be greatly missed and will always be remembered for her zest for living.

NEW HORIZONS

JOYCE WHITMORE PARK JONES

A longtime member of the Long Beach Chapter of 99s, Joyce Whitmore Park Jones passed away on October 14, 2002, a day after her 85th birthday, in Arvada, Colorado. She was born in Clarinda, Iowa, was the oldest of five children. Joyce was only 9 years old when she took her first airplane ride at the Iowa State fair and said she was hooked on flying from that day. She graduated in 1934 from Coin High School, Coin, Iowa.

Joyce attended the College of Idaho (Albertsons College) and graduated in 1941. She majored in journalism, and with a government grant learned to fly through the Civilian Pilot Training program.

After graduating college she began teaching ground school aviation for Bennett Flying Service, Idaho Falls and Pocatello, Idaho in their primary CPT program. She flew from September 1937 to June



Joyce Whitmore Park Jones

of 1941. Then came Pearl Harbor. After receiving clearance she continued teaching Army and Navy trainees how to fly and also had private pilots for students. During this period she received her official license all-rating ground instructor for the school and others. During this period she was employed as a licensed CAA instructor in aerodynamics, aircraft, engines, radio, meteorology, navigation, civil air regulations and parachutes.

During 1942-43 she was an active search and rescue pi-

lot for Civil Air Patrol and also squadron operations officer.

Joyce was married to Victor Charles Jones in 1965 in Manhattan Beach, CA. She became involved for many years with the Long Beach Chapter of 99s and participated in air races. In 1971 she was given an Amelia Earhart Scholarship Award at International in Wichita.

She served as assistant editor, Long Beach *Skytales*, and was chairman of telephone committee in 1969-1970. She was secretary of the chapter in 1970-1972. In 1972 she received the chapter achievement award. Her first term as chapter chairman began in 1972. She was scrapbook chairman for the Southwest Section and continued as chapter chairman through 1974, continued her flight instructing and instrument ground school at Redondo and Torrance, California, at Westchester and at Rose Aviation in C-172s. She again received a chapter

achievement award.

Joyce also was serving the Southwest section on the nominating committee, on the committee for approval of International minutes and was appointed an Accident Prevention Counselor by FAA for eight years. Her active participation was curtailed in late 1976 when her husband suffered a series of strokes and needed home care. She returned to flying and chapter activities after his death in 1982.

Joyce moved to Colorado in 1986 to be close to family, living in a retirement community near Denver for a number of years. Joyce helped with the Colorado 99s chapter in various capacities and kept her flight certificates up to date. She recertified for the last time about 1990.

Memorial contributions: Amelia Earhart Memorial Scholarship Fund, Charlene Falkenberg, Chairman, AEMSF Trustees, 618 S. Washington Street, Hobart IN 46342-5026.

LAST FLIGHT OF FAY GILLIS WELLS

Aviation pioneer Fay Gillis Wells took her final flight Monday, December 2, 2002. She was born on October 15, 1908.

We are saddened by the death of Fay, who was an International Charter Member of The Ninety-Nines. Many books have been written of her life experiences, but she is best known for her involvement with the International Forest of Friendship since 1976. [Also see article on page 8 of this issue].

Fay's family has requested that memorials go to The Ninety-Nines Amelia Earhart Memorial Scholarship Fund or to Fay's International Forest of Friendship. In making a donation, please make your check out to the AEMSF (or to the Forest of Friendship) and then indicate "Fay Gillis Wells Memorial" in the memo line. If enough money is donated to the AEMSF, we will be able to establish a new perpetual scholarship in Fay's name. These donations are tax-deductible in the U.S. to the extent allowable by law. Please send to:

Amelia Earhart Memorial Scholarship Fund, The Ninety-Nines, Inc., Attn: Fay Gillis Wells Memorial, Box 965, 7100 Terminal Dr., Oklahoma City, OK., 73159-0965 USA.



Fay Gillis Wells

The 99s International Conference



July 8-13, 2003
Huntsville Marriott, Huntsville, Alabama, USA
Hosted by the Southeast Section

Ground Control to 99s!
The countdown has begun and all systems are go for
the 2003 International Conference in Huntsville,
Alabama, where the 99s will explore
The Second Century of Flight



Hotel Information

The Huntsville Marriott is conveniently located on I-565 adjacent to the U.S. Space and Rocket Center. Only eight miles from Huntsville International Airport, the hotel provides complimentary airport transportation and free parking. A Tourist Loop Trolley connects the hotel with many Huntsville shopping and tourist attractions. To ensure a room at the 99s rate of \$98 per night, call 1-888-299-5174 no later than June 17, 2003.

Airline/Flight Information

American Airlines has been selected as the official airline for the 99s 2003 Conference. For schedule and fare information, contact American Airlines Meeting Services at 1-800-433-1790. Refer to A8573AF.

Signature Flight Support at Huntsville International Airport will provide free tie-down, no ramp fees, a discount on fuel purchases and courtesy transportation to the hotel. Their phone number is 256-772-9341. See airport information at www.airnav.com/airport/KHSV.

Here are several informative websites that may help you prepare for your trip:

www.huntsville.org

www.ussrc.com

www.jackdaniels.com

www.spacecamp.com

www.staggerwing.com