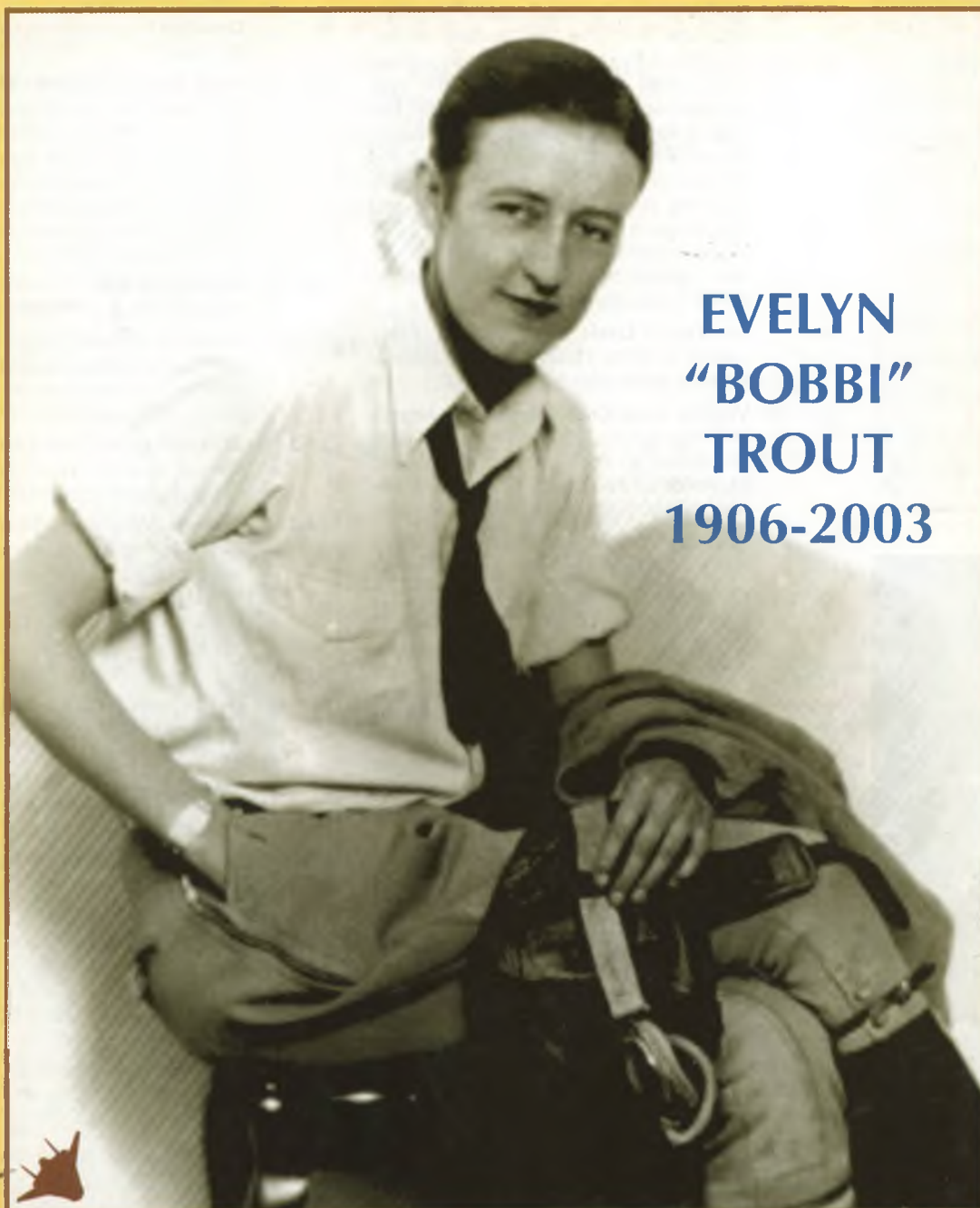




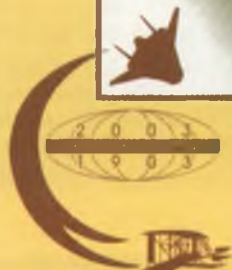
# INTERNATIONAL WOMEN PILOTS®

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

March/April 2003



**EVELYN  
"BOBBI"  
TROUT  
1906-2003**



**99s International Conference  
Huntsville, Alabama July 8-13 — See page 4**



99 News

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

The 99 News  
P.O. Box 950033  
Oklahoma City, OK  
73195  
E-mail:  
articles99News@cs.com

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

## On The Cover

*Charter Member Bobbi Trout, who flew to new horizons on January 24, was recognized as one of the top women aviators of her time. Here she poses for a Hollywood promotional photo circa 1929. Photo credit: Stockton Hollywood. Photo courtesy of the Bobbi Trout Estate*

# PERPETUAL CALENDAR

## 2003

### APRIL

- 5 **Santa Clara Valley Chapter Flying Companion Seminar**, 8:30 a.m.-5 p.m. San Jose State University Aviation Dept. Contact Susan Tilley, scv99s@softhome.net, 408-733-2292
- 9 **Deadline** for submission to the May/June 99 News.
- 11-12 **Mid-Atlantic Spring Section Meeting**, Staunton, VA. The Shenandoah Valley Chapter of The Ninety-Nines has worked hard to find a new location for the Mid-Atlantic Spring Section Meeting. They need at least 35 people at the meeting to cover the meeting room expenses. It will be held one week later than originally planned at the Holiday Inn Golf and Conference Center, exit 225, I-81, Woodrow Wilson Parkway Exit, Staunton, VA. Contact: Sara Fultz, 540-886-2027, e-mail sarasultz@cs.com.
- 15 **Air Race Classic** entries close. Pratt, Kansas to Kitty Hawk, North Carolina. Contact info@airraceclassic.org.
- 21 - 24 **Virginia Aviation Safety Week** presents Rod Machado, "How to Avoid Making Headlines in Your Local Newspaper." Richmond, Fairfax, Chesapeake and Roanoke, Virginia. www.doav.state.va.us.
- 25-26 **New England Section Meeting**, Nashua, NH. Contact Pat Theberge, 978-682-4638.
- 26 **Flying Companion Seminar**, Orange County Chapter, contact Pat Prentiss, 909-533-3341.

### MAY

- 3 **Maple Leaf Chapter (East Canada Section), Open House**, 1- 5 p.m. at #427 Wing, RCAFA, London (Ontario) airport. Theme is *Aviation Awareness For The Community*. Light refreshments, special guests, door prizes, raffles, exhibitors. Contact: Pat Crocker, pat99s@rogers.com or (519) 680-0357
- 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 **NY-NJ Section Spring Section Meeting**, Albany, NY. Contact Harriet Bregman 518-293-6039.

- 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.

- 16-21 **NIFA**, Grand Forks, ND. Contact Virginia Harmer, 909-487-0087 or www.nifa.ws.

### JUNE

- 7 **Aloha Chapter Annual Banquet** at the Hale Koa Hotel.
- 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.
- 14-16 **Buckeye Air Rally**, Norwalk, Ohio. Contact Linda Blodgett 419-289-2244.
- 20-22 **Forest of Friendship**, Atchison KS. A special remembrance for Fay Gillis Wells will be held on June 21. Contact Kay Baker, 913-367-1419.
- 21-24 **27th Annual Air Race Classic**, from Pratt, Kansas to Kitty Hawk, North Carolina. Contact info@airraceclassic.org.
- 23-27 **Annual Women's Soaring Seminar (WSPA)**. The Albuquerque Soaring Club will host the 25th Annual Soaring Seminar, Moriarty, NM. Contact Kathy Taylor, ktaylor@lanl.gov.

### 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.** 1800 Mile Marion Jayne Air Race, Start 300 Air Race, 1800 Mile Historic Air Cruise and special events. Contact: 817-491-2842, www.us-airrace.org.
- 29-4 **EAA Airventure**, Oshkosh, WI.

### AUGUST

- 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.

**INTERNATIONAL WOMEN PILOTS  
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# INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

March/April 2003

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Volume 29, No. 2

**CONTENTS**

COVER: Evelyn "Bobbi" Trout circa 1929

WELCOME TO HUNTSVILLE .....	4
PRESIDENT'S MESSAGE .....	5
NINETY-NINES THEN AND NOW .....	6
By Jenny T. Beatty	
WINGS OF HOPE .....	7
By Karen Glines	
REMEMBERING EVELYN "BOBBI" TROUT .....	8
By Jacqueline Boyd	
CHARTER MEMBERS .....	12
AGING CAN'T GROUND THESE WOMEN .....	14
By Dennis McCarthy	
REASONS FOR JOINING THE 99s .....	15
By Jenny T. Beatty/Captain Karen Kahn	
EMILY HOWELL WARNER .....	16
By Jean Haley Harper	
NEW MEMBERS .....	21
NEW HORIZONS .....	22
AMELIA EARHART BIRTHPLACE MUSEUM .....	25
GRASS ROOTS .....	26
Section and Chapter News, Races and Rallies, Awards and Recognition, Airmarking, Touch & Gos, Letters, Ratings & Wings, New Horizons.	

**STATEMENT OF EDITORIAL POLICY**

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# WELCOME TO HUNTSVILLE

BY LISA COTHAM  
2003 International Conference Chairman



Members will enjoy gracious Southern hospitality at The 99s International Conference July 8-13 in Huntsville, AL

Join us as we celebrate the Second Century of Flight in Huntsville, the 1819 birthplace of Alabama and today a vital player in the United States space program.

In the historic downtown district, explore Alabama's rich history at Constitution Village as villagers dressed in period clothing take you through eight reconstructed Federal style buildings.

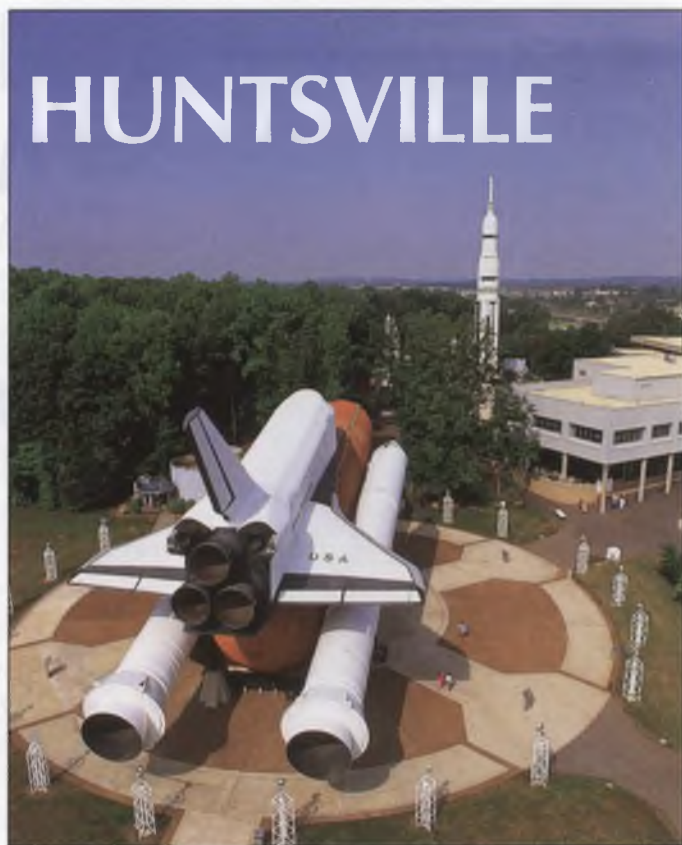
Go underground in Cathedral Caverns. With wide chambers and an impressive stalagmite "forest," it is one of the most outstanding caverns in North America. Fossils of sealife estimated at 220 million years old dot the walls.

At Huntsville Botanical Garden, there's always something growing on! This beautiful 110-acre site features stunning floral collections, inviting woodland paths and broad grassy meadows.

Do you know Jack? Jack Daniel, one of 13 children, was born in 1850. He was reared by a family friend before being hired out to work with the Dan Call family at the age of seven.



The Huntsville Botanical Garden includes a Butterfly House with over 50 species of native butterflies



The U.S. Space and Rocket Center features dozens of interactive exhibits surrounding Apollo, Mercury and Space Shuttle spacecraft.

Call, a Lutheran minister, also owned a whiskey still on the Louse River. Over the next several years, Jack learned everything he could about whiskey making. Then, in September of 1863, under increasing pressure to devote his life to lifting spirits rather than selling them, Call sold his still to Jack, who was just 13 at the time.

Up the road, Lynchburg, Tennessee, population 361 and home of Jack Daniels Distillery, is a walk back through time. There are many wonderful, historic points of interest, as well as shopping, music and eateries around the town square.

A little further up the road in Tullahoma, The Staggerwing Museum is conveniently located at the approach end of Runway 36. The Museum is a complex of interconnected hangars displaying Beech history and highlighting the Staggerwing and Beech 18 aircraft. A chapel/gallery building is dedicated to Olive Ann Beech, co-founder of Beech Aircraft. The Louise Thaden library building contains memorabilia and racing trophies of the first lady pilot to finish and win the Bendix trans-continental race.

For further information about the conference, visit [www.ninety-nines.org/conference](http://www.ninety-nines.org/conference) or contact Nancy Wright, 727-937-0561; e-mail [wright99@tampabay.rr.com](mailto:wright99@tampabay.rr.com).

**Note:** In last month's 99 News, the mailing address of the Conference Registration Chairman was listed as "Highland Drive." The correct street is Highland Road. Please send registration to: Nancy Wright, 122 Highland Rd, Tarpon Springs, FL 34689-1918.

The phone rang on Saturday morning. It was Martha Dunbar asking if my TV was on. The 99 network had reached Michele Cabot, who called Martha, who alerted me. Yes, just like many of you, I learned of the tragic fate of the space shuttle from the television news. Seven of our astronauts were apparently gone.

Like many of you, I sat glued to my TV most of the day, hoping against hope that someone had survived. Just south of my home, debris was falling to the ground. I gave Jerry Ann Jurenka a call as she lives just a little north of the flight path. She recalled that she and Ron heard a very, very large boom, and Ron went outside to investigate. Pat Ward's mother-in-law lives on the lake where a lot of debris fell, and she called Pat, saying it shook her house.

Local people began calling me and asking questions. I had no answers. It just didn't seem possible that it could have happened once again. I know I speak for all Ninety-Nines when I say our hearts and prayers go out to all the families and our many, many members and friends who are a part of NASA. We have great faith that NASA will find the cause of this tragedy and fix the problems so that this great mission — so much needed — will proceed onward and into the future as others step up to explore this fascinating frontier. The sacrifices given by all will forever occupy a special place in our hearts.

While we are giving tribute, let's all remember our passing Charter members. In the past few months several, including our beloved Bobbi Trout, have gone on to new horizons. Bobbi was an active and much admired member whose life was filled with great achievements. Joining Bobbi and Fay in that great reunion up there are Candis Hall Gullino and Phyllis Fleet Crary. Don't you know the hangar tales will be flying, and wouldn't you love to listen in?

I want to give a big thank you to the "Mold Squad." This group, led by Pat Prentiss, Ellen Nobles-Harris and Mardell Haskins, has done quite a bit of investigation into the mold problem in our archives and how to deal with it — so much so that we now have qualified mold experts within our ranks. The board took a fax vote, and work is beginning that will cure the problem in the archive room and preserve our archives as well. Also, I would like to thank the Museum of Women Pilots board for their cooperation and input into the situation. When we all get together on a project you can consider it as good as done.

Throughout the United States this year there

## PRESIDENT'S MESSAGE

BY JODY MCCARRELL

will be celebrations of the Centennial of Flight. I have appointed Pat Ditsch of the Arkansas Chapter to attend the Hot Springs three-day celebration being held in June. Nancy Wright and Marie Grein, our Aerospace Education International Chairs, are going to present a program and be part of the First Flight Centennial Celebration featuring Women in Aviation in Kitty Hawk on March 13-16. Fun'n Sun is coming up in April in Lakeland, Florida. Stop by and see our Ninety-Nines building. And while you're there, thank Barbara Sierchio and Nancy Wright along with several other Southeast Section ladies who do one heck of a job running it.

I will be attending the Women in Aviation Conference being held this year in Cincinnati, Ohio. Helping with our trade show booth, set up and run by Vicky Anderson and Susan Theurkauf, will be Elaine Morrow, North Central Governor and International Vice President, Donna Moore, International Secretary, Pam Saylor, International FWP chair, and Jenny Beatty, International Careers Chair and mother of the Pro 99s Network, along with yours truly. We are putting together a great membership drive and gab room with members of our Ambassador Chapter and prospective Pro 99s Network invitees. I've given Jenny the green light to proceed with this project. All Ninety-Nines are invited, so come see us.

I'd like to encourage everyone to submit to the 99 News all the Centennial of Flight Celebration events planned for their area. Please send this information in as soon as possible so we can have a full listing of events in the next Calendar section.

Mark on your calendar July 7-13 for our International Conference in Huntsville, Alabama at the Space Center. The Southeast Section has an interesting and enjoyable agenda set up for you. Let's have one heck of a turnout this year — there's no better way to celebrate 100 years of flight than to attend this event and share the anniversary with The 99s. Register now!



I know I speak for all Ninety-Nines when I say our hearts and prayers go out to all the families and our many, many members and friends who are a part of NASA.

# 99s Then and Now: Licensed Women Pilots



**Raymonde de Laroche —  
World's First Licensed  
Woman Pilot**

On October 22, 1909, Raymonde de Laroche was the first woman to pilot an aeroplane. Just a year prior, enraptured audiences in France watched Wilbur Wright

demonstrate the Wright Flyer and take his first female passenger aloft. But women in the audience like Laroche were not content to be mere passengers.

Born in Paris in 1886, Raymonde de Laroche was a stage actress and, like many of the early women pilots, she enjoyed bicycling and motor-car driving. Immediately drawn to this new motor sport, she prevailed on the Voisin aircraft builders to teach her to fly their machines. After her first solo, the addition of the title "baroness" enhanced her mystique. Other women in Europe and the United States were close on her heels, however, and the race was on to be the first to earn a pilot's license.

After performing the required maneuvers before officials from the Aero Club of France, on March 8, 1910 Madame Laroche was issued brevet No. 36 by the Fédération Aéronautique Internationale, making her the first woman licensed pilot in the world. By the end of 1911, Lydia Zvereva of Russia, Hélène Dutrieu of Belgium, Harriet Quimby of the United States of America, Hilda Hewlett of Great Britain, Melli Beese of Germany, and Bozena Láglerová of Czechoslovakia had become the first licensed women pilots in their respective nations.

Laroche performed in air shows and survived several automobile and airplane crashes. When civilian flight restrictions were lifted after World War I, she resumed flying and planned to be a test pilot. Laroche was killed in 1919 while acting as observer on an aircraft test flight.

**Recommended Reading Before Amelia: Women Pilots in the Early Days of Aviation** by Eileen F. Lebow (Brassey's, Inc., 2002).

**99s Then and Now**, a new feature launched in this issue, celebrates our woman pilot pioneers and peers.

*Licensed Women Pilots:* Research and writing by Jenny T. Beatty. Photo research by Verna West.



**Christina Jenkin —  
From Future Woman Pilot  
to Ninety-Nine**

When Tina Jenkin showed an interest in flying, her pilot grandmother Dorothy Haupt-Spangler flooded her mailbox with information about The Ninety-Nines. In

September 2000 Jenkin took her first lesson and became a Future Woman Pilot.

The women organizing The Ninety-Nines in 1929 deliberately specified that membership was open to any woman with a pilot's license, a requirement intended to reinforce the credibility and professionalism of the new organization and its members. Decades later, proposals for changing membership criteria were discussed, while some 99s chapters informally dubbed the women student pilots they mentored "66s."

A 1999 bylaws change created the Future Women Pilot membership category. Today FWP's enjoy the camaraderie of their sister pilots while sharing our commitment to The Ninety-Nines. Their fresh enthusiasm has even reignited an interest in aviation in some "old-timers" and moribund chapters.

In 2001 the Amelia Earhart Memorial Scholarship Fund granted the first Future Women Pilot Awards, and of the seven winners, Jenkin was the first to finish her Private Pilot certificate and become a full-fledged Ninety-Nine.

Now, when not at work at Sandia National Laboratories, she is training for her instrument rating on her way towards becoming a part-time flight instructor. "I would love to teach on weekends and before and after work," Jenkin says. "Any excuse to get up in the air!"

With our help, Jenkin flew a path from granddaughter of a 99 to Future Woman Pilot to licensed pilot and Vice Chairman of the Albuquerque Chapter. Today Tina Jenkin represents a growing segment of the aviation community: She's a young, professional woman and licensed pilot — and she's a Ninety-Nine.



# Wings of Hope: Making A Difference

BY KAREN GLINES

Greater St. Louis Chapter members donate their time and energy to help this airborne nonprofit serve the poor throughout the world.

**M**embers of the Greater St. Louis Chapter of the Ninety-Nines exert their energy on every level at Wings of Hope, the largest international volunteer charity in the Midwest. Headquartered in St. Louis, Wings of Hope reaches out worldwide using aircraft as a tool to assist the poor. In the past 40 years since its founding, the organization has placed 136 aircraft into service, bringing hope to people around the world where the use of aviation is vital.

Last year the chapter members tackled a tremendous assignment at Wings of Hope: helping to refurbish a DC-3 aircraft – and one with an amazing story attached.

This plane originally rolled off the line in the spring of 1942, just after the attack on Pearl Harbor. During the Normandy invasion, it dropped American troops over the beachheads of France and then served as a transporter in Africa and later in the United States. And 60 years later, during most of 2002, several members of the Greater St. Louis Chapter – Jean Murry, Delia Greer, Ruth Bohnert, Teresa Camp, Gussie Freese, Jan Pocock and Esther Grupenhagen – helped refurbish this aircraft as part of the “Rosie the Riveter” crew at the Wings of Hope hangar.

They worked outdoors in the bitter cold and the grueling heat while putting life back into the metallic heart of this old, yet noble, plane by spending hours drilling out rivets, stitching and sewing, scraping masking tape and old paint, re-drilling holes for rivets and recovering the fabric control surfaces. The refurbished plane now serves the poor as a heavy supply link to remote locations across the entire Western Hemisphere rather than fulfilling wartime duties.

Jean Murry and Delia Greer not only spent

their Saturdays at Wings of Hope working on the Rosie project, but they head off for fieldwork assignments whenever the opportunity fits into their schedules. Jean just returned from a two-week mission to Ecuador where she and five other Wings of Hope volunteers assisted the residents of the villages. A severe malaria epidemic is now rampant in that region of the world, where people are dying daily and suffering from a multitude of other medical conditions.

Late this spring, Wings of Hope will initiate its St. Louis-based Medical Air Transport plane, which will provide transportation for poor children and their families in the Midwest to specialized treatment centers such as St. Jude Children’s Research Hospital, Shriners Hospitals and others in St. Louis. Immediately upon hearing of this new project, Delia Greer stepped up to the plate and offered to become one of its flight nurses. It is just this spirit of the 99s that this phenomenal group of women regularly brings to Wings of Hope.

I had the privilege of attending a meeting of the Greater St. Louis Chapter of The Ninety-Nines recently and met many of its members. Although I’m not a pilot, it did not take long to feel the camaraderie these women enjoy.

For more information, please see [www.wings-of-hope.org](http://www.wings-of-hope.org), e-mail [woh206@earthlink.net](mailto:woh206@earthlink.net) or call 1-800-448-9487 or 636- 537-1302.

*Photo above: Teresa Camp shows her enthusiasm for the “Rosie the Riveter” project to refurbish a DC-3. Below, Delia Greer prepares for a fieldwork assignment.*



# "JUST CALL ME BOBBI"



## Remembering Evelyn "Bobbi" Trout

January 7, 1906

January 24, 2003

*Four Condors fly in missing man formation over the celebration of Bobbi Trout's life held at the Burbank, California Airport on February 23, 2003.*

*Photo of Bobbi Trout by Donald E. Martin  
Condor photo by Nanette Malher*

*Ninety-Nines Charter Member Evelyn "Bobbi" Trout once said, "Our destination is everywhere." In her flight to new horizons on January 24, 2003, she reached that final destination, where we imagine she is still the adventurous and spirited woman who left her mark in aviation history and indelibly touched the lives of so many.*

BY DR. JACQUELINE BOYD

**E**velyn "Bobbi" Trout flew to new horizons on January 24, 2003. Bobbi had celebrated her 97<sup>th</sup> birthday on January 17. She was a Charter Member of the Ninety-Nines and had been the lone surviving participant of the first Women's Transcontinental Air Derby in 1929.

Bobbi had undergone surgery for colon cancer. Susan Theurkauf and Cheryl Baker had been with her during her hospital stay. Although the cancer was extremely aggressive she had seemed to be recovering and was due to come home in a few days. However, a blood clot developed which took her life. Susan reported that Bobbi had retained her well-known wit and humor all the way. At one point she'd told the doctor, "You go treat someone who needs you, and you go home and get some rest. I'm going to be just fine." She winked that wink we all have seen Bobbi do and gave him that smile we all know so well.

In 1920 Evelyn Trout and her mother moved from Greenup, Illinois to join her father in California. Bobbi worked at her father's service station in Los Angeles. It was about 1928 when screen star Irene Castle had her hair cut short, or "bobbed." The style became quite the rage, and Evelyn decided to get hers cut the same way. When friends teased her about her new look, she quipped, "Just call me Bobbi." The name stuck and she was Bobbi from then on.

In 1928 she received her pilot's license, #2613. She was one of only five women at the time to hold a transport pilot's certificate. Her Federation Aeronautique Internationale certificate, signed by Orville Wright, was taken into space by Shuttle Commander Eileen Collins more than a half-century later.

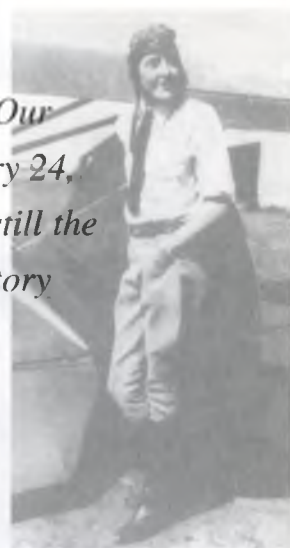
At age 22 Bobbi set a new women's endurance record (12 hours 22 minutes aloft) only to have it broken by Elinor Smith a short time later. Bobbi then prepared to make a second try at breaking the record. Once again she was successful and set the record at 17 hours.

Four months after that record-setting flight, Bobbi broke the current altitude record for light aircraft. She set a new record of 15,200 feet.

In 1929 she joined a lofty group of women to fly in the first transcontinental women's air race, later dubbed the Powder Puff Derby. During that same year she set five world records for women, which included her solo endurance record, the altitude record and the in-flight refueling record.

Photo above: Bobbi Trout standing by the tail of Golden Eagle, 1929. Below: Pancho Barnes, Gladys O'Donnell and Bobbi Trout during the 1929 Derby.

*All photos accompanying this article are courtesy of the Bobbi Trout Estate*



Accomplishments  
made during her 97  
years on this earth  
are a credit to a  
woman with a truly  
multi-faceted  
approach to living.

**B**obbi's prowess and ingenuity went far beyond flying airplanes. She was credited with enough inventions to have earned her a Certificate of Achievement from the Inventors Workshop International. Those inventions have included a sorting machine to recycle unused rivets and a device which removed jagged edges from pieces of metal. Both of these inventions were cornerstones for both her WWII business Aero Reclaiming and a business that continued many years after the war, De-Burring Service of Los Angeles.

A record-setting pilot, an inventor, a business woman, a motorcycle rider, a real estate broker, a scuba diver, the proud owner (and fast-driver) of a Porsche. Bobbi was all these things and so much more to those who knew her. The accomplishments made during her 97 years on this earth are a credit to a woman with a truly multi-faceted approach to living.

She had an indomitable spirit, a ready wit and an ability to share and create enthusiasm like no one I've ever met before. Her departure leaves a large hole in the heart of aviation.

In a message posted on the Ninety-Nines listserve, Susan Theurkauf said of Bobbi:

"You know what was so great about Bobbi? If there is a lesson for all it was that she was 'positively engaged' throughout her entire life. That's

*Bobbi with Joe Nikrent and Will Rogers after her endurance flight of 17 hours.*



why she could sit in the [99s] booth at Women in Aviation for hours in Nashville last year conversing with young women, never thinking of it as a chore or duty. And they waited in lines or waited for her to return from her ten minute break just to meet her. She always had that interest in 'you.' In essence, she was first engaged as a human being that lived in the present; and secondly, a Ninety-Nine. The loss of Bobbi is not one of a Charter Member of The Ninety-Nines but rather a tremendous loss of a human being.

"Trust me when I say, all those endurance records that were made by Bobbi Trout . . . I'm not sure you would have found me up there! As Gene Nora Jessen said to me in the museum (99s Museum of Women Pilots) one afternoon, 'Aviation in those hey days looked towards Amelia Earhart on the East Coast, and without a question, Bobbi Trout on the West Coast.' Maybe that is why Disney chose Bobbi to help promote 'Mickey Mouse' . . . their personalities matched!

"And today you can go to Disney's California Adventure Park and see her up there with the best. Bobbi Trout, Pancho Barnes, Jackie Cochran and Amelia Earhart."

For more detailed information on Bobbi's life and flying career you may also go to her webpage: [www.bobbitrout.com](http://www.bobbitrout.com).

In memory of Bobbi, a celebration of her life was held on February 23, 2003 in hangar number 34 at Burbank (CA) Airport. Bobbi made it perfectly clear that when she met her "Pilot face to face" that she wanted to be remembered during an informal reception in an airplane hangar — not a funeral. Her wish was honored as 200 friends, family and admirers shared memories and paid tribute to Bobbi Trout.

"Life with Bobbi is never ending," says Nanette Malher, Bobbi's friend and Webmaster. "Her energy is with all of us who have been entrusted with the honor of passing this extraordinary spirit on to the world.

- Engage yourself!
- Live in every moment!
- Trust others and be trustworthy!
- Love with abandonment—with less concern for yourself than others!
- Rejoice in the power of the human spirit!
- Reach for the stars!
- Live!

And you will always know the power of "Life with Bobbi."



Her many awards include:

- Federation Aeronautique Internationale Medallion
- Aviation Gold Cross from King Carol of Romania
- OX5 Aviation Hall of Fame
- Women in Aviation International Hall of Fame
- Howard Hughes Memorial Award for lifetime contributions to aviation
- NAA Elder Statesman
- Maxwell Air Force Base "Gathering of Eagles" honoree
- Forest of Friendship Honoree
- OX5 Pioneer Woman of the Year

Donations in Bobbi's memory may be made to the following funds:

**The Ninety-Nines Amelia Earhart Memorial Scholarship Fund**

Please specify in writing on your check

or note that it is for Bobbi Trout and send to:

Amelia Earhart Memorial Scholarship Fund  
Ninety-Nines, Inc., Charlene Falkenberg  
618 S. Washington St., Hobart, IN 46342.

**Bobbi Trout Scholarship Fund**

No specific guidelines had been set for this particular scholarship at the time this article was written. Within the past couple of years Bobbi had contacted Nanette Malher, a professional webpage developer to help her develop her own website. She and Nanette, owner of Axiatrix Enterprises, became fast friends.

In speaking with Ms. Malher she mentioned that the donated funds would go to help young women start a flying career, although she thought it might also be used for "first flights."

Further information on the scholarship will be available on the website or you may contact Axiatrix Enterprises at the following address:

Axiatrix Enterprises  
Bobbi Trout Scholarship Fund  
P.O. Box 41452, Nashville, TN 37204.

*Bobbi advertises for Walt Disney's new Mickey Mouse in 1929.*



Fay Gillis Wells



# CHARTER MEMBERS

The Ninety-Nines  
sadly says goodbye to  
four charter members  
who have flown to  
new horizons since  
December 2002



Bobbi Trout



Phyllis Fleet  
Nelson Crary

A significant loss has befallen The Ninety-Nines with the passing of four charter members, all within the past three months. Flying on to new horizons were Fay Gillis (Wells), December 2; Candis Hall (Hitzig Gullino) on January 12; Evelyn "Bobbi" Trout, January 24; and Phyllis Fleet (Nelson Crary), February 10. Charter Members such as these four women helped define the role of females in aviation. It was their love of flying, their courage to chart new skies and their determination to be accepted in a "man's world" that paved the way for women pilots today.

It all started on November 2, 1929, when twenty-six women gathered at Curtiss Airport, Valley Stream, New York. The weather wasn't favorable and most drove in or came by train. The first order of business was the selection of Neva Paris as temporary chairman, then the presentation of flowers to Viola Gentry, who was recovering from a crash following an endurance record attempt. The women conducted their business in a hangar above the din of a Curtiss Challenger engine running up as the work of the mechanics proceeded around them. Tea was served from a tool box wagon on wheels.

Eligibility and purpose were quickly decided upon. Membership would be open to any woman with a pilot's license, and the purpose was "good fellowship, jobs and a central office and files on women in aviation." Choosing a name was a little harder. Some offerings were The Climbing Vines, Noisy Birdwomen, Homing Pigeons and Gadflies. Amelia Earhart and Jean Davis Hoyt put a stop to the nonsense, proposing that the name be taken from the sum total of charter members. Thus the group was momentarily The 86s, then The 97s and finally The 99s. The name/number stopped at 99, but the membership thereafter grew worldwide.

These first 99 women became The Ninety-Nines charter members.

# **Charter Member**

## **Year Died License**

Alexander, Mary C. (Held)	1955	8561
Bacon, Mary Ellen	1936	9969
Bancroft, Barbara W.		6200
Blake, Bernice C. (Perry)	unknown	9138
Bridewell, Ruth T.	unknown	6793
Brown, Margery H.	1961	6945
Brown, Myrtle 1934 7701 Brown, Vera	1976	10591
Burleigh, Thelma R. (Johnston)	1982	6761
Caldwell, Myrtle	1992	7718
Chassey, Irene J. (Green)	1991	8587
Chittenden, Bonnie (Whitman)	1998	8589
Clark, Marion (Clendaniel)	1992	6763
Combes, Esther (Vance)	1983	3180
Cox, Helen V. (Cohecy Bikle)	1992	7767
Davidson, Jean **		9400
Dodge, Jane	unknown	7930
Doig, Margery L. (Greenberg)	1973	10073
Earhart, Amelia	1937	5716
Elder, Ruth (Camp King)	1977	675
Elliott, Thelma (Giesin)	1991	7732
Ferguson, Frances (Leitch Leistikow)	2002	8695
Fenno, Sarah S.	unknown	9920
Fiset, Adeline F. (Anderson)	1992	8613
Fleet, Phyllis (Nelson Crary)	2003	8097
Foltz, Edith (Stearns)	1956	5600
Fox, Ila (Loetscher)	1999	7738
Gentry, Viola	1988	1822
Gillis, Fay (Wells)	2002	9497
Goddard, Phyllis M. (Penfield)	1984	5487
Goodrich, Mary H. (Jenson)	2000	9410
Gorby, Melba (Beard)	1987	9116
Grey, Geraldine (Loffredo)	unknown	1788
Hall, Candis I. (Hitzig Gullino)	2003	6500
Hall, Sacha (Martin)	1992	2500
Halliburton, Ruth E. (Seitz) **		8031
Harrell, Frances (Marsalis)	1934	7346
Heath, Lady Mary (Williams)	1935	5333
Hopkins, Nancy (Tier)	1997	5889
Hoyt, Jean D.	1988	4851
Huyler, Betty (Gillies)	1998	6525
Johnson, Katherine F.	1967	7793
Joseph, Angela L.	1930	8947
Kauffman, Mildred E. (Workman)	1932	6447
Kelly, Betsy (Weeks)	1985	9948
Kelly, Madeline B. (Royle)		5919
Kenyon, Cecil W. "Teddy"	1985	9949
Kenny, Cecelia Roy	1980	7143
Klingensmith, Florence E.	1932	7096

Kunz, Opal Logan	1967	6830
Lay, Eleanor B. (Ross)	1981	8343
Lange, Eva Mae	1963	8189
LaRene, Jean (Foote)	1960	5700
Leh, Dorothea Backenstoe	1955	3961
Lesser, Marjorie May (VanAntwerp)	1969	7200
Lovelace, Ethel **		5766
Lutz, Lola L.	1968	7806
MacDonald, Mildred H. (Chase)	1982	7455
McConnell, Edwina (Thro)	1992	7500
McCulloch, Retha (Crittenden)	1993	5260
Manning, Helen (Mathews)	1963	9241
Mathews, Olivia "Keet" (Maugham) **		9159
Miller, Jessie Maude	1973	6014
Mills, Agnes A. **		5711
Nelson, Sylvia Anthony	1984	6456
Nichols, Ruth Rowland	1960	326
Noyes, Blanche Wilcox	1981	6540
Nicholson, Mary Webb	1943	9562
O'Donnell, Gladys	1973	6608
O'Mara, Margaret Fzandee **		2175
Omlie, Phoebe Fairgrave	1975	199
Paris, Neva Findley	1930	5073
Paxon, Peggy J.	1992	8551
Peacock, Achsa B. (Donnels)		3289
Perry, Margaret C. (Manser)	1951	4049
Place, Elizabeth F. **		8716
Porter, Lillian (Metcalf) **		4229
Rasche, Thea	1971	6700
Ray, Mithilda J. **		7591
Rothholz, Meta	1974	10169
Ruland, Gertrude (Oberlander)	1972	8322
Shankle, Joan Fay (Davis)	1951	7838
Spangle, Hazel Mark	1992	9260
Stewart, Ruth Woerner	1932	5375
Stinson, Marjorie C.	1975	1600
Stinaff, Mildred	1931	10491
Stocker, Dorothy L.	unknown	7973
Thaden, Louise McPhetridge	1979	1943
Thomas, Margaret (Warren)		6180
Trout, Evelyn Bobbi	2003	2613
Von Mach, Mary E.	1980	4117
Walsh, Wilma L.	**	4272
Walker, Vera Dawn	1978	5265
Webb, E. Ruth **		8240
White, Nora Alma	1931	9270
Willhite, Nellie Zabel	1991	8242
Willis, Margaret (Smith)	1971	5018
Wood, Josephine C. (Wallingford)		9129
Worley, Alberta B. (Homan) **		9286

# Aging Can't Ground These Women

San Fernando Valley Ninety-Nines celebrate their chapter's 50th Anniversary — and not by sitting around “taking their pulse”!

BY DENNIS MCCARTHY  
Courtesy Los Angeles Daily News

**H**ere's all you need to know about The Ninety-Nines to understand where this international organization of women pilots is coming from: One of their members recently turned 91 and had to sell her plane because she was too old to fly it anymore.

She took the money and bought a new Jaguar. “We don't sit around and start taking our pulse just because we're getting older,” says Jan Wood of Reseda, who puts her own age as “somewhere over 80.”

No, they don't. If anything, The Ninety-Nines — named for the group's 99 charter members including Amelia Earhart, its first president — is one of the most active, fun-loving, daredevil groups of diverse women you're ever going to meet — on or off the ground.

Wood, a member of the San Fernando Valley Ninety-Nines, which recently celebrated its 50th

anniversary, has been flying since the early 1940s. She sold the accordion her parents bought her for \$350 and spent the money on 35 hours of flight training so she could become a WASP — Women Airforce Service Pilots of World War II. She still flies the Cessna 170 she piloted around the world in 1956 during a year's sabbatical from teaching school.

“I looked at

Jan and Babe, and thought, ‘These are the kind of women I want to be like when I'm in my 70s and 80s — so vibrant and full of life,’” said Mary Glassman of Van Nuys, also a member of The Ninety-Nines. Babe is Irma “Babe” Story of Lancaster, a Ninety-Nines member and another former WASP. She's also over 80 and doesn't fly herself anymore but will drop whatever she's doing to take a ride in the skies — anytime, anyplace.

Glassman was in her early 40s in 1983, and her kids were grown when she decided to fulfill her longtime passion to fly. “My husband had just died, and I hired a plane to scatter his ashes over the desert,” she said. “Marvin always loved the desert.

“The pilot asked me if I wanted to take over the controls for a while, so I did,” Mary said. “It was almost like Marvin was telling me, ‘Go for it, honey.’” The next day, she drove over to Van Nuys Airport and signed up for flying lessons.

Jeanne Fenimore of North Hills got her pilot's license in 1971 and joined The Ninety-Nines two years later because she saw the same thing Mary did. A group of women who loved life and adventure — and age be damned.

“We're so diverse in who we are and what we do,” Jeanne said. “We've got doctors, lawyers, housewives and every profession in between, with one common thread — a love of flying.”

The baby of the 85-member San Fernando Valley Ninety-Nines is Jennifer Miller, 27 of Burbank, who wants to become a professional pilot someday. “I met the ladies while I was taking some flight training and went to one of their meetings,” she said. “Right away I could tell this was one very interesting, lively group of women. I kept coming back to the meetings and got my pilot's license last December. The Ninety-Nines were a big support. I couldn't have done it without them.”

It's that support of friendship and scholarship funds for future women pilots that's at the heart of The Ninety-Nines, member Ruth Logan said. “Our goal is to encourage more women to become involved in aviation. We're there to talk to them, support them and help them fulfill their dreams.”

Like Jan and Babe did for Mary and Jeanne, and like these women are doing for Jennifer now. So that someday when they all turn 90 and can't fly anymore, they won't be sitting around taking their pulse. They'll be out looking for a new Jaguar.

Left to right: San Fernando Valley members Paula Sandling, Ruth Logan, Mary Glassman, Jeanne Fenimore. Insert: Jan Wood circa 1956 when she piloted around the world.

Tom Mendoza





BY JENNY T. BEATTY  
International Careers Committee Chair

# Reasons for Joining The Ninety-Nines

*When I asked my professional pilot friends why they are 99s, one response was so insightful and on-target that it had to be shared with a wide audience. This great summary of the benefits of 99s membership comes from Captain Karen Kahn, major airline pilot and member of the Santa Barbara Chapter. I urge you to pass this on to prospective 99s — sport and career-oriented women pilots alike!*

## An Airline Captain's Top Ten Reasons for Joining The 99s

*by Captain Karen Kahn*

**1. Experience:** Some mistakenly think this is a social organization for older women pilots — but it is so very much more! Get to know the players and you'll find that 99s are experienced pilots from all areas of aviation, with histories and achievements that young pilots have only dreamed of. From jet airliners, helicopters, space shuttles and business jets, to tail-draggers, air racing, soaring, aerobatics and ballooning — you name it and there's a 99 doing it.

**2. Networking:** We are more than 6,000 women pilots worldwide, many of whom are doing or have done exactly what you hope to do in the future. We are eager to share our knowledge and experience with you, so contact us and we'll be happy to help you fly your dreams. Each of us can remember another 99 who helped us accomplish our goals, and Pay it Forward is the name of the game.

**3. Education:** The Ninety-Nines sponsor many large and small educational programs, from a few members discussing a specific flying topic at a chapter meeting to sponsoring public aviation safety meetings and conferences.

**4. Friendship:** Want to make friends in your new flying vocation or avocation? Meet women who share your interests by joining The Ninety-Nines. We're looking for you, too, and you'll find the new friendships to be very rewarding and enduring.

**5. Scholarships:** From chapter awards for beginning pilots to the Amelia Earhart Memorial Scholarships for advanced pilot training and aviation education, The Ninety-Nines have a scholarship that can help you achieve your goals in aviation.

**6. Understanding:** Many of us have been through the same trials and tribulations when learning to fly or achieving advanced ratings. We have figured out ways around the obstacles and can help you with good ideas to get you moving forward. Share your concerns, ask for help and take advantage of our knowledge and sympathetic ear.

**7. Recognition:** Your victories and achievements, large and small, will get the recognition they deserve from your peer group. No reason to try to be one of the guys when you can shine as one of the gals!

**8. Encouragement:** This natural part of women sharing with women is particularly useful since we fly in what is still mostly a man's world. Find your female role models and mentors here in The Ninety-Nines.

**9. Career Tips:** Pilot-specific information, realistic solutions and career networking are just a few of the tangible rewards you'll find in your interactions with 99s in your local chapter and online in the new Pro 99s Network at [www.Ninety-Nines.org/Pro99s/](http://www.Ninety-Nines.org/Pro99s/).

**10. Acceptance:** Being a Ninety-Nine guarantees your acceptance, regardless of your experience level. Chapters exist worldwide, and you'll find that the welcome mat is always out, wherever you may land. The Ninety-Nines are the Good Old Girls network we've all been hoping to create, here and now.

# Emily Howell Warner: First Lady of the Flight Deck

BY JEAN HALEY HARPER

Emily Howell opened the cockpits to women pilots when Frontier hired her in 1973.

The first time I ever heard of Emily Howell was in the spring of 1973. I was waiting in the pilot lounge at the University of North Dakota flight operations hangar when my commercial student (now a senior captain for Northwest Airlines) sauntered in with a long face and a glum pronouncement. Frontier Airlines, he muttered, had just hired a woman pilot.

Good heavens – at last! My heart hit the ceiling, and I almost screamed with excitement while

he mourned, head in hands, the end of what used to be an exclusively male profession. As a 23-year-old female aviation student and flight instructor, I had optimistically committed myself years earlier to preparing for a career that had never before been entered successfully by a woman in this country. It was an exciting, although at times unnerving, aspiration — a bit like climbing to the top of a high dive at a pool that contained no water, hoping that one day it would be filled. But now...

I was ecstatic.

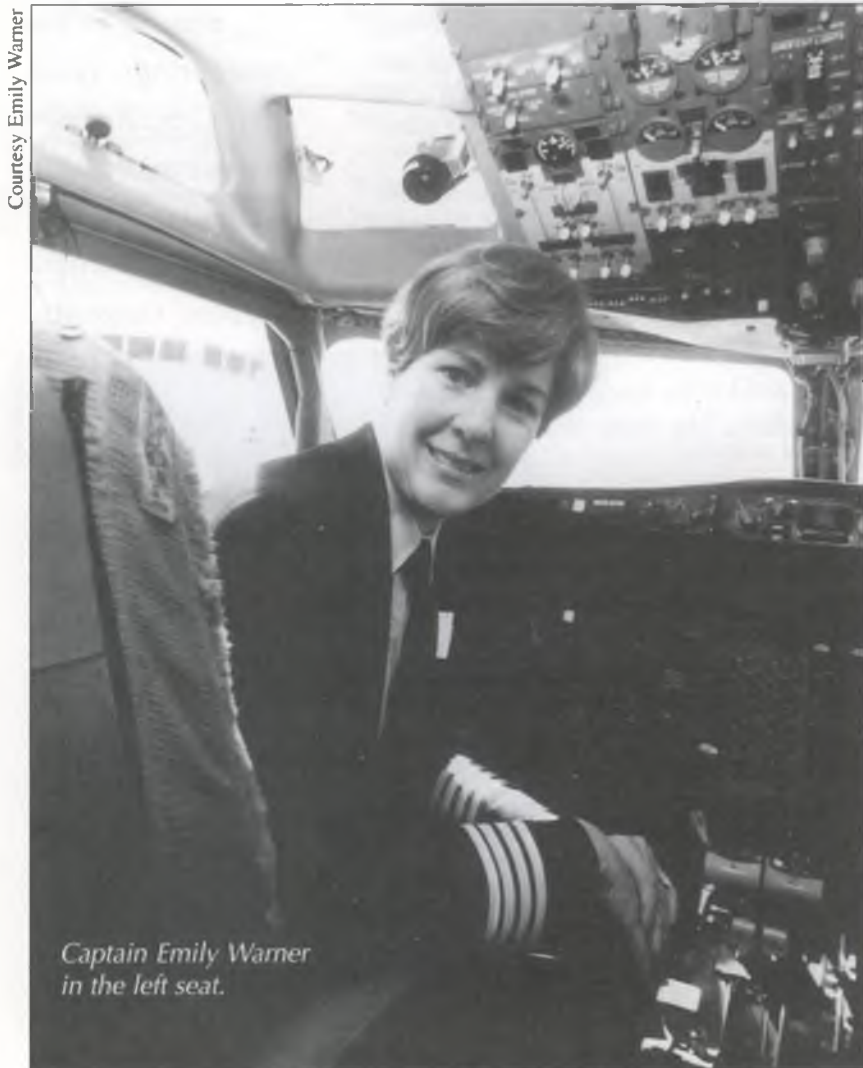
My friend later admitted that he was only teasing me with the chauvinist act. He knew how much that news would mean to me, and he wanted to deliver it himself.

## *In the early days*

Of course I'd read about Helen Ritchie, who served as a copilot for Central Airlines in 1935. Regrettably, she resigned after less than a year when it became evident that she would never be taken seriously or regarded as an equal among her male counterparts. Even the elite Women Airforce Service Pilots (WASPs) of World War II, more than a thousand female aviators who flew everything from AT-6s to B-25s, were turned away from airline hiring offices.

I was 11 years old in 1961 when my dad, a crop-duster pilot, pointed out a newspaper article featuring Turi Wideroe, a pretty blonde woman who had just been hired as a copilot for Scandinavian Air in Europe. I was wide-eyed with wonder and eager for more news about her, or any other female airline pilots elsewhere in the world. (Rumor had it that some women flew for Soviet airlines behind the Iron Curtain, but during the Cold War, such news was sketchy and difficult to verify.) Years passed and I never heard anything more, even by the time I'd earned my pilot certificates.

Perhaps this conspicuous lack of role models was the inspiration for the early 1970s Robert Serling novel, dauntingly titled *She'll Never Get*



Captain Emily Warner  
in the left seat.

*Emily as a new hire at Frontier Airlines in 1973.*



*Off the Ground* – a fictional account of the first American female airline pilot. (Flight Officer Wideroe was mentioned in a make-believe “celebrity cameo” congratulating the main character on her hiring.) In the end, the protagonist chose love over duty and lost her Airline Transport Pilot certificate. How depressing...I’d foolishly hoped for a happier ending.

**E**ven with competitive qualifications, I knew, history had shown that it would not be an easy road for women attempting to enter this profession. While I had some prior experience in cracking walls of resistance to female pilots on a much smaller scale, the thought of filing a civil lawsuit against any airline (as I’d been told I would probably have to do to force the hiring of women) made me shudder. There had to be someone out there so eminently qualified that she would be hired on merit alone — someone who could fill shoes that were far too big for me at that time.

#### ***A new era***

There was, and she didn’t have to go to court to get a shot at the job of her dreams. I instantly

loved this lady named Emily Howell, an individual who, by that point, was clearly no publicity stunt but a legitimate member of the pilot workforce who would be expected to upgrade to captain and remain actively employed until retirement age, just like every other pilot who had preceded her. Emily’s place in aviation history, I was certain, would be as important and influential as Amelia Earhart’s.

The “interline scuttlebutt” I picked up from airline pilots passing through Grand Forks whenever I asked if they’d heard of the Frontier Lady was encouragingly positive: “Well-qualified,” “Good pilot,” “Everybody likes her.” In a profession where dirt is brutally disseminated and negative rumors fly faster than a Boeing 727, these men consistently spoke of Emily with genuine respect. Before that year was over, American Airlines, Delta, Pacific Western (Canada) and Eastern had hired their first women pilots.

#### ***A dream realized***

Five years, a college degree and several flying jobs later, I was hired in early 1978, along with two other women, as the first female pilot candidates of United Airlines. You can imagine

Emily’s place in aviation history, I was certain, would be as important and influential as Amelia Earhart’s.



Kathleen Malone, American Airlines

*At her retirement party, Emily, seated, is congratulated by United Airlines captains, from left, Krisan Wismer, Airbus; Judy Lee, Boeing 777; and Karen Bland, Boeing 757.*

Her historic groundbreaking continued when she became the first female member of the Air Line Pilots Association and later the first female airline captain in the United States

my excitement when, 12 years after my first flying lesson and the intensity (not to mention public scrutiny) of new-hire pilot training, the three of us received an invitation to a social gathering of women airline pilots in Las Vegas, Nevada — and Emily would be there! Twenty-one young, vivacious ladies, representing 10 different airlines, showed up in May of 1978 to talk nonstop, compare flying stories, party together and become instant lifelong friends. These women were the first genuine, same-gender peers I'd ever met outside of my own airline, and that had been only a few months earlier. Suddenly a cheer went up. Emily had arrived.

I'm not sure what kind of person I expected: someone with "scarf and goggles" flamboyance, perhaps? Instead, we met a 30-ish woman who was warm, quiet and conservatively dressed, without a hint of pretension and with a disarming sense of modesty. I was amazed — she looked like any school kid's mom. While she gently protested that she had only done the same job that thousands of other pilots ahead of her had accomplished with no fanfare whatsoever, she nonetheless graciously acknowledged our accolades — and her auspicious place in aviation. By the time the charter members of the newly minted International Society of Women Airline Pilots (ISA+21) returned home to our beloved jets, high from the experi-

ence, I felt certain that the best possible person had opened the door for us all.

### ***Modern-day pioneer***

Even after I'd made it into the Big Leagues, I never stopped looking up to Emily, who by then was married to Julius Warner, as a mentor and role model. Her historic groundbreaking continued when she became the first female member of the Air Line Pilots Association and later the first female airline captain in the United States. Her four-stripe uniform is displayed in the Smithsonian Institution's National Air and Space Museum, along with the Mercury capsule and the Spirit of St. Louis.

Nonetheless, Emily Warner could only watch as younger women from other carriers, all of whom had benefited from her trailblazing, were promoted to the captain's seat of transport jets (one in a widebody) ahead of her. Despite the frustration of differences in progression between airlines, she thoughtfully honored her sister pilots' achievements by establishing the "Captain's Club" within ISA to recognize those who successfully upgraded to the left seat.

Her own intense desire to be in command of a transport jet was eventually realized, as was mine (about a decade later!). One of my proudest moments as an ISA member was accepting my Captain's Club award — from Emily herself.

Captain Warner's career, like that of thousands of other pilots in the era of deregulation, was not without its disappointments and setbacks. After Frontier's bankruptcy in 1986, she sought and found work flying for Continental and United Parcel Service before accepting a position with the FAA as a full-time Aviation Safety Inspector and Aircrew Program Manager for the Boeing 737 fleet of United Airlines in Denver.

Although her career didn't end with a rousing Frontier jetway party on her last trip as a captain, as we all once assumed it would, her friends in the United Airlines Boeing 737 fleet, nicknamed "The Guppy Club," hosted one themselves. Christopher Sheehey, Standards Captain B-737-300; Sally Smith and Dan Sisneros, Program Support Coordinators; and Theresa Saul-Laughlin, Flight Training Programs Specialist B-737, organized a gala dinner dance in her honor on April 26, 2002, at the Stapleton Doubletree Hotel, to toast her retirement.

### **Celebration**

Inside the crowded ballroom, a large screen displayed a black-and-white high school graduation portrait of a young Emily. The guest of honor happily greeted about 200 friends and coworkers, including representatives of ALPA, Clinton Aviation, the FAA, the original Frontier Airlines, ISA+21, the 99s and United Airlines. A cake I made for her, an edible replica of a Frontier captain's hat on a field of sky blue adorned with a red rose, symbolized the feminine touch she brought to a predominantly masculine career field.

The program, narrated by master of ceremonies Christopher Sheehey, was a musical and pictorial presentation produced by Theresa Laughlin. The video highlighted women's progress in aviation before blending into Emily's career. Even though the tone was intentionally lighthearted and humorous as pictures of an attractive, slender young lady in her 20s in and around a slew of airplanes were flashed upon the screen, the undeniable magnitude of what she had accomplished was palpable. Cheers and applause spontaneously erupted when the show got to the point of her actual hiring at Frontier, and Captain Sheehey had to pause several times for the enthusiasm to die down so he could continue.

### **A foot in the door**

An insider's viewpoint of Emily's history-making career breakthrough was provided in a colorful and candid documentary written by retired Frontier captain and former MEC Chairman Billy Walker. Another former Frontier pilot (now

a United captain), who had been one of Emily's copilots on the Boeing 737, commented that the original Frontier was not at all a politically correct workplace at that time and that she had picked a mighty rough environment in which to break a powerfully entrenched tradition. But change it she did, and in doing so won the respect of many male pilots who may not have been especially happy, at first, to make room for a lady in their cockpits and crew rooms.

Captain J.R. Russell, the newly appointed Denver chief pilot for United Airlines, presented Emily with an airline pin, followed by a large arrangement of red, white and blue flowers from Theresa Laughlin, on behalf of the United Boeing 737 fleet. Retired United Captain Nancy Aldrich, representing the Colorado Chapter of the 99s, gave her friend and fellow 99 a gift assembled by members Donna Miller and Bev Sinclair. It was a framed set of Jeppesen airport diagrams of both Stapleton and Denver International Airports, symbolic of the breadth of Emily's career, which started and ended in Denver.

### **Thanks, Emily**

Personal tributes to Emily were started off by retired Captain George Raymond, formerly a Boeing 737 flight manager of training for United, who been one of Emily's instrument flight students in his younger days. His anecdote was evidence of the depth of respect he had for his early instructor. Other personal stories, some by women airline pilots for whom Emily had been their primary role model, thanked her for her courage, tenacity, strength of character and class.

Captain Warner's career, like that of thousands of other pilots in the era of deregulation, was not without its disappointments and setbacks.

*Emily and her husband Julius "Jay" Warner are in the spotlight at Emily's retirement celebration.*



Sally Smith

The prolonged standing ovation that followed brought the realization home — she did it! From hiring to retiring, Emily Howell Warner had gone the distance.

Several groups of people were asked to stand and be recognized — all the female airline pilots in attendance (a large number), anyone who had ever taken a checkride from Emily (also a sizable crowd, mostly men), and anyone who had ever given Emily a checkride (one of whom was Jim Muncey, her original flight instructor from Clinton Aviation). The gratitude for her widespread positive influence was clearly as deep, genuine and heartfelt from the men in attendance as it was from the women.

At last the guest of honor herself spoke after having been repeatedly embarrassed with praise several times that evening. She retold, from her point of view, the story of her “camping out” for weeks on Frontier’s doorstep in the early 1970s, of the interview and tough checkride, and the string of events that led to Frontier, after due consideration, coming up with no reasons not to hire her. It was a story of which I never tire, that always gives me chills and had the entire room of seasoned aviation professionals captivated.

#### ***When truth is better than fiction***

She explained the significance of the flowers. The Swedish aviation pioneer, Turi Wideroe, had personally congratulated Emily back in 1973 by sending her a similar red, white and blue bouquet. “But these mean more to me,” she said. When Captain Warner declared, in parting words of wisdom, that “what goes around, comes around,” she was alluding to her career, which started out in the jumpseat of a Boeing 737 as a flight engineer and ended in exactly the same place, giving checkrides for the FAA.

The prolonged standing ovation that followed brought the realization home — she did it! From hiring to retiring, Emily Howell Warner had gone

*Emily with Jean Harper, United Airlines Captain and author of this article.*



*United Captain J.R. Russell pins Emily at her retirement party.*

the distance. This down-to-earth, patiently persistent woman with an easy smile and quiet dignity — who never purposely set out to call attention to herself, from whom I’ve never heard an unkind word about anyone, who took her career more seriously than herself, who is a loving wife and mother — made “age 60” look beautiful. And (unlike her fictional alter ego) Emily didn’t have to choose between love or flying. She got both.

“Emily?” came a childlike voice over the loud speaker during the band’s intermission. Up on stage was a red-haired boy, about 10 or 11 years old. The grave little guy clutched the microphone nervously. Was he going to sing her a song?

“Emily?” he said again, trying to get her attention as the buzz of the crowd quieted. He took a deep breath.

“I love you!”

The spontaneous cheer of approval confirmed it — he spoke for us all.

This article is adapted with permission from Centennial Aviation and Business Journal, June 2002.

*Jean Harper, a Denver-based Boeing 757 Captain for United Airlines, lives in Centennial, Colorado with her husband Victor, also a United captain, and their two teenaged children. Her mother-in-law, Sylvia Harper, is a longtime 99.*

## THE NINETY-NINES WELCOMES THESE 82 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**NINETY-NINES:** Helen Anne AARON, Southeast Section • Sigrid ALLENSTEIN, New Orleans Chapter • Lynette H. ASTER, Mid-Atlantic Section • Shelby E. BASLER, Kansas Chapter • Pamela BODIE, Central Oregon Chapter • Caro Bayley BOSCA, All-Ohio Chapter • Jo Ann BOWMER, Iowa Chapter • Doreen Gail BRANCH, Maryland Chapter • Kristen Leigh BRAZIER, East Canada Section • Patti Diane BROWNE, Bakersfield Chapter • Nicole Ann CAGNOLATTI, Orange County Chapter • Linda Fritsche CASTNER, North Jersey Chapter • Janet Karen CHANG-PRYOR, Alameda County Chapter • Lauren Leigh CLARK, Nebraska Chapter • Ann Marie COVILL, Phoenix Chapter • Victoria A. CURTISS, Orange County Chapter • Nancy S. DAY, Purple Sage Chapter • Jill Marie DELGAIZO, North Jersey Chapter • Christina Jean DIFELICE, Reno High Sierra Chapter • Tina Rachell DODWELL, Southeast Section • Tracy Lea DUNN, Maple Leaf Chapter • Judy L. EGGLESTON, Washington DC Chapter • Diana Sue EMRICK, South Beach Chapter • Carol M. FROEHLIG, Southwest Section • Maria R. GEX, Las Haight, First Canadian Chapter • Tanis Chapter • Stayce D. HARRIS, Oklahoma Area Chapter • Phyllis Ann HOWARD, Old Dominion Chapter • Suzanne E. LYNCH, Kentucky Bluegrass Chapter • Section • Ranna MCNEIL, Northwest Ambassador Chapter • Kendra Joy Patricia F. MUSSER, Katahdin Wings Texas Chapter • Michelle Jeanette OKASINSKI, All-Ohio Chapter • Sherry PERALA, Finnish Section • Debra D. L. RICHIED, Reno High Sierra Chapter • Twyla Merlene ROGERS, Katahdin Wings Chapter • Jennifer Ashleigh ROSS, Northwest Section • Jeanne L. SEEWALD, Southeast Section • Sabrina Therese SHARKEY, San Luis Obispo Co. Chapter • Jamie Robin SIMEK, Chicago Area Chapter • Vanessa SLAYBAUGH, Eastern Pennsylvania Chapter • Sharon SNYDER-ROTHWELL, Southeast Section • Colleen S. TAVENNER, Mid-Atlantic Section • Dina THOMPSON, Eastern Ontario Chapter • Valeerdur Vally THORSTEINSDOTTIR, Washington DC Chapter • Kristen H. TSOLIS, Monterey Bay Chapter • Wilma L. VINTON, Midnight Sun Chapter • Barbara Ellen WALTERS-PHILLIPS, Florida Spaceport Chapter • Ann S. WARDRUM, Southeast Section • Gary Ann WHEELER, Foothills Chapter • Nadine L. WILSON, Midnight Sun Chapter • Darlene Evonne WOLF, Chicago Area Chapter • **ACADEMIC:** Rachel Jessica CAIN, South Central Section • Cally Ann COURTRIGHT, Northwest Section • Krystal Ann KOCH, Indiana Dunes Chapter • Kaleena Ann SKAGGS, Kentucky Bluegrass Chapter • Vandana "Vandi" VERMA, Mid-Atlantic Section • **FUTURE WOMAN PILOTS:** Carol Anne BENNETT, Orange County Chapter • Brooke Christine DAVIS, San Antonio Chapter • Shirley June DERR, Western Washington Chapter • Kali Marie ELLIS, Mid-Columbia Chapter • Elizabeth Scott FLEMING, Kentucky Bluegrass Chapter • Laura Kathryn FLORL, Oregon Pines Chapter • Rosanna Regina GORBACH, North Jersey Chapter • Jessie Kate HARLESS, Crater Lake Flyers Chapter • Patricia A. JOHNSON, El Paso Chapter • Sharlynn L. KEYS, Fort Worth Chapter • Ursula Katharina KLICKER, Women With Wings Chapter • Lisa A. LANE, Santa Clara Valley Chapter • Judith LOGUE, Garden State Chapter • Susan E. SCOTT, Ambassador Chapter • Jenny Lynn SHIRTON, Maple Leaf Chapter • Anita Susan VITALE-GEISZ, Orange County Chapter • Laura Janine YOUNG, Santa Clara Valley Chapter.



Central Section • Tiffany Ashley FINE, Long Long Island Chapter • Lori L. FUGLESTAD, Vegas Valley Chapter • Katherine Mary M. HAMMOND, Santa Barbara Chapter • Kathleen Lynne HESS, Chicago Oklahoma Chapter • Susan Marie HUDAK, JONES, Kansas Chapter • Leslie Lynn Anita "Ann" MCMAHON, South Central Section • Lana MCVEY-JIMENEZ, MOFFET, Greater Kansas City Chapter • Chapter • Judy Golden MUZYCZYN, Tip of NIXON, Monterey Bay Chapter • Milkey J. J. PARSHLEY, Phoenix Chapter • Merja

## NEW HORIZONS

### EVELYN "BOBBI" TROUT CHARTER MEMBER

Ninety-Nines Charter Member Evelyn "Bobbi" Trout flew to New Horizons on January 24, 2003. She was born in Greenup, Illinois, on January 7, 1906. At the age of 12 she saw her first airplane flying overhead, and it was love at first sight. "Some day I'll be up there. Someday I'm going to fly an aeroplane."

She took a big step toward that goal on December 27, 1922 when she had her first ride in a Curtiss Jenny at Burdett Field in Los Angeles. About the age of 22, she got the nickname "Bobbi" when she had her hair cut short, or "bobbed," like film star Irene Castle. On New Year's Day 1928, Bobbi began her flight training at Burdett school of aviation in Los Angeles with Burden Fuller. She soloed on April 30, 1928. Two weeks later she completed her training and was issued license number 2613. She was the fifth woman in the USA to obtain her transport license.

On January 2, 1929, Bobbi took off from Van Nuys Airport on an endurance flight that would last for twelve hours and eleven minutes and beat Viola Gentry's eight-hour endurance record. She had set a new solo endurance record for women that would last for only 29 days when Elinor Smith beat her time by an hour. And then the race was on!

Bobbi's flying career was full of firsts and record-breaking events — speed, altitude and endurance to name a few areas. She



John Underwood

Bobbi Trout in Al Wilson's Curtiss Pusher at Grand Central.

grabbed life for all it was worth right up to her last breath.

Pat Prentiss said it well: "It is sad to lose another charter member, another beautiful person, but it is wonderful to have had a Bobbi Trout touch our lives and who has been such an inspiration to so many women in this great field of aviation."



Phyllis Fleet  
Nelson Crary



### PHYLLIS FLEET NELSON CRARY CHARTER MEMBER

Phyllis Fleet Nelson Crary went on to New Horizons on February 10, 2003. She was the daughter of prominent aircraft builder Major R.H. Fleet. Her introduction to flight was in 1927 by Barney Oldfield in Texas, who showed her every known stunt, and Phyllis was hooked. She returned to Buffalo, New York where the Fleet airplanes were made and learned to fly. She was licensed in 1929 (in a Fleet biplane, of course).

She was a charter member of The Ninety-Nines, and despite living in upstate New York at the time, didn't attend the organizational meeting at Curtiss Field since her mother would not allow her to travel to the city unchaperoned. Being the only woman pilot in Buffalo, she didn't meet any other 99s for some years. Phyllis was the only woman in her class at Cornell University studying mechanical engineering. Early on she made a major flight from Los Angeles to Tacoma, WA in four days doing public relations work for her father and Fleet Aircraft.

She took lessons mainly from two instructors. One young man, Clint Warner, told Phyllis, "Fly the pants off the ship, don't let it fly you," and the other, Mick Mikelson, advised her, "Remember, you can't be too careful."

"To this day," said Phyllis in a 1978 interview, "I think that if one combines the two thoughts that you've got the makings of a good pilot."

## NEW HORIZONS

### CANDIS HALL HITZIG GULLINO CHARTER MEMBER

Charter member Candis Hall went to new horizons on January 12, 2003 due to complications from a fall in Lewisburg, West Virginia. She was 95 years old.

Candy's first association with flying was her announcement that she wanted to fly in a dirigible to Europe. As a means of dissuading her, her father suggested she fly to California to visit her aunt. In February 1928, in an attempt to set a record as the first woman to fly from New York to California, she was weighed as mail on a mail scale, replaced the airmail and took off as a passenger in an airmail plane. Every four hours there was a pilot change and it was a fierce trip.

At one point over the Allegheny Mountains, the plane dropped 1,000 feet and Candy was no longer in the airplane. She attempted to find the 'chute cord, but before she found it and could do anything about it, she was back in the airplane again — it having maneuvered underneath her.

On landing in Chicago in snowy conditions, they wound up in a nose-down position and had to climb out of the airplane via a ladder. At this point, she had to connect with the commercial flight from Chicago to Salt Lake City, Utah. She met Margaret Saunton, another girl who was attempting the same New York to California record. These two ladies again parted company and were back in the open cockpit to the West Coast, again in an airmail plane. Candy flew to Los Angeles and Margaret to San Francisco. Candy came out the winner by a few hours.

Candy started working on her own license on June 1, 1928 and received her private license at Curtiss Field adjoining Roosevelt Field, Long Island, New York. She got her Limited Commercial at Salinas, California. Due to financial reasons (the Great Depression) and raising children, which eventually totaled seven, she gave up flying. She flew for pleasure and enjoyed it very much.

She attended a meeting at which discussions were held about putting together a women's flying club. "It was all Amelia's idea," she said. There were only about five or six members in attendance. Candy was also one of the 26 women present at the original 99s meeting, November 2, 1929.

### SHIRLEY BUNDY

It is with sadness that we report that Indiana Dunes member Shirley Bundy died on September 5, 2002 from brain cancer, which had been discovered just before she and her husband had planned to attend the July chapter meeting.

Shirley was a longtime member of the Indiana Dunes Chapter, and although she lived in Watervliet, Michigan, she made an effort to attend a chapter meeting each summer. She was a wonderful, eager pilot and a caring, sweet person. She was always willing to assist The 99s with a smile. We will forever be enriched by Shirley's courage and caring spirit. Our sympathy goes to husband Hal and their two children. Blue skies, Shirley. We love you!

### In Memory Of

Rick Husband  
William McCool  
Mike Anderson  
Han Ramon  
Kalpana Chawla  
Laurel Clark  
Dave Brown

February 1, 2003



### SPACE SHUTTLE COLUMBIA ASTRONAUTS

The hearts of all 99s go out to the families of the brave astronauts who perished on the space shuttle Columbia, February 1, 2003. We have many 99s who are in the NASA family, and we have you in our thoughts and prayers as you persevere.

Godspeed Rick Husband, William McCool, Han Ramon, Mike Anderson, Kalpana Chawla, Laurel Clark and Dave Brown.

*The launch of STS-107 Columbia on January 16, 2003 at 10:39 a.m. was dramatically captured on film by David Gitelman. He never imagined that this would be one of the very last photos taken from the ground of Shuttle Columbia. David is the 49½ of Marcia Gitelman, also at the launch.*

David Gitelman

## IN MEMORY OF:

**Betty Lou Berry**  
North Central Section

**Florence F. Fintak**  
Wisconsin Chapter

**Patricia Magon**  
Illiana Cardinals Chapter

### ANN C. ASH

Ann C. Ash, 84, died September 26, 2002 of cancer. She was a Life Member of the San Antonio Chapter. Born March 21, 1918, Ann took her first plane ride when she was 11. It was a wonderful experience for the young woman from Ohio whose role models were Charles Lindbergh and Amelia Earhart.

Ann was in her early 20s when she got her pilot's license. She wanted to join the Women Airforce Service Pilots (WASPs) of WWII and was headed to Avenger Field in Sweetwater, Texas when the Civil Air Patrol made her a better offer. They said they could use her in air and rescue and she could keep her plane.

Ann participated in the Women's Air Derby for several years, flying in the cross-country competition for women known as the "Powder Puff Derby."

Ann lived in Japan where her husband's Air Force career took them, and she chartered the first Japanese chapter of the Ninety-Nines.

### BERTHA LAUREL COE

Bertha "Bertie" Laurel Coe passed away at home in Ojai, California on November 8, 2002, following a lengthy illness.

She was a life member of Bakersfield Chapter, Southwest Section.

## 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.

### VELDA MORGAN

Velda Morgan, 76, Wildflower Chapter, passed away from lung cancer at the Golden Acres Nursing Center, Dallas, Texas, on March 29, 2002. Cremation was in Garland, Texas.

Active in aviation, she began flying with her first solo flight in 1943. In 1966 she obtained her Private Pilot License and purchased her Cessna 150F named Baby Blue.

Vel's membership in The 99s began in 1968. She held membership in the San Antonio, Coastal Bend and Wildflower Chapters. She served in all Chapter offices in the Coastal Bend Chapter and as Section Airmarking Chairman and Nominating Committee Chairman. She was also Airmarking Chairman at the International Level.

She flew in several air races beginning with the 1968 Powder Puff Derby. In 1989, the Jimmie Kolp Memorial Award was presented to her by the Wichita Falls Chapter. Vel was a charter member of Schulenburg Aviation, Inc., which built and operated Flieger Field airstrip in Schulenburg, Texas from 1967 to 1973. She became an Aviation Safety Counselor, and she held membership in AOPA, EAA, Vintage Aircraft Association and the Cessna 150-152 Club.

Vel's husband and 49½, Loy E. "Speck" Morgan, preceded her in death in 1995. They were avid supporters of The 99s and promoted the mission and purpose of the organization at section meetings, safety seminars, airports and other aviation activities.

Vel is survived by her daughter Barbara L. Kurtz, also a 99 since 1968, son-in-law Steven D. Kurtz, of Rockwall, Texas, and granddaughter Stephanie Dowlen and her husband Scott, and sons, Sam and Sawyer, of Midland, Texas. Her family wishes to express their appreciation for all your thoughts, prayers, cards, pictures and letters received during Vel's illness.

### JANE ORMSBY STEVENS

Jane Ormsby Stevens of Boulder died on September 19, 2002 in San Diego of complications from a stroke. She was 75. Jane was a member of the Colorado Chapter during the 70s and 80s. She owned a 1940 TaylorCraft, which she had rebuilt. The plane was named "Fearless Phoebe" after Phoebe Omlie. She and Jane Rule flew Phoebe in the Commemorative Powder Puff Derby in 1977 from Palm Springs, California to Tampa, Florida, and was the only entrant to complete the race in an antique airplane.

## FAY GILLIS WELLS MEMORIAL SERVICE PLANNED

A memorial service is planned for Charter Member Fay Gillis Wells in Washington D.C. in May and at the International Forest of Friendship on June 21, 2003

# Amelia Earhart Birthplace Museum

**T**he past few months have been busy ones at the AEBM. Fall traditionally brings many visitors on tour buses from Kansas City, Topeka and other surrounding areas.

In December the birthplace participated in a Homes for the Holidays tour of historical homes sponsored by the Atchison Chamber of Commerce. The two days of the tour saw nearly 1,000 people enjoying the wonderful Christmas decorations and nearly 50 dozen homemade cookies baked by trustees, volunteers and staff. Our staff Lou Foudray and Jan Coyle, along with volunteers, spent most of November transforming the birthplace into a Victorian Christmas wonderland. Our visitor count for all of 2002 topped the 10,000 mark and is still growing.

The website continues to spread the word of our existence, and recently we have had requests from other museums to borrow artifacts and information for "Amelia displays." Our first traveling exhibit was on public display in September and October at the Wichita, Kansas public library, thanks to trustee Kay Alley.

Many donations continue to come from individuals, chapters and sections. The ongoing brick project sponsored by the Atchison Zonta chapter is still growing — we have lots of sidewalk room left.

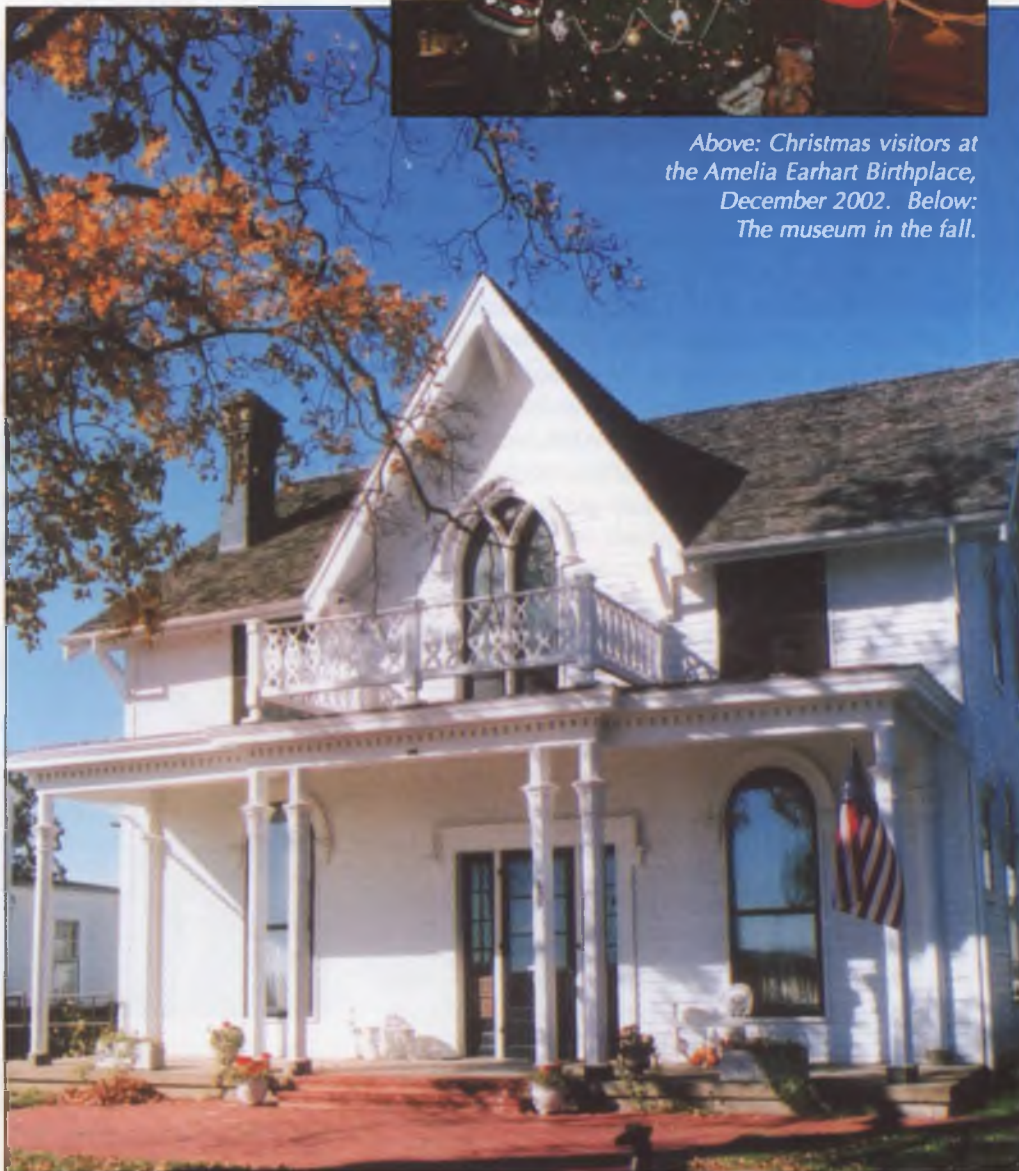
We have another idea for supporting the birthplace while having a little fun as well. Nancy Miller and the Alabama 99s joined forces with a local Zonta chapter to plan a special Amelia Earhart luncheon with guest speakers every January, with all proceeds donated to the AEBM. We sure do appreciate their efforts.

When your chapter is planning activities for the next year, keep in mind, we still have the AEBM video available. This video, "Tribute to a Pioneering Spirit," is suitable for showing to an organization or school and includes remarks by a Ninety-Nine presenter and historic old pictures and sound comments by Amelia. You'll see some of her accomplishments and a tour of the home where she was born

and lived during her school years. Her home has been restored to the period of her residence there: 1897 – 1909. The video is 12½ minutes long and was written and produced in July 2000. To order, send \$15 plus \$4.60 shipping (check made out to AEBM) to: Lou Foudray, AEBM, 223 N. Terrace, Atchison, KS 66002.



*Above: Christmas visitors at the Amelia Earhart Birthplace, December 2002. Below: The museum in the fall.*





#### ALABAMA CHAPTER

The Alabama Chapter began work on a new compass rose for the Cullman airport (3A1, shown in photo above) in November. Wallace State Community College has a very active flight school on the field and there is a lot of skydiving activity also. The entire rose was laid out and the first coat of paint applied in one afternoon. The chapter will return in March, weather permitting, to add a second layer of paint and The 99s logo in the center.

Our December meeting was a luncheon at the Southern Museum of Flight in Birmingham. The Minnie Wade Memorial Scholarship was given to Laura Cameron, an FWP in the chapter. In January, we held our annual joint luncheon with the Birmingham Zonta Chapter and raised over \$580 for the Amelia Earhart Birthplace Museum.

In January, we invited members from the North Georgia 99s to come tour the Anniston, Alabama AFSS and have lunch. We're all pretty excited that the International is going to be in Huntsville in July and look forward to sharing some "Southern hospitality."

— Holly Roe, Chairman

#### WOMEN WITH WINGS

The annual Santa Fly-In at MAPS Air Museum was held on December 8. The chapter celebrated the holiday with dinner and a gift exchange at the Bomb Squadron Restaurant located right next to the Akron/Canton Airport.

During the holidays, the chapter welcomed a new 49½, Mike Stitch. Mike and Bonnie McClintock were married on their deck overlooking Lake Mowak. Gaye Wohlin has added the finishing touches to her Air Bears presentation for us to present to children at the local schools.

We have learned that Dianne Simmons' Amelia Earhart scholarship application has moved past the section level.

One of our 66s, Peggy Cornell, is in the reserves. She had not yet been deployed but expected to be called up at any time.

—Submitted by Patty Synk

#### NEW ZEALAND SECTION

We are organising an air race around New Zealand to be conducted in the beginning of 2004. The last around NZ air race was run over 10 days in February 1991. Approximately 110 aircraft and crews had a fabulous time in a most memorable event which still has people talking.

It is time to do it again. The objective is to have fun!

To assist with the organisation and planning we are looking for expressions of interest from anyone who wants to be involved. If you could take a couple of minutes to choose your preferred answer on the linked survey we would be most appreciative. Go to [www.airrace.co.nz/html/survey.php](http://www.airrace.co.nz/html/survey.php).

Please feel free to forward this information to anyone you feel may be interested. Our web site at [www.airrace.co.nz](http://www.airrace.co.nz) is updated continuously, so visit it for further information.

— Air Race Committee

#### NORTH GEORGIA CHAPTER

On August 25 in Atlanta, Georgia, the North Georgia Chapter met for dinner and a planning meeting. Seven North Georgia members, two visiting 99s and two guests joined together to share ideas for the club and ways to spread the joy of flying. Flying activities, fund-raising opportunities and education were just a few of the topics discussed.

The Chapter held its annual Holiday Brunch at Fort McPherson in Atlanta, Georgia on December 8. Ten women and several husbands attended on the chilly Sunday morning. A raffle raised over \$60, and almost everyone went home with a prize. Ruffled items included a Sporty's gift certificate, model airplane, note cards and 99 pens.



Attending the North Georgia Chapter Holiday Brunch were, from left, back: Sandy Honeycutt, Joyce Pittman, Nancy Toon, Carol Baney, Carolyn McGaughey, Pauline Mallary, Melissa Perlman (guest), Front row: Susan Delgado, Jean Duke and Lori Hampton.

## GRASS ROOTS — Section and Chapter reporters share their recent activities

### INDIANA DUNES CHAPTER

Thanks to the hard work of our 49½s, more Indiana Dunes members could participate as pilots and co-pilots in our annual Air Proficiency Race. They preplanned the route, finding landmarks for the participating planes to identify, set up and judged the spot landing contest, served as spotters and timers and computed the final scores. They attend many of our meetings when we have special speakers and support us in every way possible. They are our unsung heroes, and we want to recognize all 49½s internationally.

The winners of the Indiana Dunes Annual Air Proficiency Race:

1<sup>st</sup> Place: Chris and Rawson Murdock

2<sup>nd</sup> Place: Dee Nusbaum and Jan Topp

3<sup>rd</sup> Place: Mary Kohn and Jaime McCoin (rookies!)

Spot Landing Contest Winner: Chris Murdock



From left: Rawson Murdock, Bob Nusbaum, Larry Welsh and Karol Valek tally the scores after the Indiana Dunes Chapter members completed their 140 nm Air Proficiency Air Race.

### KENTUCKY BLUEGRASS CHAPTER

Twenty-two members and guests attended the January 11 meeting of the Kentucky Bluegrass Chapter. A panel of airline pilots consisting of Terri Donner, Dee Schur, Lucille Fernandez, and Wendy Griffin presented varied stories of their experiences learning to fly and their steps to employment by UPS.

It was decided at the January meeting to conduct a Flying Companion Seminar as a fundraiser. It was held March 8 at the Aero Club.

— Louise Bornwasser



### EASTERN PENNSYLVANIA CHAPTER

On September 28, 2002 many of the members of the Eastern Pennsylvania Chapter of the 99s and their helpers got together and airmarked Smoketown Airport near Lancaster, Pennsylvania.

The weather was great and the taxiway was marked in 20 foot letters with the name, the three-letter identifier and the elevation.

### OLD DOMINION CHAPTER

On Dec 17, 2002, 99 years after Orville Wright traveled 120 feet in his flying machine and Wilbur Wright piloted the plane with its four-cylinder engine 852 feet in 59 seconds, the Smithsonian Institution assembled notables from the history of aviation to kick off the year to celebrate the advent of powered flight.

I had the privilege of joining Jody McCarrell, Vicki Sherman and Martha Dunbar, along with Neil Armstrong, John Glenn, David Lee Hill, Col. Charles McGee, Col. Pamela Melroy and Dr. Shannon Lucid, at this auspicious gathering. Included were Amanda Wright Lane, a great-grandniece of the Wright brothers; Erik R. Lindbergh, a grandson of Charles Lindbergh; Amy Kleppner, a niece of Amelia Earhart; and Edsel B. Ford II, whose great-grandfather built the first modern airport at Dearborn, Michigan, developed the concrete runway and built B-24 bombers. John Travolta, who I was delighted to learn has over 5,000 hours flying time and pilots his own 727, was the emcee.

Part of the thrill of being with these legends of flight was the opportunity to speak with them one to one. I had no idea the woman I was sitting next to at breakfast was Amelia's niece until I asked what brought her here. I spoke with Erik Lindbergh after he overheard a conversation I was having in the elevator and asked if I was part of Amelia's family. Well, not quite, but maybe a sister, kind of.

Another highlight of the morning was when Marion Blakey, FAA Administrator, spoke of her admiration and fondness for The 99s. She had spoken to Jody earlier and told her she wanted to learn more about our organization, but she was well informed about our work with aerospace education and mentoring.

I got in on Jody and Vicki's shirttails but sure wish we could have all been there. It was a real thrill.

—Peggy Doyle

### SANTA CLARA VALLEY CHAPTER

Santa Clara Valley Chapter members were very happy that Fran Grant was able to get leave from her assisted living retirement home to attend the Southwest Winter Board meeting at the Oakland Hilton on Saturday, February 1. She was able to attend our Christmas party this year, too.

Transporting her is not the easiest job but anything is possible, and it is always most rewarding. Pat Lowers Gregory, an SCV chapter member, is the presiding Guv of the Southwest Section.

A few years ago Fran asked to speak at a Southwest Section meeting before it was adjourned. Her message at that time was, "Don't forget your older members. Though they can no longer fly and can rarely get to meetings, The Ninety-Nines are still very special to them." We took this to heart, and members visit Fran whenever they can. We even get her up in the air once in a while. In fact, it was on one of these flights that Fran was able to speak again. After her stroke, she lost her ability to talk. With therapy, some progress was being made but it took a flight to bring some of the words out again.

— Nancy Rodgers



*At the Southwest Winter Board Meeting: Back Row: Nancy Rodgers, SCV Chapter Chair Judy Stark, Marcie Smith, SWS Governor Pat Gregory, Bonnie Seymour and Past SWS Governor Susan Larson. Front Row: Fran Grant and Verna West, Section Historian and International Museum Trustee.*



*Borrego Springs Chapter members hosted visiting 99s at their 18<sup>th</sup> birthday celebration. Back row from left: Tookie Hensley, Darlene Kelley, Lollie Theut, Kelly McGague, Louise Phillips, Joan Lobb, Margaret Goodrich, Annelie Brinkman, Martha Hall. Front row: Fran Bera, June McCormack*

### BORREGO SPRINGS CHAPTER

The Borrego Springs Chapter celebrated its 18<sup>th</sup> birthday with potluck and cake. Friends from Rio Colorado, Palomar and Mission Bay Chapters flew 16 airplanes into Borrego Air Ranch in CAVU weather, bringing 42 guests over the mountain in smooth air and sunshine.

— June McCormack

### ALOHA CHAPTER

The guest speaker for the January meeting was Nicole Charnon from the National Transportation Safety Board (NTSB). In telling about her background, she said from the very beginning she wanted to be an accident investigator and that her entire focus was towards that goal, from her degree at Embry-Riddle and flight training to subsequent job applications.

She gave a fascinating description of what comprises an accident, how investigators work and their responsibilities and follow-up.

### KANSAS CHAPTER

The guest speaker for the February meeting was Kathryn "Skippy" Schroeder. Kathryn's interesting life included being the first Kansas Marine. She attended Instrument Flight Instructor (IFI) School, taught aircraft carrier landings and radar but never obtained her pilot's license.

The meeting was held in the home of Marilyn and Tommy George in Valley Center. A salad potluck supper with dessert provided by Marilyn was enjoyed by all.

**To submit your chapter news for publication in the next issue, send by April 9 to:**

**The 99 News, P.O. Box 950033  
Oklahoma City, OK 73195**

**E-mail: [articles99News@cs.com](mailto:articles99News@cs.com)**

**Please include your name and email/phone information.**

## GRASS ROOTS — Section and Chapter reporters share their recent activities

### CHICAGO AREA CHAPTER

A welcome break in the usual Chicago winter weather welcomed North Central Section officers, committee chairmen and chapter chairmen to a Midway Airport venue for the annual mid-winter board meeting last February. The NCS holds this full day event to cover 99 business and updates that develop between the fall and spring section meetings. In fact, all section members are invited, so it is also a great opportunity to get together on a relaxed social basis and enjoy Ninety-Nines camaraderie.

Despite the full agenda, Governor Elaine Morrow kept the meeting moving along nicely. Meeting minutes are printed in the NCS newsletter, *Waypoint*, making the information available throughout the section. The lively mid-day luncheon and a special evening event provided ample time to chat and socialize as well.

The North Central Section officers extend a big thank-you to everyone who attended this year, committing their time and support to all that goes on behind the scenes but doesn't necessarily get the publicity of the more high-profile Ninety-Nines activities.

### Aviation Expo 2003

The Chicago Area Chapter's annual safety seminar, Aviation Expo 2003, organized by The Ninety-Nines with support from the FAA, FSDO and IDOT, garnered attendance of over 300 participants.

It was held at the Lewis University Harold White Aviation Center, with wonderful cooperation from the university. [Harold White was 49½ of CAC member Eva White.] There were separate programs for IFR, VFR and Flying Companions, as well as an exhibitors' area.



Some of the Chicago Chapter members gathered around the registration table are Ruth Frantz, Bev Greenhill, Sharon Schorsch, Loretta Sincora, Virginia Coffeen, Marion Servos and Rita Adams.



Mary Panczyszyn, Chicago Chapter Chairman, Sheneda Woods-Hoskin, new member Jamie Simek, Julie Murray and Donna Klein in front of the 99s exhibit.

Our IFR/VFR speakers were perennial favorite Al Englehardt (airline captain and FAA examiner), Gary Stevens (IDOT), Scott Landorf (FAA, DPE, FSDO), Dennis Schuring (FAA), Scott Embury and Hermes Miller (ATC), and Kankakee FSS personnel.

Also receiving raves was the Flying Companion Program conducted by Carol Para and Barb Muehlhausen. Special thanks go to Beverlee Greenhill, seminar chairman, and Sharon Schorsch, chapter safety education chairman, for all their work in making this such a successful event.

Many other chapter members attended the seminar, manned the registration table and 99 exhibit booth, or assisted at the Flying Companion program. The Chicago Chapter meeting was held directly following the safety seminar. Three new 99s were signed up at the meeting.

### February Meeting

The February 16 meeting of the Chicago Chapter featured speaker Donna Beering, Mrs. Illinois 2002. Donna is a captain on United 737s.

She spoke about how she uses her flying and pagentry in combination to mentor kids. Donna spoke about how women taking on traditionally male roles need not be "masculine" about what they do.

### COLORADO CHAPTER

The Colorado Chapter Holiday Party was held December 7 at the home of Mary Lou and Ray Pohl in Englewood. The highlights of the evening included seeing new and familiar faces and reminiscing with members who have moved on in their aviation careers.

Our historical albums that have been kept current for several years outline and highlight the stories and aviation events of the past and present Ninety-Nines. The albums circled the party numerous times.

# Be Part of The Ninety-Nines Celebration of Flight

*Ninety-Nines take to the air December 17, 2003 to celebrate 100 years of powered flight*

**Imagine for just a moment** that every voice coming over your aircraft radio is female. As the impact of this sinks in, take the time to imagine the impact this would have on others. On December 17, 2003 we intend to make this as close to a reality as possible. We are organizing a flight of Ninety-Nines, the likes of which has never been seen before. Join us as we make our voices heard. This is an opportunity to dramatically demonstrate the tremendous influence that a group of people who comprise only six percent of the aviation community has wielded.

Since the organization was founded in 1929, Ninety-Nines, both as an organization and as individual members, have made significant contributions to aerospace education. They work to promote aviation and space education, safety, research and the

preservation of aviation history in their communities, their nations and the world.

For example, did you know that The Ninety-Nines sponsored 75 percent of all FAA aviation safety seminars? Has joined with NASA to establish a national educational program that brings science education into the classroom? Has been the primary sponsor of the U.S. team to the World Precision Flying Competitions for the past 18 years? Co-founded, along with the FAA and the National Association of State Aviation Officials, the Air Bear Program? Is a founding member of the 'Be A Pilot' Program? Sponsors and presents numerous aviation and aerospace education programs such as Fear of Flying, White Knuckles Flying, and Flying Companion Seminars? And these are just a fraction of the activities in which The Ninety-Nines are involved.

So join us in flight on December 17 and let's show the world just what a force women are in aviation.

## RATINGS AND WINGS

### RATINGS

**Lois Hewitt – Commercial**  
High Desert Chapter  
Southwest Section

**Shannon L. Jipsen – Airbus 300**  
Kentucky Bluegrass Chapter  
North Central Section

**Joan Landrey – Instrument**  
Eastern Pennsylvania Chapter  
Mid Atlantic Section

**Laura Laster – Multiengine**  
Texas Dogwoods Chapter  
South Central Section

**Penny Levin – Instrument**  
Eastern Pennsylvania Chapter  
Mid Atlantic Section

**Carol Levine – Instrument**  
Long Island Chapter  
New York – New Jersey  
Section

**Erin McCoy – Boeing 737  
Type Rating**  
Ambassador Chapter

**Beth Pickard – Private Pilot**  
Colorado Chapter  
South Central Section

**Linda Pinkerton – Private  
Pilot**

Long Island Chapter  
New York – New Jersey  
Section

**Susan Scott – First Solo**  
Ambassador Chapter  
webmaster

**Ellen Sheehan – CFI &  
Instrument**  
Eastern Pennsylvania Chapter  
Mid Atlantic Section

### WINGS

**Linda Cain – Wings V**  
Old Dominion Chapter  
Mid Atlantic Section

**Wally Funk – XXI**  
Dallas Chapter  
South Central Section

**LouAnne Gibson – XVI**  
Dallas Chapter  
South Central Section

**Lois Hewitt – Wings II**  
High Desert Chapter  
Southwest Section

**Marilyn Horvath –  
Wings XII**

Indiana Dunes Chapter  
North Central Section

**Joan Landrey – Wings VI**  
Eastern Pennsylvania Chapter  
Mid Atlantic Section

**Betty M. Moseley – Wings X**  
Kentucky Bluegrass Chapter  
North Central Section

**Betty Patterson –  
Wings XIII**  
Santa Clara Valley Chapter  
Southwest Section

**Dianne Simmons – Wings I**  
Women With Wings Chapter  
North Central Section

### PROFESSIONAL UPGRADES

Captain Shannon L. Jipsen  
Airbus 300 for UPS

### **Correction**

In the last issue of *99 News*, we incorrectly spelled the name of FAA Administrator Marion C. Blakey. Our apologies to Ms. Blakey.

## Request to Book Authors

The 99s Book Corner is a website for books written by 99s or about 99s. We ask authors/subjects whose books are in print, but not yet listed on The 99s Book Corner, to go to the website and review the several formats presented. Please choose the format closest to your kind of book and send us one page following that format and a copy of the cover. For e-mail, send the material to The 99s Webmaster. If it is sent by regular mail, send to Betty Loufek, 728 Hunt Circle, Camarillo, CA 93012

If your book is not yet in print but has a scheduled publication date, please send us the material now.

If your book is listed but revised with a new ISBN and perhaps other changes such as price, please tell us. We have a great many visitors to our website.

—Betty Loufek



# BOOK REVIEW

## Powder Puff Derby of 1929

BY BARBARA MUEHLHAUSEN

The Powder Puff Derby of 1929  
Gene Nora Jessen  
ISBN: 1-57071-769-9

“It was 1929, two months before the fateful New York Stock Exchange’s ‘Black Thursday,’ and the Roaring Twenties were roaring. Aviation was just emerging from its infancy. Barnstormers and flying circuses had followed up on the promise of the Wright brothers, as had the likes of Harriet Quimby, Bessie Coleman, Ruth Law and Katherine Stinson. New aircraft designs with names such as Douglas, Swallow, Lockheed, Curtiss and Beech were jockeying for position in a field still perceived as dangerous. The National Exchange Club, a men’s service club, had elected to sponsor an All-Women’s Air Derby from Santa Monica, California, to Cleveland, Ohio, a distance of about 2,700 miles, as their national publicity project for the year.” (p.6)

The race, they hoped, would increase interest in aviation and encourage new developments for long-distance flying, all through the novelty of women racers. Something impressive was needed, and the National Women’s Air Derby fulfilled that need spectacularly.

Gene Nora Jessen’s account of the Powder Puff Derby of 1929 captures this event, placing it in the context of the beginnings of aviation, profiling the participating pilots and telling edge-of-your-seat stories that transpired day-by-day during the race. There were stops added to the already grueling course to satisfy the press, race rules that changed up to the starting hour, formal banquets and social gatherings that robbed participants of needed sleep, allegations of foul play, forced landings, fires, phenomenal flying and the death of Marvel Crosson, likely due

to carbon monoxide poisoning.

These stories are complemented by engaging photos of the contestants, including the colorful Pancho Barnes, adventurer Amelia Earhart, future actress Ruth Elder, record-holder Bobbi Trout, racer and air marker Blanche Noyes and 99s promoter Louise Thaden, among others.

Gene Nora’s title of *The Powder Puff Derby of 1929* belies the richness of its content because, in addition to the pre-race aviation history and the race itself, she included two fascinating chapters to complete the book. The first of these is an epilogue in which she details the post-derby accomplishments of the 1929 participants. The second is a wonderful afterword describing the accomplishments of female pilots ranging from the WASP (their Russian pilot counterparts were discussed in an earlier chapter) to airline, military and business flying in the U.S., plus interesting notes on air show competitors, philanthropic flying and flight instruction. Additional stories about some aviation “firsts,” the space program and subsequent Powder Puff Derbies top off this informative chapter.

Gene Nora Jessen has penned an engaging story of fascinating women flyers that is of historical and aeronautical significance and makes a wonderful read.

*The Powder Puff Derby of 1929 is available at most bookstores and Amazon.com. Signed copies are available at the 99s Museum of Women Pilots, and Gene Nora Jessen, a Ninety-Nine, will also sign and personalize her book.*

### A Place In The Sun

Each year at Sun 'n Fun, 99s have a place of their own where they can duck the heat, get a cold drink and hangar fly – not to mention the luxury of using indoor plumbing. The Suncoast Chapter has worked hard for many years to replace the original house trailer with a larger, air conditioned “home” for 99 members visiting the show. The building was financed by donations – large and small – from 99s and 99s supporters.

The building bustles with activity every year in early April, so be sure to drop in on your next visit to Sun 'n Fun. You’ll receive a warm welcome and a cool drink!



# 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](http://www.airnav.com/airport/KHSV).

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

[www.huntsville.org](http://www.huntsville.org)

[www.ussrc.com](http://www.ussrc.com)

[www.jackdaniels.com](http://www.jackdaniels.com)

[www.spacecamp.com](http://www.spacecamp.com)

[www.staggerwing.com](http://www.staggerwing.com)