



INTERNATIONAL WOMEN PILOTS®

M A G A Z I N E

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

July/August 2003



Jill Baker



Kimberly Blair



Linda Draper



Diedre Forbes



Susan Hill

2003

Amelia Earhart Memorial Scholarship Winners



Shelley Ventura



Martha Hull



Deborah Price



Erin McCoy



Ruth Logan



Carol Levine



Kelli King



99 News

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

The 99 News
P.O. Box 950033
Oklahoma City, OK
73159

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On-Line Form:

www.ninety-nines.org/99newsreports.html

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

On The Cover

A dozen Ninety-Nines of varying ages and backgrounds were selected to receive this year's Amelia Earhart Memorial Scholarships. These monetary awards assist pilots in both career and educational advancement. Please see pages 11-13 to meet the twelve pilots and two future women pilots who join over 400 Ninety-Nines honored with AE scholarships and grants since 1941.

PERPETUAL CALENDAR

2003

SEPTEMBER

11-14 Northwest Section Meeting, McCall, Idaho. Contact: Beverly Anderson, phone 208-634-8459, skylady@citlink.net.

14 Annual Poker Run, British Columbia Chapter. Rain date Sept. 21. Contact Lisa Beare, 604-762-8527.

13-14 EAA Chapter 36, 24th Annual Fly-In Potomac Airpark, (W35) Berkeley Springs, West Virginia. Free Young Eagle Flights for ages 7-18 with parents permission. Information: D. Truax, 717-294-3221.

14 B.C. Coast Chapter Annual Poker Run. Airports: Boundary Bay, Delta Air Park, Chilliwack, Pitt Meadows, Langley, Victoria, Abbotsford. 9:00 a.m. (Rain date September 21, 2003).

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

27 Overton Airport Day. Overton, CA. Contact: Mardell Haskins at mardell@mvdsl.com.

27 Poker Run, New England Section, sponsored by the Katahdin Wings Chapter (rain date, Sept. 28th) beginning at 9:30 a.m., with everyone to be at the terminus by 2 p.m. Airports will include Concord (NH), Lanconia (NH), Keene (NH) and Springfield (VT), with Fitchburg (MA) as the terminus. Pilots can start at any airport. Hands will be \$5 each or 3 for \$12. Prizes for the best hands, Food & Fun for all! Contact Pat Theberge, 978-682-4638.

OCTOBER

2-5 Southwest Section Meeting hosted by the Antelope Valley Chapter, Lancaster, CA. Contact Carol Reukauf, 661-948-2478, carol.a.reukauf@nasa.gov.

7-9 NBAA, Orlando, Florida.

9 Deadline for submission to the November/December 99 News.

10-12 South Central Section Fall Section Meeting, Tulsa, OK. Contact Frances Luckhart. Please note that the date for the meeting has been changed from October 3-5 to October 10-12.

17-19 NY-NJ Section Fall Section Meeting, Parsippany, NJ. Contact Jean Crommelin 973-427-3848.

30-Nov1 AOPA Expo 2003, Philadelphia, PA.

NOVEMBER

2 Happy Birthday 99s!

5-9 Fall International Board Meeting, Oklahoma City.

DECEMBER

17 100th Anniversary of Manned Flight, a 12-second manned, powered and "sustained" flight by the Wright Brothers, being celebrated throughout the nation.

2004

MARCH

11-13 WIA Conference, Aviation's Changing Face: Celebrating 15 Years of Education and Promise, Reno, NV.

29-Apr 9 Around New Zealand Air Race 2004. Starting on the North Island and ending on the South Island, New Zealand.

APRIL

13-18 3rd Asia Pacific Women in Aviation Conference, Taupo, New Zealand. Contact: Pamela Adams, E-mail pamadams@ihug.co.nz, Phone 64-3-445-1971, www.nzawa.org.nz.

14-20 Sun 'n Fun, Lakeland, Florida, www.sun-n-fun.org.

MAY

14-16 Spring Southwest Section Meeting, Mesa, AZ. Contact Lori Elam, 623-939-1282.

JUNE

18-20 International Forest of Friendship.

JULY

6-11 2004 International Conference. Diamond Anniversary of The Ninety-Nines in Atlantic City, NJ. Sheraton Atlantic City, hosted by the New York/New Jersey Section. For more information contact Barbara H. Para at 609-965-4824 or bhpara@att.net.

SEPTEMBER

9-12 Northwest Section Meeting, Port Angeles, WA, hosted by the Greater Seattle Chapter.

16-18 Powder Puff Derby Reunion combined with Silver Wings Convention in Cincinnati, Ohio.

2005

Aug-Sep International Meeting in New Zealand.

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INTERNATIONAL HEADQUARTERS

4300 Amelia Earhart Rd.
Oklahoma City, OK 73159-1140 USA
405-685-7969 or 800-994-1929
FAX: 405-685-7985
E-mail: IHQ99s@cs.com
Website: www.ninety-nines.org
Elizabeth Lundin, Headquarters Manager

PUBLICATIONS COMMITTEE

Anna Taylor, Jacque Boyd, Donna Crane-Bailey,
Bobbi Roe, Liz Lundin

Bobbi Roe: Executive Editor
Danielle Clarneaux: Associate Editor, Graphics
AVIATRIX PUBLISHING, INC.
Arlington Heights, IL 60006-0485

THE 99 NEWS

Fax: (405) 685-7985
Mail: The 99 News
P.O. Box 950033
Oklahoma City, OK 73159
E-mail: articles99News@cs.com

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The Ninety-Nines® Inc.,
4300 Amelia Earhart Rd.
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July/August 2003

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Volume 29, No. 4

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STATEMENT OF EDITORIAL POLICY

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LETTERS

ASTRONAUT ILAN RAMON

I enjoy reading the 99 News magazine and think you all do a great job. I was moved to see in the New Horizons section a tribute to Columbia astronauts but would like to point out that Israel's first astronaut was ILAN Ramon, and not HAN Ramon, as was published.

Keep up the good work.

(Avigail) Barbara Colorni
Governor, Israeli Section

Ed: Thank you, Barbara, for writing to us. We apologize for this typographical error and would like to once again pay tribute to the space shuttle Columbia astronauts who perished on February 1, 2003: Ilan Ramon, Rick Husband, William McCool, Mike Anderson, Kalpana Chawla, Laurel Clark and Dave Brown. A monument in their honor was unveiled June 21 at the International Forest of Friendship (please see page 6 for details).

ADDICTED TO FLYING

Hello. My name is Nancy Sliwa, and I am a pilot in recovery. It has been 1 year, 3 months, 17 days and 2 hours since my last flight.

It all started so innocently, over 10 years ago now. My husband, a merely social pilot, encouraged me to develop a taste for flying so we would have more in common. Little did he know the havoc it would wreak.

After the first few flights, I was hooked. I would sneak out on my lunch break for solo flights. After my initial license, I progressed to the hard stuff, getting my instrument rating and joining The 99s. Every weekend would find me out on a binge. Mystery flights, poker flights, section meetings, whale watching, you name it – I tried it. And I confess, I loved it! I never wanted to give it up. I even bought an airplane so I could indulge my vice more frequently. Now local flying was no longer enough. All across the U.S., across Canada, to the Bahamas, throughout Alaska — the pursuit of the thrill of flying kept expanding in ever-widening circles.

We're Looking for a 99 News Ad Rep

The search is on for an advertising pro to generate ads for the 99 News. The advertising rep will report to The Ninety-Nines Publication Committee and will be responsible for helping establish rates and creating marketing materials. This position is paid based on a percentage of sales. Experience required.

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Anna Taylor, 99s Publications Committee
59 Canyon Ridge Drive, Sandia Park NM 87047
505-286-0069 • 505-286-0118 fax
Anna@Taylor-NM.com

The downward spiral continued when I was seduced into air racing. The Palms to Pines, the Air Race Classic, the Great Southern Air Race – over and over, lower and lower, on and on, until my logbook was fat and my wallet was thin. Until I had experienced things that could only be whispered among close friends, never to be shared with the FAA.

Here I stand before you today, my airplane sold, my flight bag dusty, my landing skills atrophied. But the siren call of the "wild blue" beckons, and my flying buddies are ever ready to ply me with chances to succumb to its lure. I know my plunge back into addiction is only a flight away. I always wanted to get my commercial rating anyway.

Nancy Sliwa
Columbia Gorge Chapter

99s SUPPORT AEROSPACE HALL IN INDIA

At the outset let me compliment you and your team of the 99 News for the excellent news publication brought out regularly for the members. This is a true binding link at the national and international level, and we from India congratulate you for your commendable work.

The January/February issue is particularly dear to us, and we in India cannot forget Fay Gillis Wells, the architect of the International Forest of Friendship and who invited us to the very first ceremony. It is wonderful to see the forest grow in thickness with the names of more and more achievers being planted.

During the last visit at the International Convention in Kansas City by Ms. Chanda Budhabhatti and me, if you recall, the India Section made an appeal to The 99s to help us build an Aerospace Hall in Mumbai – Maharashtra, which will be the first of its kind. An area of 5,000 square feet has been earmarked, and all we need is to aesthetically display models, artifacts, photographs, planes, engines and relevant aviation material for our visitors to know more about the science of aviation and aerospace education.

The names of the Ninety-Nines members who responded positively and have donated towards the cause to date are: Fran Bera, Lea Liersch, Aileen Saunders, Barbara Harper, Lois Feigenbaum, Lindy Boyes, Katherine Macario and Capt. Nancy Aldrich.

Vinod Villa
India Section

Editorial Policy

Neither the Editor, the International Women Pilots Magazine, The Ninety-Nines, Inc., nor its Board of Directors are responsible for the accuracy or authenticity of any of the content of this publication. The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent policies or opinions of The Ninety-Nines, Inc.

In June I took a trip to California on a so-called "West Coast tour." I got a big surprise when the Monterey Bay Chapter presented me with a giant gift box of aviation jewelry. This is to replace the jewelry I have a tendency to give away, all for 99 goodwill, of course.

The real surprise was for our wonderful webmaster Pamela O'Brien. Board members Susan Larson, Pat Prentiss and Anna Taylor, along with my dear friend Nancy Rodgers, were there to present the President's Award to Pamela. The evening was incredible, and Pamela was genuinely surprised and honored by the award and its presentation.

The Monterey Bay Chapter had a delicious cake and fresh strawberries, and we all indulged in both. This scrumptious cake had all the home field identifiers of everyone at the Chapter meeting, including Board members! I still haven't the slightest idea how they knew about it all, except I think Donna Crane-Bailey, member of the Publications Committee, Monterey Bay Chapter and sneaky "West Coast tour" planner, had something to do with it.

Rounding out the trip was a breakfast visit with another dear friend, Pat Roberts, and a very nice visit with Fran Grant, who recognized me as soon as I stuck my head in the door. All of you in the Southwest Section remember that this was the lady who was really involved with the Fear of Flying Clinics. These clinics were in much demand on the West Coast as well as other areas.

The Southwest Section also took great delight in informing me that at their recent section meeting they had over 169 registered. We might all take heed and see what they are doing. Thanks Nancy for the bed and board.

The fundraising retreat held at the Oreck Farm in Mississippi was a great success and attended by several members of the Board and representatives of the trusts. David Oreck (yes, the vacuum cleaner guy!) and his wife Jan are really great hosts. David and Jan are both pilots and Jan is a 99, a member of the New Orleans Chapter. Lisa Cotham, in between planning the Huntsville conference and representing the Museum of Women Pilots, did one heck of a job arranging the retreat. I brought some homemade roux to make Cajun Gumbo, and we could have fed an army with it!

We did get some real planning done. After David Oreck gave us a little talk on marketing, we found we need to change a thing or two, including our fundraising logo and tag line. We'll need some help designing this, so be looking to our E-mail Network, Dispatch and other meth-

PRESIDENT'S MESSAGE

BY JODY MCCARRELL



The Southwest Section took great delight in informing me that at their recent meeting they had over 169 registered members.

ods that we have for getting you all involved. We are off and running on a real solid plan. Susan Larson is at the helm, so expect a phone call.

With Oshkosh coming up, I expect you all to come by the tent and stop and visit a spell. There will be several members of the trusts, board and committee chairs working, and we welcome your ideas and comments.

Elaine Morrow represented us at the International Forest of Friendship and reports that she feels all is in good hands with the involvement of Linton Wells and Joe Carrigan's son Pat. We plan to continue this working relationship on what is clearly becoming an international event.

The Membership Directory will be at the printer soon, and it should come out on schedule. Although it's too late to get new addresses in this book, please send your address changes to Headquarters as soon as possible. Remember, you can now update your information online at the Members Only section of the website.

I hope you all enjoyed your trip to Huntsville. I had a great time attending the Space Galaxy with my flying partner, Jerry Anne Jurenka, where we were known as WIB (Women in Black) and were accompanied by a green-tailed alien (my granddaughter Megan). I'm told photos will be in the next issue, along with lots more convention coverage.

Until next time, you all keep up the good work. The Ninety Nines are doing GREAT !

Pamela O'Brien, center, was surprised to receive the President's Award. Congratulating her are, from left, Susan Larson, International Treasurer; President Jody McCarrell; and International Directors Pat Prentiss and Anna Taylor.



Ann Walker

International Forest of Friendship

Tribute to Fay Gillis Wells and Columbia Astronauts Highlight 2003 Forest Induction

June 21 was a sad yet heartwarming day at the International Forest of Friendship that overlooks Lake Warnock on the outskirts of Atchison, Kansas. Friends and admirers gathered to pay tribute to Fay Gillis Wells, co-founder of the Forest and co-chairman of the annual celebration that recognizes individuals whose diverse contributions have enhanced aviation and aerospace.

The International Forest of Friendship was founded in 1976 and presented as a bicentennial gift to America from The Ninety-Nines and the City of Atchison. The Forest was led throughout the years by Fay Gillis Wells and Joe Carrigan, who passed away in 1997. However, after Fay's death on December 2, 2002 and continuing in their parents' footsteps, Pat Carrigan and Linton Wells took over as co-chairs for the 2003 Celebration.

The day began with the colorful parade of flags. The Forest is comprised of trees from all 50 states and dozens of countries around the world where honorees reside. Each tree has its own flag, and on special occasions such as this, the Forest is ablaze with the brilliance of colors of more than 100 flags blowing in the breeze.

The morning ceremony included a special induction of 30 honorees and the unveiling of a memorial to the seven Space Shuttle Columbia astronauts who perished on February 1. The jet

black monument, designed by Les Burchett, displays laser etchings of shuttle and the crew: Mike Anderson, Dave Brown, Kalpana Chawla, Laurel Clark, Rick Husband, William McCool and Ilan Ramon.

A special fly-over honored Fay Gillis Wells and scattered her ashes over her beloved Forest.

"You haven't seen a tree until you've seen its shadow from the sky"

— Amelia Earhart

INDUCTEES:

Astronaut Michael P. Anderson
Capt. K. M. Balasubramaniam (F.A.C.S.I.)
Barbara McConnell Barrett
Joy Parker Blackwood
Nell Stevenson Bright (WASP)
Astronaut David Brown
Victor W. Burnett
Michelee Morgan Cabot
Astronaut Dr. Kalpana Chawla
Astronaut Laurel Blair Salton Clark
Gwen E. Dewey
Donald Dirian
Richard B. Evans
Ona M. Gieschen
Astronaut Rick D. Husband
David E. Jackson
Thomas E. Leonard
Marie Lepore
Hannah M. McCarthy
Astronaut William C. McCool
Ruth "Luki" O'Connor
Claire M. Ojala
William K. Ojala
Molly Peebles
Astronaut Ilan Ramon
Charles F. Reed
Gretchen M. Reed
Jean Prins Reynolds
Bruce D. Rowland
Robert Rutherford
DeeAnn L. Schiappacasse
Frank L. Snyder
Gene C. Snyder
John H. 'Jack' Snyder
John H. Synder, Jr.
Fran Fitzpatrick Strubeck
Julie Swengel

Lois Feigenbaum, Lu Hollander and Beverley Sharp, Past Presidents of The 99s, pay a visit to the new memorial honoring the Space Shuttle Columbia astronauts.



99s Then and Now: Aerobatic Pilots

99s Then and Now celebrates our history and current endeavors,
and our woman pilot pioneers and peers.

Aerobatic Pilots: Research and writing by Jenny T. Beatty.

Photos courtesy of the Stinson-Otero Collection, Center for Southwest Research,
University of New Mexico, and of American Aerobatics, Inc. and Mopar Parts.



THEN

KATHERINE STINSON: "THE FLYING SCHOOLGIRL"

For her first airshow in 1913, young Katherine Stinson shaved three years off her age and was billed as "The Flying Schoolgirl," but youthful looks and long brown curls masked a powerful ambition, business acumen and knack for

publicity. She learned well; the Stinson matriarch, Emma, was an independent-minded businesswoman who divorced her husband after Katherine, Edward, Marjorie and Jack were born. When her eldest daughter's interest shifted from a musical to aviation career, Emma paid for her flying lessons.

In 1912, Katherine Stinson became the fourth U.S. woman to receive her pilot license, and soon she and her mother formed an aviation company, buying a used Wright B airplane. Stinson disassembled the plane and carefully examined and cleaned or replaced every single wire and bolt. She was distinctive in checking her own airplane before every flight.

Just flying the unstable Wright B seemed a death-defying act, but it was not capable of any real aerial stunts. When other performers "looped the loop," Stinson's competitive spirit kicked in, and she ordered a new airplane built to her specifications. In 1915, Stinson was the first woman to loop the loop, and soon she did the men one better by adding a "dippy twist" snap roll at the top. Magnesium flares streamed from her wingtips during night performances. For a \$1,000 fee, Stinson performed before huge crowds in the U.S., Canada, Mexico, Japan and China.

Kid sister Marjorie became the ninth licensed woman pilot in the U.S. in 1914, and the two sometimes performed together, with their brothers helping out on the ground. Later Marjorie, Eddie and Emma formed the Stinson School of Flying in San Antonio, Texas.

Katherine Stinson tried to enlist as an Army pilot during World War I but was rejected. She drove an ambulance in France instead, contracting tuberculosis which ended her aviation career early. It was Marjorie Stinson who kept flying and became a charter member of The Ninety-Nines. Marjorie died in 1975 and Katherine in 1977.



NOW

JULIE CLARK AND "FREE SPIRIT"

The 99s' First All-Women Air Show in 1947 featured Betty Skelton, who with her Pitts Special "Little Stinker" went on to become Feminine International Aerobatic Champion in 1948, 1949 and 1950. A list of outstand-

ing aerobatic pilots would also include Caro Bayley, Debbie Rihn-Harvey and Cecilia Aragon. Patty Wagstaff is the first woman U.S. National Aerobatic Champion; today she performs in her Extra 300S capable of a roll rate of 400 degrees per second and positive and negative 15 Gs. By contrast, Julie Clark must handle Free Spirit, her Beechcraft T-34A Mentor, with great skill since it does not have a fuel or oil system designed for inverted flight.

Clark got an early start in aviation, building model airplanes and flying along with her father, Pacific Airlines Captain Ernie Clark. Tragically, he and everyone on board his flight were killed in 1964 when a passenger walked into the unlocked cockpit with a gun. Undeterred, Julie spent college book money on flight lessons, and today she's a Captain on the Airbus A319/320. She plans to retire in October after 27 years with Northwest Airlines, but she and Free Spirit will continue to perform their choreographed air dance called "Serenade in Red, White and Blue."

Like Stinson, Clark completed a full restoration of her airplane before flying it. She also learned, as Stinson did, that a successful aerobatic airshow pilot must know how to run a business – and she's proud of her 16-year relationship with the same sponsor. It certainly helps to have a natural rapport with the public; the petite blonde talks to fans after her performances, saying, "If I inspire at least one little girl at every airshow, I feel good about that."

One of her most memorable shows was during last year's 99s International Convention and Amelia Earhart Birthday celebration in Atchison, Kansas. "I was really honored to be part of such a neat event," Clark says. "Flying down the river that night in front of Amelia Earhart's home, the AE Birthplace and Museum, I got all choked up." And because of the time, the place and the beauty of Julie Clark's aerial ballet, so did we.

Recommended Reading Before Amelia: *Women Pilots in the Early Days of Aviation* by Eileen F. Lebow (2002), *Katherine Stinson: The Flying Schoolgirl* by Debra L. Winegarten (2000), *Little Stinker* by Betty Skelton (1977), *Fire and Air: A Life on the Edge* by Patty Wagstaff with Ann L. Cooper (1997), and *On My Own: Julie Clark's Story* as told to Ann Lewis Cooper (forthcoming).

Jumpin' Geneva



To celebrate her 80th birthday, Geneva Cranford makes a tandem parachute jump from 15,000 feet with Steven Rafferty, jumpmaster of Skydive Monterey Bay Inc.

So how does a woman who has led a full, creative and wonderful life celebrate her 80th birthday? Why, she jumps out of a perfectly good airplane with a man strapped to her back! At least that's what Geneva Cranford did this June. With friends and family cheering her on, she donned a parachute, climbed into the jump plane and headed for the sky.

She jumped at 15,000 feet, free-falling until the chute opened at 10,000 feet. Was it what she expected? "I was amazed at how much time there was to look around during the free-fall. It's like swimming, only you don't have the pressure of the water. It would be a lot of fun to be a skydiver in a group."

"This is something I've had in my mind since I was a little girl," said Geneva. She has been fascinated since she was about five years old and saw a woman dive from an airplane at the state fair in Oklahoma City. She said it has taken about 74 years to fulfill her skydiving dream, mainly because she didn't want to worry other people in her life, particularly her mother, Tessie Edwards, who died in 1995, and her husband, Douglas, who died in 2000.

An avid pilot for most of his life, Douglas had asked her to take flying lessons so she would understand his passion for flying, and guess what? She fell in love with flight!

She earned her pilot license in 1961 at the Salinas Airport and took lessons for a long time prior to announcing her activities to her mother to avoid unnecessary worry. However, the rest of her family was so enthusiastic about flying that her son, Donald, also learned to fly at about the same time.

Geneva loved to air race. She was the co-pilot in the 1966 Powder Puff Derby with Helen Shropshire in Helen's Comanche 180. She also flew as co-pilot with Jo Dieser in the final Powder Puff Derby race in 1976 and participated in several other race starts. She enjoyed being a part of these events and felt that they were wonderful experiences, not only in flying but meeting other Ninety-Nines from around the world.

A charter member of the Monterey Bay 99s, Geneva has held many offices, including Chapter Chairman and received the pilot of the year award in 1974 and 1982.

In 1969, Yosemite National Park named a peak after Amelia Earhart. To commemorate this honor and the 50th anniversary of Amelia's last flight, Geneva organized a climb to the top of the Amelia Earhart Peak in 1987 with a group of 99s. A time capsule was inserted at the top with the history of The Ninety-Nines enclosed.

A Big Birthday Leap for Geneva Cranford

BY PAMELA O'BRIEN
Monterey Bay Chapter

Geneva's creativity has taken many forms — from designing an early 99s' sales booth to organizing section meetings to fashion design, and so much more. Over the years she has given us all a visual feast to enjoy and did so again on her jump — she designed and created a gold lamé jumpsuit to wear over her leopard-printed leotard especially for the occasion.

"She likes to be involved in things, not just talk about them," said Don Cranford, one of her sons. "She's an action-type person." She went from her jump right into a friend's Cessna for her first flight in three years — leopard leotard and all.

Writer's Note: When I called Geneva to interview her for this article, she mentioned that she had gotten up at 2 a.m. to get ready for the crew of the Today Show who were filming an interview at her house about her skydiving. I thought that she was probably a little tired and wasn't surprised when she said that she had to go. Who wouldn't be tired after all this? So I sympathetically said something about letting her off the phone, whereupon she said, "I'm running a little late and need to get to my ballroom dancing lesson in Monterey."



"When I think of something, I'm going to do it."
— Geneva Cranford



Celebrating Geneva's jump are from left, Sandy Pratt, Jeanne Hendrickson, Laura Barnett, Mary Ellen Eisemann, Geneva Cranford, Mona Kendrick and Theresa Levandoski-Byers.

LaDonna Cooper

AE Memorial Scholarships

Over 400 women have benefited from the annual scholarships since 1941.

Amelia Earhart was a Charter Member and the first president of The Ninety-Nines. She was the first woman pilot to fly solo across the Atlantic Ocean, and flew to New Horizons in 1937 during an attempt to fly around the world. The Ninety-Nines established the Amelia Earhart Memorial Scholarship Fund in 1941 to honor her memory and perpetuate her ideals and love of flying.

From a single scholarship in 1941 to 12 scholarships awarded this year, the AEMSFS has helped over 400 women from six countries with scholarships and grants for educational advancement in aviation and aerospace. Career scholar-

ships awarded for advanced flight training and education include multiengine ratings, flight instructor, and airline transport pilot certificates, along with bachelor's and master's degrees.

In addition, two Future Woman Pilot Awards were given this year towards the completion of the private pilot certificate.

Since 1978, Research Scholar Grants have been awarded to scholar/scientists to add to the world's knowledge about women in aviation and aerospace.

Previous AEMSFS Scholarship recipients' careers range from airline pilots and corporate pilots for Fortune 500 companies to owners of flight schools, aviation businesses, safety inspectors and managers with the FAA.

AEMSFS Scholarship recipients have served at every level of The 99s as Chapter Chairmen, Section Governors, International Presidents and AEMSFS Scholarship Chairmen and Trustees.

Scholarship Judges



**COLLEEN
BARRETT**

Colleen Barrett is currently President and C.O.O. and Corporate Secretary of Southwest Airlines

Co. She began with the company in 1978 and is also a current member of its Board.

In her current capacity, Colleen oversees management, leadership and budget responsibilities in operations, customer service, corporate services, human resources and training. She also chairs numerous special teams, task forces and committees.

For her corporate, civic and charitable achievements within Texas, Colleen has received many business awards and honors such as Top Woman Executives (1999), The Most Powerful Women in Travel (2000), Texas Business Woman of the Year (2001), Louise Raggio Pathfinder Award (2002), and People to Watch (2002).



**KEVIN
PSUTKA**

Kevin Psutka's love of general aviation and all things aviation-related in Canada has culminated in

his current position as President of the Canadian Owners and Pilots Association (COPA).

Degrees in Business Administration and Mechanical Engineering led Kevin through various positions within the Canadian private, governmental and military sectors, aerospace marketing, aviation regulatory and helicopter certification, accident investigation and flight safety training.

He has commercial fixed-wing and helicopter pilot's licenses, and as a Canadian Forces navigator and helicopter pilot he has over 4,000 hours experience.

As president of COPA, Kevin is a dedicated fighting force when it comes to issues related to the general aviation community.



**WOLFGANG
WEINREICH**

Wolfgang Weinreich is currently President of the Fédération Aéronautique Internationale

(FAI), the sanctioning body for world air sport records and competitions based in Lausanne, Switzerland.

Born in Freiburg, Germany, aviation has been his life since his early teens beginning with an interest in aeromodeling, glider flying, glider and power instructing, and a long successful career with Lufthansa since 1959.

His wife, Gisela, is a fixed wing pilot and a champion competition glider pilot.

From 1990 to 1995 he was Chief Pilot on the 747-200 until his retirement, when he focused his love of aviation as a volunteer pilot on the historic Junkers JU 52, became president of the German Aero Club, then began service with FAI in 1998. He became its president in 2000.

**JILL BAKER – Mission Bay Chapter
Southwest Section, Multiengine Instructor**

I received my Private Certificate in 1989, and since that time I attained my Commercial Multiengine Instrument and Flight Instructor Ratings. I feel fortunate to be awarded this scholarship for my next goal. I have been inspired and have learned much from my many mentors such as Isabelle McCrae who flew as a WASP, Fran Bera, an accomplished air racer, and my co-workers at Skywest Airlines Tony Wysong, Evie Ambrose and Christy Karsten (both past Amelia Earhart Scholarship winners). These women have given me so much encouragement and inspired me to pursue a career as a pilot.



**KIMBERLY BLAIR – Old Dominion Chapter
Mid-Atlantic Section, Multiengine**

The fulfillment of my childhood dream to fly began in 1995 after graduating from Ohio State University with a Bachelor of Science in Aeronautical Engineering. I have been a "frequent flyer" since then. I recently obtained my Flight Instructor with Av-Ed Flight School in Leesburg, Virginia. I earn my living as a flight controls engineer with NEX Corporation in Sterling, Virginia. We manufacture high fidelity full flight simulators. I also very much enjoy working part-time as a Flight Instructor with Av-Ed Flight School. I'm very grateful to The 99s.



**LINDA DRAPER – Reno Area Chapter
Southwest Section, Citation**

In my early twenties, I realized "I" could fly myself. My dreams became real 20 years later as key creator and president of Soar Minden, a year-round flight school and FBO on the Minden-Tahoe Airport. Earlier, bush flying finally brought subsistence when I was in Alaska and determined to fly for a living. Trans World Express/Virgin Island Seaplane Shuttle provided valuable flying experience. After Hurricane Hugo, with a fresh ATP, I flew fire tankers in Minden and Alaska. NIFTI (Nevada International Flight & Transportation Industries) became my second entrepreneurial endeavor. I am grateful to the AEMSF for my Multiengine Instructor Rating.



**DIERDRE FORBES – Columbia Cascade
Northwest Section, Flight Instructor
Instrument**

My lifelong fascination with airplanes progressed to serious passion in 1997 when I enrolled in an aviation degree program. I received my private in 1998 on my 45th birthday. Since then I have earned my instrument rating, commercial certificate, Flight Instructor and graduated with an Associate Degree. I have had a 30-year corporate career and look forward to transitioning to life as a Flight Instructor. The support from The 99s has been wonderful, and this scholarship makes it possible to complete CFII training and move closer to my long-term goals of earning Gold Seal and Master CFI certificates. Thank You!



**SUSAN HILL – Mount Shasta Chapter
Southwest Section, Multiengine Instructor**

I seek challenge and strive for excellence in everything. I graduated Phi Beta Kappa and scored 100% on seven FAA Written Exams. In seeking ways to enrich my knowledge and skills, I have had opportunities to fly with some of aviation's greats such as Amelia Read and Wm. Kershner. My long-term goal is to remain in aviation education. I currently teach at PamAm International Flight Academy. With the necessary ratings and experience I hope to instruct at a professional training facility such as SimCom. I find instructing rewarding and look forward to a long and fruitful career.



**MARTHA HULL – Finger Lakes Chapter
New York/New Jersey Section, Instrument**

I began flying at 18 with encouragement from a close friend. My first lesson was my first time in an aircraft. After that flight nothing could keep me on the ground. I had to be inside the sky. Since then I have been busy building up cross-country time, raising two young children and completing a BA in Biology. My ultimate goal with aviation is to become a corporate or airline pilot. I joined The 99s to share my love of aviation with other women and aviation enthusiasts. Continuing The 99s' mission is a lifelong passion that I hold very dear.



2003
Amelia
Earhart
Memorial
Scholarship
Recipients



2003 Amelia Earhart Memorial Scholarship Recipients

KELLI KING – Pikes Peak Chapter S. Central Section, Multiengine Instrument

I have been flying since 1998, when I decided to change my career and become a pilot. I took an "intro" flight in a Cessna 172 in 1996 and was convinced that I must find a way to fly. I left my job as a public school teacher, and over the next five years I saved money and earned my certificates. I am now a CFII and loving

it. I found out about the Pikes Peak chapter of The 99s in 2000 and immediately joined. I have enjoyed being a part of the chapter very much and appreciate their support and encouragement.

CAROL LEVINE – Long Island Chapter New York/New Jersey Section, Commercial

I earned my Private in 1999 in Florida, then returned to live on Long Island after several years of traveling around the country working as a contract physical therapist. I was soon installed Chairman of Long Island Chapter. I earned my Instrument Rating in 2002. I enthusiastically support aviation in various capacities and am a member of several international and local aviation organizations. Receiving the Commercial Certificate will qualify me for such jobs as banner and glider towing, airlifting jumpers and aerial photography. This will afford me the opportunity to earn while pursuing my aviation career.

RUTH LOGAN – San Fernando Valley Chapter Southwest Section, Commercial

I became a committed member of the San Fernando Valley Chapter of The 99s in 1997. I received the Chapter Woman Pilot of the Year Award in 1999 and the Trixie Ann Schubert Service Award in 2001. I have been Chapter Treasurer for two years and Co-Chair for monthly fly-ins for three. I became a pilot for the EAA's Young Eagles Program in 1999, and in 2002, with help from the SFV 99s and Lois Peck, I started an Aviation Explorer Post. Receiving the Amelia Earhart Memorial Scholarship Award will help me realize my goal of becoming a flight instructor.

ERIN MCCOY – Ambassador Chapter, South Central Section, Boeing 727

I began my aviation career over 15 years ago while a student at Florida Tech. Since that time I have been an active flight instructor (attaining the grade of Gold Seal), 14 CFR Part 135 Non-Scheduled pilot and a DC-9 First Officer (furloughed). I am presently flying a Learjet in the Check Relay Transportation System (14 CFR Part 135 Scheduled operation).

Additionally, I serve as the Vice-Chair and Membership Chair for the Ambassador Chapter. After the furlough, I was lucky to have the overwhelming support of The 99s and the Pro-99s Network. Thank you 99s.

DEBORAH PRICE – Colorado Chapter, S. Central Section, Multiengine Commercial

I grew up around aviation in a USAF family. I became interested in flying in small planes during trips to Alaska, Botswana and Zimbabwe. I became hooked on flying during a Discovery Flight in 2000. I started flying as a hobby while working as a project manager at Avaya. After earning my private, I decided to pursue advanced ratings and a new career in aviation. I am now working as a CFI at Jeffco Airport near Denver. Most recently, I earned the Instrument Instructor (CFII) rating and am eager to start work on the multiengine rating, thanks to The 99s.

SHELLEY VENTURA – Aux Plaines Chapter North Central Section, Commercial

Flying has been a lifelong fascination. However, I dismissed the daydream of doing it myself because I thought "regular" people didn't become pilots! In 1999, the dream turned into a reality when I earned my Private Pilot's license. I bought my Archer in 2000, joined Angel Flight Central and earned a mountain flying endorsement in 2001, and my instrument rating followed in 2002. The support and encouragement of my fellow Ninety-Nines has been inspiring, and I plan to continue adding to my flight skills and experience. My goal is to share this passion with others through education.

Future Women Pilots Awards

The Future Women Pilots Awards are granted by the Trustees of the Amelia Earhart Memorial Scholarship Fund to help towards the completion of the private pilot certificate. The awards are funded by both contributions and the AEMSF.

KRISTEN PICKWORTH

Lake Erie Chapter, North Central Section



I am 18 years old and a sophomore at Kent State University, majoring in Aviation Management. My goal is to become a commercial pilot. I began flying this past summer and have logged 30-plus hours towards my Private. I passed my written test in December. I was introduced to the Lake Erie 99s in September and found it to be a good group that I enjoy being part of.

For 10 years I have been an active member of 4-H and Girl Scouts. I look forward to my flying career and the time I will spend with The 99s.

JACQUELINE WAHL

Kentucky Blue Grass Chapter, North Central Section



I received a Bachelor of Science Degree in Nursing and pursued a rewarding career until my husband died unexpectedly in 2001. From that day forward I pursued a new challenge — learning to fly an airplane. I soon discovered what all the excitement is about. I am grateful for the many remarkable people I have met through flying, including the women in The 99s, Penny McCollom, my very patient flight instructor, and a new man

in my life. To top it off, my kids and family are extremely supportive. I am one lucky lady.

The Amelia Earhart Memorial Scholarships and the Future Women Pilots Awards are granted each year. The next deadline for submitting applications is January 5, 2004. More information and application forms are available on The Ninety-Nines website at www.ninety-nines.org/aemsf.html.

99s Museum of Women Pilots

BY CLAIRE WALTERS
MWP Fundraising Chair

The Board of Trustees of the 99s Museum of Women Pilots wishes to thank each of you for your continuing support of the Museum. We have received many generous contributions from our members, chapters and sections. The Women With Wings Chapter responded by sending emissary Patty Synk to Oklahoma City to deliver a check in person in response to a request for exhibit vacuum cleaners! What a group — you are very much appreciated, as are all of our contributors.

Due to an unfortunate mold infestation in the archives storage area and upon recommendation of a professional conservator, your Museum is faced with the need to completely rehouse the collection. On the bright side, there was no damage to any of the artifacts, and we now have an opportunity to accession each and every item in the collection according to the Museum's accepted collections policy. This is an opportunity to inventory and store the archive collection housed on the first floor of our International Headquarters.

The International Board of Directors is committed to the importance of rehousing the collection and has taken steps to

improve the physical plant and to control the storage environment. To effect the clean-up and reconstruction of the storage area, the entire collection has been temporarily relocated to the adjacent conference room where it waits for rehousing and return to the archive room.

Our collection is one of the largest, if not *the* largest, collections pertaining exclusively to women in aviation. It is our record of all that has been accomplished by women in aviation, and it is the foundation on which we continue to create new opportunities for generations to come.

We have applied to the National Endowment for the Humanities for a \$5,000 Preservation Assistance Grant to support the purchase of document and costume boxes, folders and cartons, acid-free tissue, flat file storage fixtures and a few other things.

We will not know until December if we have been awarded a grant, and we need now to begin the process of rehousing the collection. Your timely contributions help us continue the work ahead without delay.



The Amelia Earhart Scholarship Fund Research Grant

DR. JACQUE BOYD, AEMSF TRUSTEE
Research Scholar Grant Chairman

I would have liked to start this little piece with, "As you know," but in the past few weeks I've found out that "No, you might not know" is more the case when it comes to knowing about and understanding the Amelia Earhart Scholarship Fund's Research Grant.

Let's start with a little background surrounding the Grant:

The Research Grant became a part of the Amelia Earhart Scholarship Fund in 1976. This Grant is the "brainchild" of Dr. Dora Strother-McKeown and Jean Pearson, both former AEMSF Trustees and now consultants to the Fund. Thanks to the vision of these two women, the AEMSF is able to expand upon the knowledge base concerning women in aviation and aerospace.

The stated objective of the Grant continues:

This grant is given to provide a work environment in which an established scholar/scientist can add to the world's knowledge of women in aviation and aerospace. It is the desire of The Ninety-Nines, Inc. to contribute to:

- The documented history of woman's place in the development and furtherance of aviation and aerospace.
- Documenting and fostering the leadership role of women in all facets of aviation including social, economic, engineering, historical, political, etc.
- The expansion of human knowledge in areas of specific difference faced by women in aviation: as pilots, as engineers, as administrators, in military aviation, etc. Special disciplines applied to these problems could include, but not be limited to: history, sociology, psychology, biology, economics, business administration, human engineering, ergonomics, etc.

The Grant may be used in conjunction with other research activities such as: completion of research requirements for an advanced degree or matching funds with other grants to fund a program larger than either grant could sponsor independently.

Something that the researcher must be aware of is the fact

that The Ninety-Nines retains ownership of all materials stated as the "findings" of the research. Those "findings" become a part of The Ninety-Nines archival holdings and are available to other researchers and writers for use in the study of women in aviation and aerospace.

During the past year, 22 requests have been made for information about the application process for the Amelia Earhart Research Scholar Grant. Twelve of those requests have come from members of The Ninety-Nines. The other 10 requests have been from outside the organization, from men and women in universities and colleges who have been looking for funding for their research endeavors in aviation and aerospace.

One of the aspects of the Research Grant that seems to most surprise some of our members is that the funding can go to individuals outside our organization if they are "sponsored" by a Ninety-Nine. That sponsorship requires the Ninety-Nine to act as the "primary researcher" being responsible for the actual work of the person performing the research. The Ninety-Nine does not have to have the real expertise for the project.

This relationship has been approved twice in the history of the Research Grant. In 1993 Susie Sewell acted as the Ninety-Nine supervising work done by University of Oklahoma students in helping to organize and categorize the 99 News magazine. Most recently, in 2001, Dr. Petra Illig (Alaska Chapter) acted as the sponsor for Dr. Martha Ackman's research into the "Mercury 13." The Grant specifically applied for funding to support taped interviews with the surviving members of this group. The Ninety-Nines will own those audiotapes and the accompanying written transcripts. These "findings" will become part of our archives and be available to other researchers and writers. To my knowledge this is the only relatively complete collection of statements and perceptions that exist from this group of women.

For further information please contact me: Jacque Boyd, P.O. Box 94, Angel Fire, NM, 87710 • Phone: 505-377-3166 • FAX: 505-377-3170 • E-mail: JacqueBBoyd@cs.com.

Research Scholar Grant Recipients:

- 1978 **Dorothy Niekamp**, An Annotated Bibliography of Women in Aviation.
- 1983 **Shirley Render**, Research on Canadian Women Pilots.
- 1984 **Gayle Vail**, Research into Correlation of Pilot Error and Social-Psychological Factors.
- 1985 **Claire Kopp**, Spatial Orientation Abilities of General Aviation Pilots.
- 1986 **Anita Crockett**, Motion Sickness Susceptibility of Women Pilots and Non-Pilots.

- 1989 **Dorothy Niekamp**, Update of Annotated Bibliography of Women in Aviation.
- 1993 **Susie Sewell**, Sponsored the development of software to index and catalogue the 99 News.
- 1994 **Jacque Boyd**, Pregnancy and the Female Pilot.
- 2000 **Carolyn VanNewkirk**, Historical Study of Women's Air Races.
- 2000 **Jeanne Suchodolski**, Oral History of Washington Women Pilots.
- 2001 **Petra Illig**, Sponsored Martha Ackman's research and interviews of the "Mercury 13" women.

In May, to honor the 99th birthday of Charter Member Achsa Donnels, individuals and chapters in the Southwest Section created a one-time scholarship awarded at the International Conference in Huntsville through the Amelia Earhart Scholarship Fund.

In Achsa's biography there is a picture of her at 4 years of age, standing in overalls, hands on hips, big grin on her face — and with a "take on the world look." And that is just what she did. There was no present we could think of for a Charter Member turning 99 more appropriate than to create a scholarship in her name so that someone else could continue her dream.

As a pioneering aviatrix, Achsa has plenty of stories to tell. What was her private pilot checkride like? Turns out back in '28 the examiner wouldn't get in the airplane with a woman, so she did what he asked her to do in the air with him watching from the ground!

She remembers weekend flights in her Waco out of Bakersfield to the Los Angeles Basin and San Fernando Valley to visit friends and do a little shopping — one of these flights saw the basin fogged in and the sun setting. Achsa (with an oblivious passenger) had to do some quick calculations about where she was and do some blind faith flying to land at the airport. As she says, she flew to where she thought the airport should be, saw some lights through the fog, started a descent and there it was, Caddo Field with two beautiful runways. Her passenger was blissfully unaware that there was any kind of problem.

She loved her Jenny. It's what she learned in back in 1923. As she said, "I could imagine that I

Achsa Donnels Honored by 99s on her 99th

BY DONNA CRANE-BAILEY AND PAMELA O'BRIEN
Monterey Bay Chapter

was sitting on the edge of a cloud, looking out over the whole world...In those days there was no smog, and you could smell fragrances of oranges, or whatever you were flying over, at all altitudes. The scenery was fantastic."

Achsa is a Charter Member of The Ninety-Nines, being one the original 99 (out of 117 licensed women pilots at the time) to respond to an invitation to organize in 1929. She told us of her friends Bobbi Trout, Amelia Earhart and Pancho Barnes to name a few. She talked about the early years of The Ninety-Nines and the Southwest Section.

Changes in aviation? Mind-boggling. Taildragger to tricycle planes was a change that she regretted. She feels that everyone needs to learn in a taildragger — you have more feel for the plane. And all those instruments. When she learned, it was altimeter, airspeed indicator, tach and oil gauge, nothing like today's aircraft. And she loved an open cockpit with the wind surging around her head.

"I had no sense of fear. In fact...when they learned about it (first flight), my family said I had no sense, period."



Achsa Donnels

May 1, 2003

Dearest Achsa,

You are so dear and precious to each and every one of us, The Ninety-Nines. May this day be so very, very special for you.

As President of The Ninety-Nines, it is my greatest pleasure to wish you a happy, happy birthday from all of us who can't see you get your surprise. To reach one of our most favorite numbers, 99, is a wonderful achievement, and I know from your flight record of life you have made the very most of each day and moment of it.

*Blue Skies and
Tailwinds,*

*Jody McCarrell
99s President*



At the recent Spring Southwest Section meeting in Columbia, California, Achsa is honored with roses and a scholarship in her name in celebration of her 99th birthday.

Editor's update:

We are sad to report that Achsa has flown to New Horizons. An expanded article about her will appear in the next issue.



CAREERS:

Fly a Mile with 99s' Wings

BY JENNY T. BEATTY

International Careers Committee Chair

Engaging discussions recently occurred among 99s on the topics of “young” versus “old” and “professional pilot” versus “sport pilot” members. I look at these issues from the perspective of promoting pilot careers to women and recruiting professional pilots to The Ninety-Nines, and see three phenomena influencing us right now: the economy, the Baby Boom and the Women’s Movement. As we ponder these issues from all sides, let’s recall the Native American saying, “You do not know a man until you’ve walked a moon in his moccasins,” or to put it another way, “Fly a mile with another 99s’ wings.”

First, the world economy causes aviation to go through a transitional period about every decade or so, when a joyous spurt in growth is contrasted by a painful contraction. In this post-9/11 downturn, people who are closely aligned with the aviation economy have had to make painful and difficult choices.

Flying with a 99 who’s been laid off from her job means empathizing with her clipped wings, her new financial reality and, for some, the devastating loss of a dream. It may help to remember that The Ninety-Nines already survived the Great Depression and the 1972 Oil Crisis.

Second, the high childbirth rate in the post-World War II era resulted in a baby boom, and the “Baby Boomers,” now aged 40-ish to 60-ish, have a powerful ongoing influence on U.S. society and culture. Like many organizations, The Ninety-Nines is affected by this demographic. We are also lucky to have a few charter members, as well as many highly accomplished WASPs, active in our organization.

Trying on other 99s’ wings in this context means not falling into what I call the “generation gap trap.” A freshly minted instrument pilot can learn a lot from the lady who came by her silvery coif honestly on a stormy night in a squirrely Spitfire. Strategic planning tips can be gleaned from a woman who has a fiercely competitive spirit running in her varicose veins, honed from years of air racing or from being the only woman working among men.

Baby Boomers will continue to shape The Ninety-Nines as their participation in aviation evolves over time. Meanwhile, the “Gen-Xers” who follow, aged about 18 to 37, are proportionately fewer in society as a whole and therefore less represented in our organization. Looking beyond age, however, we need to acknowledge that many women learning to fly today, particularly the younger ones, may have their own agenda in aviation.

This brings us to the third factor affecting women pilots today: the Women’s Movement. In the post-war United States, Rosie the Riveters and WASPs were ushered out of aviation and

pushed back to hearth and home. Women were scarce in many aviation careers from the 1940s through the 1950s, and in those careers with the highest pay and status, like major airline pilot, military pilot and astronaut, the number of women was *zero*. But you can’t keep good women down. During that period, women kept learning to fly, and many became professional flight instructors, ran flight schools and managed airports. Small wonder that The Ninety-Nines continued to grow and became best known for our contributions in general aviation.

And then the Baby Boomers came along. These women deserve the credit for challenging the status quo; from the late 1960s through the ’70s, their efforts on many fronts brought about the sweeping societal and legal changes that made it possible for women to enter every “nontraditional” career imaginable. Women are still not represented in great numbers in aviation careers, but we are definitely present and accounted for in every sector.

Now we’re seeing the payoff from the Women’s Movement and The Ninety-Nines’ efforts over many, many years, in activities like presenting aviation curricula in grade school, giving Air Bear presentations and helping Girl Scouts earn aviation badges. Young women are entering aviation careers in ever-greater numbers, and they have high expectations of achieving their professional pilot career goals. They see a number of female role models and know that it’s a wide-open field for women. But here’s the important distinction: these women are learning to fly as a career choice, not a pastime.

Flying with the wings of a 99 with the right stuff but the wrong gender at the wrong time means recognizing her persistence in the face of many obstacles and her insistence in opening doors that, ultimately, she could no longer enter herself. Trying on the wings of a 20-something pilot who plans to be a squadron commander and then an astronaut — and also a mother along the way — means embracing a new outlook in aviation and for The Ninety-Nines. Truly we helped clear the airspace for her flight, so we also share in her success.

Instead of thinking that you have nothing to learn from those old/young ladies, or sport/professional pilots, remember what we *do* have in common: we’re all pilots, and it’s our love of flying and aviation that unifies us, no matter our economic status, age or goal in aviation. These issues merit discussion, touching as they do on 99s activities, careers, chapters, membership and growth. Moreover, this dialogue is necessary to the health and vitality of any organization. Because we care about The Ninety-Nines and its future, let’s keep talking — and listening — to each other. Let’s keep trying on each other’s wings.

A special Mother's Day event took place at the Spring Southwest Section meeting at Columbia, California, in the foothills northwest of Yosemite National Park. Organizer Linda Mae Draper of NIFTI (Nevada International Flight & Transportation Industries) in Minden asked Terry Campbell to give a safety seminar on Seaplane Operations out of High Sierra Lakes on Saturday.

On Sunday, Terry offered an introductory flight in her Supercub on straight floats at Hogan Reservoir near San Andreas. Fourteen 99s signed up for the adventure. Linda Mae and her husband Roger provided refreshments and a place to sit in the shade and watch the activities.

That Sunday morning it felt like the first day of spring, maybe because of the anticipation I felt for the day ahead. It was Mother's Day, long past the official first day of spring, and I was looking forward to the best present I could imagine giving myself. I was off for the flight in Mo (as in mo' rudder) with Terry, of Norcal Aviation. Mo is her red/white 1958 Super Cub on straight floats, and it was love at first sight. As I settled into the front seat, it felt like I'd come home. Though the cockpit wasn't arranged like the Grumman Tiger I was used to flying, everything was within reach and seemed conveniently placed (except maybe the flap handle, which was down by my left foot and not readily reachable for me).

Terry acquainted me with safety procedures and the location of those knobs and levers I'd need to find, explained the starting procedures — the three Ms (master, mags and mixture), starter on the right above the windshield.

Terry climbed aboard and we then taxied left and right to get the feel of taxiing with the water rudders; then she demonstrated getting onto "the step" in preparation for takeoff. Stick in your lap, left hand applying full power smoothly, the nose rises — once, twice, and on the second one, which is subtle but noticeable, you ease forward on the stick pressure, and you're purring along on top of the water, holding a steady course. Before you know it, the gutsy little powerplant up front has lifted you off the water, and you're *flying*, heavy floats hanging below and all.

We did some steep turns, and I learned where Mo got her name: mo' RIGHT rudder. The right wing kept dropping as I worked on that right rudder, and Terry had to remind me to keep the wings level. We did a couple stalls (benign). With power on, the nose dropped gently, and recovery was like any stall. Terry told me Mo wouldn't break over on a power-off stall, and sure enough, she just quit fly-

Mother's Day Splash-in

BY CAROL ANDREWS
Sutter Buttes Chapter

ing forward and fluttered toward the water until the nose was dropped and power added.

Then it was time to head for another little puddle of water and my first landing. We overflew it, checked for traffic, set up on a *left* downwind (thank you, Terry), power set for 60 mph. A 500-foot-a-minute descent, base turn, and she obediently floated toward the lake. About 25 feet above the surface, I eased the nose up, and she touched down; I immediately reduced power, and she settled into the water like a duck. I imagined I could feel her ruffling her feathers as she got comfortable before I advanced the throttle and taxied slowly back around for a takeoff.

Terry reminded me to keep the RPMs under 1,000 to keep the spray from hitting the propeller as we taxied. Taking off was a repeat of the first time. The exhilaration of rising on the step and then into the air for the first couple times has played over and over in my mind since then—to be overshadowed only by the thrill of landing on a day such as this. The morning had been perfect, just enough breeze to keep the water from being glassy but not choppy.

We taxied back to the dock, and I hugged my instructor, assuring her I'd be back. I knew I had to experience flying into the remote lakes in the high country that she'd talked about.

A group of Southwest Section 99s discover the joys of flying a seaplane.

One of the seminar participants, Traci Leider, left, and instructor Terry Campbell talk about float planes after landing in the Super Cub.



AIR RACE CLASSIC:

Team of Ninety-Nines Flies Away With Top ARC Award

BY JUDITH BOLKEMA-TOKAR
North Jersey Chapter



This year,
nearly 40
teams entered
the race.

The 27th annual Air Race Classic (ARC), a 1,905 statute mile, all-woman air race, took place June 21-24, 2003. Airplanes raced from Pratt, Kansas to Kitty Hawk, North Carolina, with a number of check points in between. This historic race was sanctioned by Kitty Hawk to celebrate 100 years of powered flight, which began December 17, 1903 at 10:35 a.m. Only 120 feet and twelve seconds on a sand dune in North Carolina that long ago day spawned incredible innovations and advances in transportation, communications, commerce and defense.

This year, nearly 40 teams entered the race. Each plane had a team of two pilots, although race planes carried passengers holding student certificates or better. The plane with the best speed above its handicapped speed was the winner.

The Air Race Classic winners are 99s pilot Elaine C. Roehrig of Deerfield, NY and co-pilot Marolyn P. Wilson of Whitesboro, NY. Elaine and Marolyn flew a Piper PA28-140 aircraft. Elaine has logged over 14,000 hours in her 58 years of flying and served as Chief Instructor/Manager at Griffis Aero Club Flight Training Center for 31 years. Marolyn has 510 hours. This team flew their 14th Air Race Classic and are members of the Central New York Ninety-Nines.

In second place were Margaret Ringenberg of Leo, OH and Linda Schumm of Makinaw, IL flying a Cessna 182S. Margaret served as a WASP (Womens Airforce Service Pilot) during World War II, raced around the world in 1994, earned a chapter in Tom Brokaw's book *The Greatest Generation*, has addressed the Air Force Academy and has logged over 40,000 hours in her 60-plus years of flying. Copilot Linda is a regional manager for Cessna Pilot Centers and co-owner of Legacy Aviation, Inc.

Third place winners were ARC Team #7, Denise Waters, New York, NY and Ruth Maestre of Brookville, OH flying a Grumman AA5B.

Denise and Ruth have flown the London to Sydney Air Race and are active experimental aircraft builders.

In fourth place were Judith Bolkema-Tokar of Spruce Creek Fly-In, FL and Esther Lowry of Gainesville, GA flying a Cessna 182S. Judy is President and Esther is Vice President of the Air Race Classic. Esther was one of the founders of the ARC and has been on the board of directors since 1977.

Fifth place was won by Candace "Candie" Oldham of East Hanover, NJ and Susan Westervelt of Nutley, NJ flying a Mooney M20J. This team was flying their second ARC. Candie is an instrument flight instructor with 1500 hours and Susan is instrument rated with 650 hours.

Sophie Payton of Clearwater, FL and Ernesteen Hunt of Oak Ridge, TN placed sixth flying a Cessna 182S. Sophie learned to fly before she learned to drive and has been flying for 59 years. Ernesteen is flying her fifth ARC and has 970 hours of flight time logged.

In seventh place was Bonnie Johnson of Valley Center, KS and Carol Foy of Spicewood, TX flying a Cessna 172P.

Eighth place was shared by ARC#28 and ARC#6. After eight legs and with the calculations extended to three decimals, the eighth and ninth place awards were shared by these two teams. ARC#28 was Dee Wakelin of Albany, New Zealand and Lynn Denise Holland of Malacca, Malaysia flying a Citabria Adventura 7GCAA. ARC#6 was Dottie Anderson of Bluffton, OH and Jean Sloan of Lima, OH flying a Piper PA28-180.

Tenth place was won by Keri T. Wiznerowicz of Richmond, IL and Heidi D. Moore of Columbus, IN flying a Piper PA28-161. Keri and Heidi are students at Purdue University studying Aviation Flight Technology. This team represented Purdue University and received the "Air Race Classic Collegiate Challenge Trophy" for their school.

Teams raced their planes from Pratt, where famous WWII B-29 bomber pilots of the Enola Gay and the Memphis Belle trained, to Kitty Hawk via Grand Island, Nebraska; Albert Lea, Minnesota; Menominee, Michigan; Peru, Illinois; Dayton, Ohio, home of Wilbur and Orville Wright; Altoona, Pennsylvania; and Danville, Virginia. The race was flown in daylight hours and in visual flight conditions only.

This race is limited to stock airplanes certified in the normal or utility category with non-supercharged engines of not less than 145 horsepower nor more than 570 horsepower. There is no age limit for aircraft.



*The top 10 winners are:
Back row, left to right: Dee Wakelin & Lynn Holland, tied for 8th; Keri Wiznerowicz & Heidi Moore, 10th; Elaine Roehrig & Marolyn Wilson, 1st; Margaret Ringenberg & Linda Schumm, 2nd; Judy Bolkema-Tokar & Esther Lowry, 4th; Denise Waters & Ruth Maestre, 3rd. Front Row: Dottie Anderson & Jean Sloan, 8th (tie); Candace Oldham & Susan Westervelt, 5th; Bonnie Johnson & Carol Foy, 7th; Sophia Payton & Ernesteen Hunt, 6th.*

In 1977 the all women's Air Race Classic started with 27 participants that first year. The race has its own historical importance, succeeding the All Women's Transcontinental Air Race, or Powder Puff Derby, as it was dubbed by Will Rogers, a race which captured the imaginations of our "foremothers." Women began racing in 1929, competing with men for the Bendix Trophy.

Twenty-seven years, 67,000 statute miles and more than 1,000 teams later, the Air Race Classic remains a venue for competitive flying. "Flying is ageless," said Blanche Noyes, famous aviatrix of the 1930s. In addition to a little bit of luck, winning takes a combination of sharp pilots and piloting, a good performing stock airplane and an understanding of the weather. Airplanes are given handicaps depending on their type and engine and expected performance.

Competition is keen among diverse individuals, some of whom return year after year to fly over different terrain and renew their acquaintances with old friends. College students compete with octogenarians; the octogenarians give the younger women a real race!

Contestants may be recreational or professional pilots, with an average age of 54, but all compete in this race at the same level. A first this year, colleges with aviation programs that have entered planes in the race are eligible to receive the "Air Race Classic Collegiate Challenge Trophy."

It demonstrates even now the safety of flying in a day which sensationalizes air crashes and hijacking. In a speed race, the planes fly full throttle all the way, with timing lines at seven locations in the United States similar to many airports in communities across the country.

ARC RANKING

- | | |
|--------------------------------------|--|
| 1 Elaine Roehrig & Marolyn Wilson | 18 Carolyn Van Newkirk, Peggy Doyle & Mary Patterson |
| 2 Margaret Ringenberg & Linda Schumm | 19 Deborah Sutor & Ashley Calvert |
| 3 Denise Waters & Ruth Maestre | 20 Joyce Wells & Kathy Walton |
| 4 Judy Bolkema-Tokar & Esther Lowry | 21 Barbara Goodwin & Deborah Wilkinson |
| 5 Candace Oldham & Susan Westervelt | 22 Linda Pecotte & Mardell Haskins |
| 6 Sophie Payton & Ernesteen Hunt | 23 Amanda Gruden & Michelle Glisan |
| 7 Bonnie Johnson & Carol Foy | 24 Valdeen Wooton & Trish Minard |
| 8 Dee Wakelin & Lynn Holland | 25 Laura Lattanzio & Carol Froehlig |
| 8 Dottie Anderson & Jean Sloan | 26 Kristin Shoemaker & Susie Grundler |
| 10 Keri Wiznerowicz & Heidi Moore | 27 Mary Creason & Gloria Apple |
| 11 Susan Azar & Pat Johnson | 28 Evelyn Kropp & Lee Orr |
| 12 Gretchen Jahn & Ruby Sheldon | 29 Jeanette Hackler & Kathy McDonald |
| 13 Linda Meese & Martha Miller | 30 Janet Yoder & Vicki Hunt |
| 14 Amanda Svec & Kendra Jorgensen | 31 Kathleen Roy & Carolyn Smith |
| 15 Tammie Guthrie & Michelle Hovey | 32 Deb Cox & Helen Swallow |
| 16 Linda Scully & Vicki Lynn Sherman | 33 Lorrie Blech & Joan Steinberger |
| 17 Susan Carastro & Marie Carastro | 34 Michelle Gutierrez & Beth Oliver |

A New Look at NIFA

BY CAROLYN C. CARPP
Western Washington Chapter

Ninety-Nines
NIFA judge
provides her
first-time
perspective.

If The Ninety-Nines, Inc. is “the best kept secret” around, then NIFA must surely be the “second best kept secret.” Many of our members do not know what NIFA stands for, nor do they understand what goes on at the annual SAFECON. I must admit I didn’t know either until this last May when I participated in SAFECON 2003 at the University of North Dakota in Grand Forks, North Dakota.

Almost 25 years ago when I earned my private pilots license, Joyce Harding, Western Washington Chapter, recruited me into The 99s. Joyce learned to fly at Columbia University in Missouri and had participated in the early days of NIFA. Past International President Gene Nora Jessen and Wally Funk were involved in many of the same competitions back in the ’50s. As a new Ninety-Nine in the ’70s, I listened eagerly to tales of their flying competitions as college students, not quite imagining that I would ever be involved. After all I was a college graduate with a Masters Degree and just a beginning pilot at age 42.

NIFA is the National Intercollegiate Flying Association, and according to Ninety-Nines Presi-

dent Jody McCarrell, “NIFA started almost when we did in the 1920s. At one time, The Ninety-Nines furnished around 80 to 85 percent of the judging staff and almost a quarter of the funding to help run the event.” Colleges and flying clubs associated with colleges get together and compete for who is the best of the best in collegiate aviation. Those who win at the regional level are invited to the national event. NIFA has 11 regions, which are similar to Ninety-Nines sections. For the last several years about 25 schools have been represented.

The annual national event is called SAFECON and is located at one of the participating colleges or universities. Besides The Ninety-Nines, sponsors come from many aviation groups, families and companies, which include Piper, Cessna, Net Jets, American Airlines, Delta Airlines, Jeppesen, Sporty’s, Southwest Airlines, just to name a few. There were over 100 listed in the program,

Finally the day did come when, after retiring from 43 years of teaching, I attended my first NIFA SAFECON. President Jody McCarrell and Past President Lois Erickson had always challenged me to become a judge when I was on the International Board, so here I was on May 16 flying to North Dakota, wondering what was ahead for me in the next week.

I arrived at the University of North Dakota in rainy, windy weather on Friday night. The next morning I attended a class for the judges where 50 or so volunteers learned about the various events. Most of the judges had worked in regional competitions, and many of these were 99s, some familiar to me. I received a Red Rulebook and a large Judges Manual, which explained almost everything I needed to know. The good news was that NIFA is a 501(c)3 organization, and I could deduct all of my expenses. There was even a form for that in the manual.

The competition events were divided into two parts, indoor and outdoor. The Flying Events were: Power Off Landing, Short Field Approach and Landing, Navigation, Message Drop, IFR Precision Flight Event and IFR Simulated Flight. The Ground Events were: Computer Accuracy, Ground Trainer, Aircraft Preflight Inspection, Aircraft Recognition, SCAN (Simulated Comprehensive Aircraft Navigation) and Electronic Flight Computer. Thank goodness for the indoor events, as the weather was not very co-operative and the airport was even closed one day due to heavy rain. With a lot of schedule changes, all of the events were finally held, in spite of cold, wet judges.

Ninety-Nines Carolyn Carpp, Lois Erickson and Jody McCarrell present Ninety-Nines Women’s Achievement Awards to (bottom row from left) Diana Beauford, Betty Pine and Dianna Hoover.



Ninety-Nines Judges

Eighteen Ninety-Nines members served as judges at the National Intercollegiate Flying Association (NIFA) competition in May. Held at the University of North Dakota, the event included almost 400 students from 26 universities. National winners were (1) Embry Riddle Aeronautical University, Prescott; (2) University of North Dakota; (3) Western Michigan University. Additional awards were presented in a variety of categories.

As a volunteer organization, NIFA depends on the generosity of organizations such as The 99s to judge both regional and national flight competitions as well as provide educational seminars.



Back Row: Linda Mathias, Virginia Harmer, Carolyn Carpp, Linda Schumm, Romaine Ausman, Joan Mace. 3rd row: Bonita Ades, Jody McCarrell, Sue Osborne, Martha Norman, Diane Bartels, Carole Trump, Kathy Jameson, Edith Fischer. 2nd row: Jean West, Poochie Rotzinger. 1st row: Wally Funk and Lois Erickson

My assignment was to be a part of the team that interviewed women for The Ninety-Nines Women's Achievement Award. The Ninety-Nines sponsors this award, as well as the Top Scoring Female Contestant Award. Jerry Jurenka (Texas Dogwood Chapter), Lois Erickson (Mt. Shasta Chapter) and I revised the questions to be used in the interview. Bonita Ades (Colorado Chapter) and Poochie Rotzinger (Oklahoma Chapter) have served on the interview team in the past, so I knew I was following some fantastic 99s and had to achieve their level of professionalism. The judges for the Men's Achievement Award even asked us to adapt the questions for the male candidates, which was recognition of the quality of work done by The Ninety-Nines. While working on the questions using Joel Lehrke's (NIFA Director of Corporate Development) computer, I was allowed access to the nerve center of SAFECON 2003, and I eventually met all of the NIFA officials, including full-time Executive Director Gary Hemphill and John Haacke, Director of Corporate Relations. Everyone welcomed me with open arms and a spirit of friendliness that was incredible...a first-timer included right in the middle of everything.

Over a period of four days, Lois and I interviewed 23 outstanding candidates from the 26 colleges and universities represented at SAFECON 2003. The candidates had already completed an application that included letters of recommendation from their instructors or college. As each candidate talked to us, I became more and more impressed with their outstanding qualities and professional attitude. Many students were

already 99s, but the rest took applications and promised they would join right away. From my viewpoint, this was "hands-on recruitment" of the very best. The candidates all left the interview enthusiastic about The Ninety-Nines. The involvement of 99s everywhere at SAFECON reinforced that enthusiasm, and the opportunity to interact with each other was ever-present during the event.

The conclusion of NIFA SAFECON was the awards banquet at the huge Alerus Center. The floor was covered with banquet tables and excited competitors. As judges, we sat right in front and were frequently thanked for our work by team members and coaches as they passed by. The award ceremonies were extremely well organized and speedy. I was even included with Lois and Jody when the Women's Achievement Awards were presented.

The winners of the **Ninety-Nines Women's Achievement Award** were:

- 1st Place: Diana Beauford, U.S. Naval Academy
- 2nd Place: Betty Pina, Kansas State University
- 3rd Place: Dianna Hoover, Embry-Riddle – Daytona

The winners of the **Top Scoring Female Contestant Award** were:

- 1st Place: Geraldine Fritsch, Embry Riddle – Prescott
- 2nd Place: Kristi Rodriguez, Mt. San Antonio College
- 3rd Place: Dianna Hoover, Embry Riddle – Daytona; and Laci Watkins, The Ohio State University

"As each candidate talked to us, I became more and more impressed with their outstanding qualities and professional attitude."

Tour Will Recreate the "Glory Days" of Flight

BY KIM SAILOR
Chicago Area Chapter



Kim Sailor will participate in the National Air Tour in September, celebrating the centennial of the Wright Brothers' first flight.

I have some very exciting news that I want to share with you all: I have been asked to join the National Air Tour (NAT) as flight crew and will be flying a vintage aircraft (type to be determined...stay tuned) with another crew member. At this time, I am the only female scheduled to fly crew on this journey.

This September, in celebration of the centennial of the first powered, manned, heavier-than-air flight of the Wright Flyer, as well as the centennial of the Ford Motor Company, more than 30 vintage aircraft will fly a 4,000-mile route around the central, southern and eastern United States over the course of 17 days (weather permitting, of course). The route begins and ends in Dearborn, Michigan, and stops at more than two dozen cities, including my home airport, Lansing Municipal airport.

The tour will include vintage aircraft from the 1920s and 1930s, including Ford tri-motors, Stinson tri-motors, and aircraft with romantic old names like Travel Air, WACO, Paramount, Curtiss, New Standard and Eaglerock. There will be bi-planes, monoplanes and flying boats, all harking back to the Golden Age of Aviation.

There are going to be many activities surrounding the Centennial of Flight celebration, and I believe this is going to be one of the most exciting and fun. You may participate in a number of ways:

- Stop by the airport nearest you when the tour arrives. Keep an eye on the website for specific airports, dates and times.
- Volunteer to assist the tour at a particular stop.
- Become a corporate sponsor of the NAT or individual donor — learn how here: www.nationalairtour.org/sponsors.html.
- Sponsor me: starting at a penny a mile, to be donated to Project: Higher Ed or the tour, as you wish (both tax deductible).

- And my biggie: participate in planning the educational outreach "Project: Higher Ed." South Suburban College will be developing educational outreach to bring the tour to the classroom during and after the event. See www.southsuburbancollege.edu/phed.

The potential for educational outreach both to our classrooms and communities surrounding our airports is great! Please let me know if you have any ideas regarding curriculum or activity development. We will be documenting the trip and hope to have interaction via the Internet, e-mail, video, postcards, etc.

Thanks for reading, and I hope to see you in September! Now where are those jodhpurs...?

Proposed Route and Schedule for the National Air Tour 2003

- Day 1, September 8:** 221 miles. Dearborn - Kalamazoo - South Bend - Chicago/Lansing.
- Day 2, September 9:** 111 miles. Chicago/Lansing, over Meigs - Milwaukee
- Day 3, September 10:** 324 miles. Milwaukee - Wausau - St. Paul
- Day 4, September 11:** 424 miles. St. Paul - Mason City - Des Moines - Kansas City
- Day 5, September 12:** 171 miles. Kansas City - Wichita
- Day 6, September 13:** layover Wichita
- Day 7, September 14:** 372 miles. Wichita - Tulsa - Fort Worth
- Day 8, September 15:** 386 miles. Fort Worth - Shreveport - Little Rock
- Day 9, September 16:** 348 miles. Little Rock - Memphis - Birmingham
- Day 10, September 17:** 150 miles. Birmingham - Atlanta
- Day 11, September 18:** 301 miles. Atlanta - Greenville, S.C. - Winston-Salem
- Day 12, September 19:** 258 miles. Winston-Salem - Wilson, N.C. - Manteo, N.C.
- Day 13, September 20:** layover Manteo, N.C. - Kill Devil Hills, N.C.
- Day 14, September 21:** 300 miles. Kill Devil Hills, N.C. - Richmond, Va. - Dulles/Washington, D.C.
- Day 15, September 22:** 164 miles. Dulles/Washington, D.C. - Pittsburgh
- Day 16, September 23:** 234 miles. Pittsburgh - Dayton
- Day 17, September 24:** 186 miles. Dayton - Dearborn

For additional information about the National Air Tour 2003, visit www.NationalAirTour.org.

RATINGS AND WINGS

RATINGS

Caroline H. Baldwin – Private

El Paso Chapter, South Central Section

Sue Nealey – Seaplane

Chicago Area Chapter, North Central Section

Karen Ness – Commercial

Chicago Area Chapter, North Central Section

Wanda Wren Strassburg – Master Certified Flight Instructor

San Luis Obispo Chapter, Southwest Section

WINGS

Mayetta Behringer – Wings XV

Santa Clara Valley Chapter, Southwest Section

Nancy A. Ginesi – Wings IV

Sacramento Valley 99s, Southwest Section

Mary Lou Hagan – Wings V

Delaware Chapter, Mid-Atlantic Section

Karen Ness – Wings V

Chicago Area Chapter, North Central Section

Elaine Morrow – Wings VII

Minnesota Chapter, North Central Section

Nancy Rohr – Wings V

Delaware Chapter, Mid-Atlantic Section

Laurie Siers – Wings I

Women With Wings Chapter, North Central Section

Elizabeth Sommers – Wings I

Alameda County Chapter, Southwest Section

PROFESSIONAL RATINGS

Nancy O'Laughlin – DC3, Citation

Tennessee Chapter, Southeast Section

NEW HORIZONS

JOHN BLACK

San Fernando Valley
Chapter

For those of you who were not fortunate enough to know John Black, 49½ of Barbara Black, here's a little remembrance mixed with a little history.

When I joined the San Fernando Valley 99s in the latter part of 1982, Barbara Black was one of the movers and shakers in the San Fernando Valley Chapter. Back then she was Barbara Persons, not yet married to John, but the two of them had been together several years at that point. I eventually met John and I was immediately struck by his dashing good looks. As time went by, I learned that behind the good looks was a very genuine, caring person. John was outgoing, affable, helpful and very funny. His laugh could be heard everywhere.

Before knowing anything else about him, I knew he was an avid air racer and competitor. Every spring, our chapter would put on the Jim Hicklin Memorial Air Rally, an all men's air race out of Bullhead City, Arizona. And every spring John was there flying, sometimes winning big and sometimes not so big.

John loved flying, he loved his airplane and he loved his family. He worked in the film industry as a grip and had many shows on his list of credits. He was an expert scuba diver, sailor, skier. He loved country western music, and he loved to dance – he was a terrific dancer.



John Black

Everything John did, he did first class. One look at the Black's beautiful home — the site of countless 99 parties and functions — will reveal it was built with love and a smart sense of style.

When John left this world on July 4, 2003 doing what he loved best, flying his Cessna 182, he left a deep hole in the hearts and lives of his family and friends.

— *Jaye Howes*

VELMA JANE SCHRAM

Section Member, Southeast Section

Velma Jane Schram died on March 19, 2003. She was proud of her membership in The Ninety-Nines and considered The 99s to be an outstanding organization.

She is survived by her 49½ Stuart M. Schram, Jr., also a pilot.

DON TEEL

Tucson Chapter

Nancy Teel of the Tucson Chapter, Southwest Section, lost her 49½, Don, on December 31, 2002

FLORENCE WHIPPLE

Chicago Area Chapter

Florence Whipple died of cancer May 11, 2003. In 1974, at the age of 52, Florence received her Private Pilot Certificate and later earned her private glider rating. Florence, an active member of the Chicago Area Chapter since the late '70s, owned and flew a Cessna 172. Florence thought of the Chicago Area Ninety-Nines as her extended family.

Those of us who knew her found her to be an interesting lady, a fellow pilot, but most of all, a wonderful friend. We will miss her.

Jackie Cochran Honored

BY LEIGH KELLY AND CATHY HANSEN
Antelope Valley Chapter

BY GRACE CRITTENDEN
San Luis Obispo Chapter

Fifty years ago, on May 18, Jackie Cochran became the first woman to break the sound barrier. In recognition of her many achievements, Edwards AFB celebrated "Jackie Cochran Day."

WASPs Irma "Babe" Story (San Fernando Chapter), left, and Flora Belle Reece (Antelope Valley Chapter) chat with Gen. Chuck Yeager, center.



Editor's note: Eighteen members from five Southwest Section Chapters joined prominent military, NASA and WASP representatives at Edwards Air Force Base in May to recognize the achievements of pioneer aviatrix Jackie Cochran, a past-president of The 99s. The Antelope Valley and San Luis Obispo chapters provide the following account of "Jackie Cochran Day."

From the Antelope Valley Chapter:

Jacqueline Cochran Odlum (1906-1980) broke the sound barrier at Edwards AFB, California on May 18, 1953 in a Canadair F-86E. She became the first woman to boom through the invisible boundary, accompanied by famous test pilot Chuck Yeager as her chase pilot.

To commemorate the event, May 16, 2003 was proclaimed "Jackie Cochran Day" at Edwards AFB, and a plaque was dedicated to Jackie and her history-making flight. In front of the plaque mounted on a pedestal next to an F-104 Starfighter (the type of aircraft used by Cochran for her later Mach 2 flights), Major General Wilbert D. "Doug" Pearson introduced Brigadier General (Retired) Charles E. "Chuck" Yeager, USAF, who spoke to a crowd of several busloads of invited guests, including four members of the Womens Airforce Service Pilots (WASP), Ninety-Nines from several chapters, women astronauts and Air Force pilots, professional aviatrixes, test pilots and community dignitaries. After

the formal unveiling of the plaque, Al Hansen (husband of Ninety-Nine member Cathy Hansen) flew his Canadair F-86E over to Edwards AFB from Mojave Airport in a salute to Jackie's history-making flight in the same model.

Following the dedication, a luncheon was held that included static aircraft displays, an exhibit about Jackie Cochran's achievements, a short video about her aviation exploits and comments from four distinguished guests who spoke about what Jackie Cochran had meant to them.

Jackie was president of The Ninety-Nines from 1941-1943 and founded the WASP in 1943 to help with the war effort. Two of the WASP members in attendance, Lancaster residents Flora Belle Reece and Irma "Babe" Story (respectively of Antelope Valley and San Fernando Valley Chapters) were on hand to reminisce with Gen. Yeager along with fellow WASP Bea St. Claire-Thurston and Margaret "Pinkie" Weiss.

The first speaker, Bea St. Claire-Thurston, shared her thoughts on Jackie's role in forming the WASP. Two modern aviatrixes, Marta Bohn-Meyer and Sandy Miarecki, Lt. Colonel, USAF, followed her. Sandy is the Assistant Cadet Flight Indoctrination Program (CFIP) Project Officer at Randolph AFB, San Antonio, Texas, although she is still a member of Sacramento Valley Chapter. She flies the sleek, fast T-38 Talon, a jet aircraft Jackie Cochran flew when setting many records.

Sandy told how Jackie influenced her decisions during her Air Force career. "Whenever I met a challenge that seemed a little overwhelming," Sandy said. "I would tell myself, Jackie Cochran did it, and so can I."

NASA Dryden Flight Test Engineer Marta Bohn-Meyer, the only woman to fly in the SR-71, said that Jackie knew "how to use the network to her benefit and to the benefit of all women and all aviators. She was an aviator's aviator, and she was also a woman aviator."

"The Ninety-Nines represented here today, the WASP members and the military women aviators are the people of Jackie's legacy," she continued. "And this legacy, I'm sure, is something she would be very proud of. Today, Jackie Cochran is an important figure in aviation and an important figure in our world. Let us commit to keep her legacy alive and well and embrace those women who want to become women in aviation."

San Luis Obispo Chapter continues with a description of the day...

The dedication of the Jackie Cochran plaque took place under an F-104 Star Fighter mounted in a climbing 45 degree bank.



There, sitting calmly, smiling at the gathering crowd was the one and only Chuck Yeager, wearing a fleece vest and a baseball cap. We were sitting in reserved seats as guests of honor, along with several WASPs. The Test Center commander opened the proceedings saying that Jackie Cochran deserved recognition on this 50th anniversary of her breaking the sound barrier, not because she was the first woman to do so but because she personified commitment to country and dedication to excellence. Not only did she organize the WASP in World War II, but she was a stellar pilot and still holds more records for speed, altitude and distance than any other single person, male or female.

Then it was Chuck Yeager's turn to share some personal stories about his association with Jackie. He described how he met Jackie at the White House when they received the male and female Aviator of the Year awards and how their friendship grew from there.

Her abilities as a pilot were impressive, and the respect he had for Jackie was obvious as he described how he coached her through the sound barrier. Each in a F-86, they climbed to 45,000 feet above the desert. Flying next to her, he guided her over the radio. They nosed over, heading straight down at full throttle. He was coaching her, telling her that she needed to get the nose down more, to get the plane completely vertical to maximize the speed. She never hesitated to follow his directions. Clearly there was a special bond between these two.

Smiling, he fondly told stories about how

much luggage she would travel with and how every nook and cranny of these pragmatic military jets would be stuffed with jewelry and silk dresses, with high heeled shoes tucked up by the windshield.

The final phase of the dedication was the reading and uncovering of the plaque by a woman fighter pilot also in an olive-drab flight suit. It was a moving ceremony. Afterwards there was an opportunity to visit with the other guests. I was able to get Chuck Yeager's autograph and have my picture taken with him. I am not one to be impressed by celebrity, but he impressed me. He was so confident, centered and matter of fact, just the kind of person to calmly push back the edges of technology and break the sound barrier.

On our way to lunch we had a brief tour of the base. Edwards is where test pilots from all branches of the military are trained. No photographs were allowed because we might catch an image of some top-secret experimental aircraft in development. An aircraft can land in any direction with five miles of smooth open runway that is resurfaced every winter by rains creating a fresh layer of mud that dries hard and level.

At lunch there were more stories of Jackie Cochran and her accomplishments and influence, while we enjoyed a buffet of Mexican food and a welcome cold drink. Looking at the photos of Jackie smiling from various aircraft, I realized that she was in her fifties, not a young woman, when she was establishing many of her records. Here was someone who proudly embraced life and new challenges.

Honoring Jackie Cochran on May 16 at Edwards AFB are, from left: Elizabeth Dinan (SLO), Irene Nester (AV), Jeanne Kirhofer (SFV), Carol Reukauf, Dolores Mathews (SFV), Wanda Strassburg (SLO), Mary Wenholz (Long Beach), Shirley Hanson (Long Beach), Lynn Searle (Santa Barbara), Lynne Bunn, Camille Nelson (SLO), Beverly Vander Wall (AV), Irma "Babe" Story (SFV), FloraBelle Reece, Rosemary Jensen-Coonrod, Michelle Davis, Cathy Hansen, Grace Crittenden (SLO), Pam Melroy, Stephanie Wells, Leigh Kelly, Sandy Miarecki (Sacramento Valley).

To read the complete articles submitted by the Antelope Valley and San Luis Obispo Chapters, please visit the 99s website at: www.ninety-nines.org

SANTA CLARA VALLEY CHAPTER

The Santa Clara Valley Chapter's annual Pasta Night and raffle to benefit San Jose State University's Precision Flight Team was held in the San Jose State Hangar on Friday, March 14. It was the usual success with over 140 attending. An added attraction was the announcement that Thomas E. Leonard, San Jose State aviation professor emeritus, would be inducted into the Forest of Friendship in June. The flight team made it to the final competition this year, and they provided our April program on what is required to win the NIFA national competition.

Our Petaluma fly-in on March 22 was a good reminder for IFR pilots to stay current. Gray skies and low ceiling greeted us that morning, and only two planes made it to Petaluma for lunch at the Two Niner diner. Marcie Smith flew her C182 with Nancy Rodgers, Amy Drake and Brigitte Iwaszkiewicz. Betty Patterson arrived in her "new" Bonanza with Fred Bucci and Laura Young.



Greeters at the registration table on Pasta Night are Betsy Nilson (FWP), Mayetta Behringer and Brigitte Iwaszkiewicz.

— Nancy Rodgers

WOMEN WITH WINGS CHAPTER

Our members have been busy flying, teaching and learning. Meigs Field was the destination of Frannie Petitto just before it was closed, and Frannie, who passed her commercial written test, is grateful she had the opportunity to fly into this important piece of history.

Clow International (1C5), 15nm southwest of O'Hare, was the destination for Patricia Synk and CFII David Frantz.

The flight was a combination charity flight and IFR training. They delivered a low vision reader being donated by a woman in Berea, Ohio to an assisted living facility in Lisle, Illinois.

IFR training is also in the schedule for Laurie Siers, who also completed her Phase I Wings and as well as the chapter's scrapbook.

One of our CFII's, Pam Sprang, taught a six-week co-pilot course at her home base of Skypark (15G). The course

taught all the basics and included an hour of dual instruction with Pam.

Many of the chapter members came together under the direction of Bonnie Stich to teach the Flying Companion Seminar at the Akron/Canton Airport (CAK). This one-day event gives passengers a basic understanding of flying and includes a visit from an air traffic controller.

Becky Queen's kindergarten class took an imaginary flight to Disney World in

Florida with the help of Gaye Wohlin and Jackie Savoca. Each child was assigned a job and asked what they thought the responsibilities included. The answers were interesting!

The third graders at the school Ellen Pretorius attended found Gaye Wohlin's presentation, "All That Flies...from the boomerang to the space shuttle," fascinating.

Ellen and Gaye had information or models on everything that flies including a model of the Citation Jet Ellen flies for Step Two.

A fully restored P51 Mustang located at MAPS Air Museum at the Akron/Canton Airport (CAK) was the highlight of the chapter's April meeting. Six members were privileged to be able to sit inside this piece of history.

FWP Charolette Tracy celebrated her birthday in true aviation style, by having her first flight lesson.

New chapter member and FWP Diane McCort is looking for the break in the weather to do her cross countries.

— Patricia Synk

LOS ANGELES PALMS CHAPTER

Congratulations to Rachel Tanzer on earning her CFII. Quite an accomplishment for a gal who joined the Los Angeles Palms Chapter in November 2001 as an aspiring Future Woman Pilot. Rachel came into our chapter with her engines already revved up and ready to fly.

She earned her Private in May 2002, her Instrument rating five months later in October and just kept on going. Rachel earned her Commercial

rating in December 2002 and received her CFI in February 2003. But make no mistake, Rachel's "flight plan" does not end there. Soon she will be working to add a Tail Wheel endorsement to her logbook, then Multi-Engine, and Multi-Engine Instructor ratings. Just how high will this gal fly? To the top!

But Rachel not only takes to the sky, she has been a most enthusiastic and productive 99 and member of our chapter,

serving as Secretary and Editor of the Los Angeles Palms Flypaper.

Her love of flying has turned her life around. She was a successful agent in the music and entertainment industry and now is a successful flight instructor.

Rachel is a shining example of a dedicated 99 and an inspiration to all women pilots and those who will follow in her footsteps.

— Patricia Olson

SAN LUIS OBISPO CHAPTER

On May 16, four of our members flew from San Luis Obispo to join 18 other Ninety-Nines for the Edwards Air Force Base celebration of Jackie Cochran Day. We were inspired by Jackie Cochran's story. In her time, she could not fly in the military, and it was impressive to see so many women pilots in uniform that day. The times are changing! [Please see page 24 for more about the chapter's participation in Jackie Cochran Day.]

A Moment to Remember

We had flown to New Cuyama to see the wildflowers blooming on the hills. We were heading back over the coastal range to San Luis Obispo in Central California flying at 4200 feet.

My copilot announced, "Traffic ahead. . . No, it looks like a bird... a vulture..." As we passed under it, we could clearly see the distinctive white bars on the under-surface of the huge wings — a condor, free and in the wild, soaring at 5,000 feet. A truly awesome sight!

— Grace Crittenden

TENNESSEE CHAPTER

The Tennessee Chapter has completed three new airmarkings: Morristown, Mountain City and Collegedale. The most recent was Collegedale. They all turned out to be beautiful.

Within the past year Nancy O'Laughlin Daugherty has earned both a DC2 and a Cessna Citation type rating.

The city of Morristown will be celebrating the 50th Anniversary of Moore Murrell Airport, and The Tennessee Ninety-Nines will be assisting. One of our Ninety-Nine members, Evelyn Bryan Johnson, has been the airport manager there the entire 50 years.

There will be a display showing the growth of the airport, which started out as a grass field on May 23, 1953. It is now a delightful, 5,000-foot runway. The display was at the Rose Center Museum during the month of May.

— Evelyn B. Johnson

CONNECTICUT CHAPTER

At the Spring meeting, New England Section members were among the first to try an innovative rehydration product for pilots, coincidentally at a time that the FAA has added dehydration to the list of aeromedical factors in the Practical Test Standards for pilots. Two Connecticut chapter members, Leila Baroody and Nina Anderson, saw a need to address pilot dehydration issues exacerbated by hot cockpit environments, stress and inadequate fluids intake, especially on cross country flights and at drier high altitudes. They spearheaded development of a lemon-lime flavored effervescent tablet that easily can be stowed in a flight bag and dis-

solved in a water bottle. Their product, electroBlast, includes essential electrolytes and helps encourage rehydration. More information for pilots is available at www.electroblast.com/moreinfoat. Complimentary samples are being made available to 99s who request them.

Leila and Nina, who advocate pilots "fly smart," have been educating pilots about dehydration at Safety Fests in the Northeast and via a human factors seminar, *Why'd I Do That?*, which Nina leads in Connecticut and Massachusetts and at the Windsor Locks FSDO Safety Fest.

— Leila Baroody and
Maureen Snider

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CHICAGO AREA CHAPTER

The Chicago Area Chapter received a special tour and presentation on the Wright Redux Association's Wright Flyer replica constructed at Clow Airport. This replica, built to commemorate 100 years of powered flight, has already been successfully flown and the event recorded by National Geographic and the local news media.

Though there are numerous reconstructions of the Flyer around the country this year, the FAA has given this Wright Redux version Certification #2 — #1 being *the* Wright Flyer. The replica will later be exhibited in the Museum of Science and Industry in Chicago.

— Diane M. Cozzi



Members of the Chicago Area Chapter in front of the Wright Flyer replica.

TEXAS DOGWOOD CHAPTER

The Texas Dogwood Chapter met in Longview, Texas on June 10, 2003 for a special meeting at LeTourneau University's flight operations center at East Texas Regional Airport.

A special guest was Weldon Burnett, LeTourneau's chief flight instructor. He presented a very informative discussion on the school's training program and on the different characteristics of various flight simulators. A tour of the school's ramp and maintenance hangar followed, and many of the members checked out the school's new Cessna 172R Skyhawks.

Life member Bonny Feather was honored for her 1999 induction into the International Forest of Friendship as Stephenie Roberts presented her with a framed certificate. Previous chapter chair Lisa Stratton was honored for her two terms of service as Sally Coker presented her with a Texas-shaped plaque. The chapter then enjoyed viewing a video of Jerry Anne Jurenka's recent skydiving experience at Gladewater, Texas.

— Laura Laster, Chairman



Texas Dogwood Chapter members talk with guest speaker Weldon Burnett, Le Tourneau University's chief flight instructor. From left, Sally Coker, Jerry Anne Jurenka, Burnett, Esther Topham, Stephenie Roberts and Lisa Stratton.

AUX PLAINES CHAPTER

Aux Plaines Chapter Celebrates 25th Anniversary

The room at the Country Squire Restaurant in Grayslake, Illinois was resplendent with tables decorated with festive bouquets in The Ninety-Nines colors when members of the chapter and their guests arrived to celebrate 25 great years. Some of the charter members were former members of the Chicago Chapter and others new women pilots. Although small in number at the time, members were active pilots and inspired more women to learn to fly.

The three charter members present — Sue DeWulf, Carolyn Jacobson and D.J. Kweder — were presented with plaques by Chairman Shelley Ventura, honoring them for their dedication in spearheading the formation of the chapter and inspiring other



Charter members, from left, D.J. Kweder, Carolyn Jacobson and Sue DeWulf, were presented with plaques by Chairman Shelley Ventura, honoring them for their dedication in spearheading the formation of the chapter.

women pilots. The chapter scrapbooks were on display as well as the chapter quilt, which was the brainchild of our former member, Toni Reinhard, now residing in Seattle, Washington.

Several members of the Chicago Area Chapter honored us with their presence including Rita Adams, former chairman of the Chicago Area Chapter, and Joan Kerwin, long-term member of that chapter and who recently was inducted into the Illinois Aviation Hall of Fame. We were also pleased to have Pat Church of the Sacramento, California chapter join in the celebration.

The surprise entertainment was Frank Sinatra impersonated by Shelley Ventura's 16-year-old son, Matthew, singing many of that great entertainer's favorite songs. Accompanied by background music set up by 49½ Charlie Ventura, he was great not only in sound but also in dress and body language. Just for us pilots, he sang "Fly Me to the Moon." In fact, he was so good that the wedding party in the next room actually stole him away from us for a short time.

The chairman then suggested that those present might like to relate a favorite incident in their flying careers that they will always remember, and it was great fun hearing stories to which we all could relate.

We want especially to commend two of our newer members: our chairman Shelley Ventura and LeeAnn Mikulich, both mentored by our vice chairman Carol Parmer, for their contributions to our chapter. Shelley was recently awarded a Ninety-Nine scholarship for a commercial rating, and LeeAnn received her private certificate. They also took on much of the responsibility for the banquet arrangements.

We are looking forward to the future with great anticipation not only for our chapter but also for all Ninety-Nines.

— Virginia Rabung

GRASS ROOTS — Section and Chapter reporters share their recent activities

HAMPTON ROADS CHAPTER

Weather or Not – Here We Come!

Finally, after many months of weather delays (lots of rain or just too cold to paint), the Hampton Roads Chapter descended on the Franklin Municipal Airport (FKN) in Franklin, Virginia on the weekend of May 2-4 to paint a compass rose and the airport name on the ramp.

Armed with paint brushes, rollers, masking tape, chalk line and other required equipment, our Chapter ladies set to work Friday afternoon laying out this creation. Although the weather during this particular weekend included everything from hot “sun burn” conditions to rain, fog and cold, the work went quickly, and by Sunday afternoon Franklin Airport had a compass rose to be proud of. So far those who have seen our completed work have used the following adjectives: gorgeous, beautiful, impressive, striking and spectacular.

Chapter members who participated in this project were Connie Jones, Linda Mathias, Diana Curtis, Edith Fischer, Karen Bradshaw, Christie Trumble and Yvonne Mick. All of these women helped immensely, but I must confess, in the true spirit and style of Tom Sawyer white washing the picket fence, we made the painting look like so much fun that many local “male pilots” were practically begging to join in and help. We quickly put them to work, but of course, only doing the easier tasks. One



Hampton Road Chapter members proudly display the compass rose they created at Franklin Municipal Airport.



Linda Mathias (center), Hampton Roads Chapter, with husband Joe receiving an award for extraordinary service to the FAA from Arlene Feldman (left), Eastern Region Administrator.

of the volunteers will forever have the call sign “Paint Boy,” and another volunteer, Buz Rich, treated us to J-3 Cub rides over the airport so we could see our handiwork from the air. We did a great job! It really is striking.

Since the Franklin project has been completed, Jimmy Gray, airport manager, has become somewhat of a mother hen for the compass rose. Jimmy was particularly proud to have our painting completed at this time because the Franklin Airport Open House, Fly-In and Community Day was coming up on May 17. The compass rose and airport name really does dress up the ramp and is a much-needed addition to aviation safety in Virginia because at this time it is one of only three compass roses in the entire state. So bring your airplane on down to Franklin and swing your compass – that is if Jimmy will let you taxi on our newly completed work of art!

—Karen Bradshaw

DELAWARE CHAPTER

The Delaware 99s held a one-day seminar for 58 girl scouts of the Chesapeake Bay at Flight Safety International, New Castle County Airport, Wilmington, Delaware. The aviation seminar included women's careers in aviation, aerodynamics and aircraft tours. All scouts attending received their aviation badge.

Elizabeth Dornak, DuPont Corporate Pilot, leads a tour of a Hawker during Chesapeake Bay Girl Scout Aviation Day at New Castle County Airport.



Photo courtesy: Sandy Miarecki



Antelope Valley 99s, from left, back row: LaDell Simmon, Cathy Hansen, Patricia McDuffee, Leigh Kelly, Elise Gravance, Lark Cobb (FWP); Front row: Beverly Vander Wall, Tina Visco, Elle Coussens, FloraBelle Reece, Lynne Bunn, Pam Melroy, Michelle Davis, Diana Tanner, Sandy Miarecki (Sacramento Valley Chapter).

ANTELOPE VALLEY CHAPTER

Antelope Valley Chapter members were privileged to attend in a single week not one but two events featuring famous aviatrices. First, Astronaut Pam Melroy, a member of the Antelope Valley Chapter, was the guest of honor and featured speaker at a dinner hosted by the Lockheed Martin Leadership Association at the Park Plaza Hotel and Convention Center in Lancaster, California on May 15.

Antelope Valley members Lynne Bunn, Rosemary Coonrod, Elle Coussens, Michelle Davis, Elise Gravance, Cathy Hansen, Leigh Kelly, Flora Belle Reece, Barbara Hunter Schultz, LaDell Simmons, Diana Tanner, Beverly Vander Wall and FWP Lark Cobb were joined by Sacramento Valley Chapter member Sandy Miarecki as special guests of the LMLA to enjoy an evening with their sister Ninety-Nine Pam as she shared some of her experiences on her most recent flight as pilot of STS-112 Atlantis.

In the history of the shuttle program, only three women have been designated as pilot astronauts. Aboard space shuttle orbiter Discovery (STS-92) on October 11, 2000, Lt. Col. Pamela Ann Melroy, USAF, became the third woman to make her first flight into space as pilot.

On that mission, they delivered the Z1 truss to International Space Station (ISS). On her most recent mission, she made her second visit to the ISS to deliver more components for the station, the Integrated Truss Assembly S1 (Starboard Side Thermal Radiator Truss) and the Crew Equipment Translation Aid (CETA)

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.

Cart. The Atlantis crew also carried several science experiments to the station.

Pam's talk focused on her most recent voyage into space as she shared slides from both missions. She also talked about NASA's educational programs and suggested the website www.nasa.edspace.gov for further information. Pam concluded by describing reentry into the atmosphere at Mach 22 and landing at 205 knots, which is hard for a Cessna pilot to ever imagine. "In two years I will be the Commander," Pam glowed. "It's fun to be the shuttle pilot, but even more fun to be the Commander."

Everyone went home while watching the dramatic total eclipse of the moon and dreaming of space flight and looking forward to an exciting time at Edwards AFB the next morning as The Ninety-Nines helped to celebrate the 50th anniversary of legendary Jackie Cochran's first flight through the sound barrier. [please see page 24 for more details about this event.]

— Leigh Kelly and Cathy Hansen

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Amelia Earhart Birthplace Museum

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