



99 NEWS

# INTERNATIONAL WOMEN PILOTS®

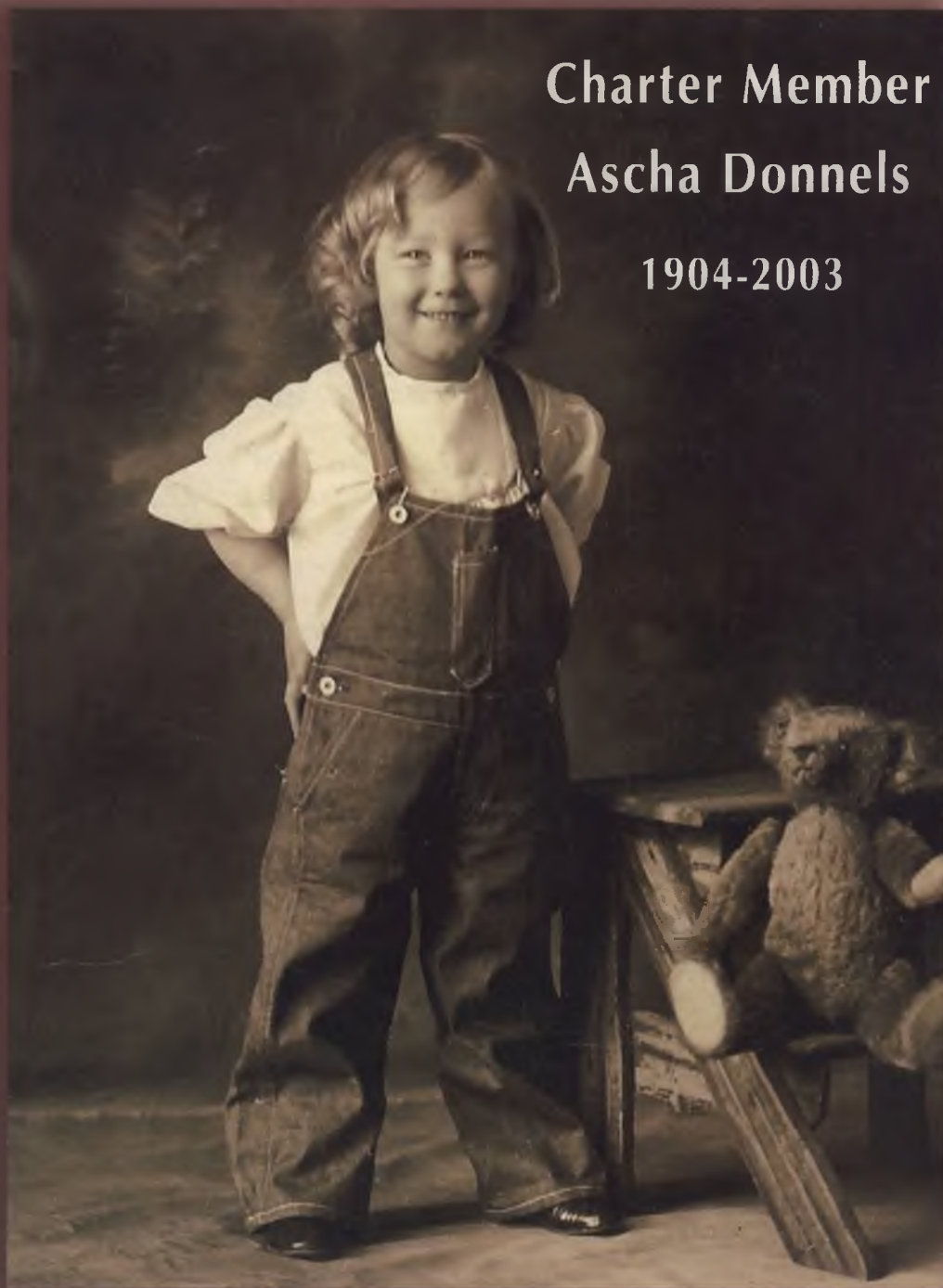
M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

Charter Member

Ascha Donnels

1904-2003



*September/October 2003*



99 News

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

**The 99 News**  
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73195

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[www.ninety-nines.org/99newsreports.html](http://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

Members once again mourn the loss of a Charter Member. On August 12, Achsa Donnels, 99 years of age, flew to New Horizons. She was a woman filled with spirit, grace and a determination that was apparent even when she was a four-year-old. She was ready to take on the world, and she did. In the process, she earned the everlasting love and respect of her fellow Ninety-Nines.

## PERPETUAL CALENDAR

### 2003

#### OCTOBER

- 10-12 South Central Fall Section Meeting.** Tulsa, OK. Contact Frances Luckhart. Please note that the date for the meeting has been changed from Oct. 3-5 to Oct. 10-12.
- 17-19 NY-NJ Section Fall Section Meeting.** Parsippany, NJ. Contact Jean Crommelin, 973-427-3848.
- 24-25 Fall Section Meeting,** Eastern New England Chapter.
- 31 Deadline for Intent to Seek Election.** All those who wish to run for The 99s Board of Directors and Nominating Committee in 2004 need to have their Intent to Seek Election forms and documentation in to the Nominating Committee. Intent forms are on The 99s website. If you have questions contact Nominating Committee Chair Joan Kerwin at 630-665-0312.
- 30-Nov 1 AOPA Expo 2003,** Philadelphia, PA. If attending, please contact Theresa Dellaquila, Eastern Pennsylvania Chapter, 215-244-2626 or [theresad@quadnet.net](mailto:theresad@quadnet.net).

#### NOVEMBER

- 1 Breakfast Social** at AOPA Expo 2003, 8-9:30 a.m., Marriott Philadelphia adjacent to the Convention Hall. Connect with friends and hear an update on the Pro 99s Network. \$23 by October 20 or \$25 at the Expo. Make checks payable to: Ninety-Nines, Inc. Address: c/o AOPA Trade Show, 401 Manford Way, Pasadena, CA 91105. Vicky Anderson, 626-792-8006.
- 2 Happy Birthday 99s!**
- 5-9 Fall Board of Directors Meeting.** Oklahoma City, Oklahoma. November 5 and 9 will be travel days. The board meeting is open to all who wish to attend. It will be held at the Best Western Saddleback Inn, 800-228-3903.

#### DECEMBER

- 9 Deadline** for submission to the December/January 99 News.
- 17 100th Anniversary of Manned Flight.** On this date a 12-second manned, powered and "sustained" flight was accomplished by the Wright Brothers. Celebrations are being celebrated throughout the nation. Join the fun!
- 31 Deadline for submission of Bylaw and Standing Rule amendments.** Contact Jerry Anne Jurenka, phone (903) 663-0025, email [jajurenka@juno.com](mailto:jajurenka@juno.com).

### 2004

#### JANUARY

- 3 Chicago Area Chapter 70th Anniversary Celebration.** Contact Diane Cozzi, 847-898-4462.

#### MARCH

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

#### APRIL

- 13-18 3rd Asia Pacific Women in Aviation Conference,** Taupo, New Zealand. Contact: Pamela Adams, email [pamadams@ihug.co.nz](mailto:pamadams@ihug.co.nz), Phone 643-445-1971, [www.nzawa.org.nz](http://www.nzawa.org.nz).
- 23-25 South Central Spring Section Meeting.** Join the Houston Chapter at Omni Houston Westside.
- 29-Apr 9 Around New Zealand Air Race 2004.** Starting on the North Island and ending on the South Island, New Zealand.
- 14-20 Sun 'n Fun,** Lakeland, Florida, [www.sun-n-fun.org](http://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](mailto: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/Sept International Meeting** in New Zealand.



**INTERNATIONAL WOMEN PILOTS  
MAGAZINE® (ISSN 0273-608X) 99 NEWS**

Published by  
**THE NINETY-NINES® INC.**  
International Organization of Women Pilots  
A Delaware Nonprofit Corporation  
Organized November 2, 1929

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**POSTMASTER:** Send address changes to:  
International Women Pilots Magazine  
The Ninety-Nines® Inc.,  
4300 Amelia Earhart Rd.  
Oklahoma City, OK 73159 USA



# INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

September/October 2003

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Volume 29, No. 5

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**STATEMENT OF EDITORIAL POLICY**

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International Women Pilots Magazine/99 News is published bimonthly by The Ninety-Nines® Inc., the International Organization of Women Pilots, at 4300 Amelia Earhart Rd., Oklahoma City, OK 73159. The \$9 price of a yearly subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, Oklahoma and other additional mailing offices.

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**Annual Dues:**

U.S. - \$65  
Canada and the Caribbean - \$57  
Overseas - \$44 (U.S. dollars)  
Academic and future Women Pilots - \$20

**Non-member subscription rates:**

U.S. - \$20  
Canada and other countries - \$30 (U.S. dollars)

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

# PRESIDENT'S MESSAGE

BY JODY MCCARRELL



Jody McCarrell and Jerry Anne Jurenka, aka WIB (Women in Black), at the conference dinner/costume party.

**W**hat a fast and furious July! I certainly want to thank everyone who braved the heat in Huntsville, although most of us were pleasantly surprised that it wasn't as bad as we had expected. We certainly had lots of things to do – thanks to the Southeast Section for hosting a wonderful and fun-filled conference.

I think we set a record when we adjourned the meeting at noon and there wasn't a single discussion on either the bylaw or standing rule up for vote. I want to thank everyone who participated in the space-night costume party – they get a big "Atta Girl." No one enjoyed that any more than my team of Jerry Anne Jurenka, my granddaughter Megan and myself. We were The WIB (Women in Black) and the Alien. I have certainly

enjoyed showing off the pictures sent to me from a long-time-no-see-99, Judy Hall of the Southeast Section. It was so good to see you again, Judy.

From Nancy Wright and her team working registration to Lisa Cotham running herself ragged all over the place, I really and truly can't think of anything to complain about. In fact, I had no complaints whatsoever from anyone. The hotel staff was one of the most pleasing we've seen in a long time, and it was noticed and mentioned by a number of people. My answer, of course: "Southern Hospitality."

We ate well and had fun. Then Lisa Cotham outdid herself when she surprised us with Dwayne O'Brien as Saturday night's entertainment. His old job was as a founding member of "Little Texas," a country western band with more than a few gold records. The country western fans recognized him when he belted out "God Blessed Texas." Even I, who followed Little Texas, did not know this guy is a pilot and has written many an aviation song, and yes, he sang them all. Don Koranda, Executive Director for the National Aviation Association, who was sitting at my table having a great time, was trying to recruit him to come to Washington, D.C. and perform in December.

This was quite an experience for me. I sweated blood on whether I could run the business meeting, and it's true, it's not over until the fat lady sings. I was so happy when she did finally sing! Thank you all again, everyone who helped make it happen: all the committee chairs



Ninety-Nines in all their spaced-out party dress.



who got in their reports, the governors who work so hard, my Board of Directors, Trustees, all the scholarship winners past and present and, once again, the Southeast Section. You did a wonderful, wonderful job!

I went home long enough to gather up my things, catch my kitchen on fire (that's what happens when I try to cook), and then it was off to Oshkosh with Susan Larson in her C-182 "Mikey." She got us there safe and sound. For those of you who haven't tried the approach into Oshkosh, well, it's thrilling and worthy of many hangar stories.

As we approached our entry checkpoint, the town of Rippon (which is not marked on the chart), Susan had her first go at putting in lat-long position in her brand new avionic equipment. I haven't tried this since I was working the World Precision Flying Championship 1996! We got a thumbs-up as Mikey flew to Rippon, arriving right at the established 1800 MSL and 90 knots. We were anticipating a holding pattern circling to the left around the town, awaiting the opening of the airport, when just about four miles out they cleared everyone to start the approach flying down the railroad tracks.

As we started our circle around the town, we spotted the tracks, and Susan rolled into a right turn, and down the tracks we went. Our acknowledgement to the controllers stationed on the tracks was a waggle of the wings, and we received a "good job!" reply from them over the radio. The next order was to follow the plane in front, but somehow that little red biwing disappeared. Still, we arrived safely and landed just beyond the blue dot (yes, a BIG blue dot painted on runway 18R).

Rita Adams and Mardell Haskins, who were already hard at work, picked us up and off we went to do what 99s do best: EAT! Rita had everything well in hand running our tent and giving out the assignments. She told me she has been doing this for 23 years. I remember when Lois Feigenbaum and I went to Oshkosh, and The Ninety-Nines were still located in the Friendship Tent. We now have a wonderful location, our own tent and had lots of people dropping by. Thank you, Rita, for the time and effort you put in to make this a class act at one of the largest air show exhibits, EAA's Air Venture.

Anyone who would like to attend the Board Meeting in November, remember it is open and you are welcome. The dates are November 5-9, 2003. We are staying at the Best Western, and you can call Liz at headquarters for more infor-



*Huntsville Conference organizer  
Lisa Cotham sparkled.*



*The U.S. Space Camp "astronaut" gives  
a big welcome to Christine Sleeper.*

mation. Also, if anyone needs any help or if you have suggestions, send them to me on the e-mail listed in the directory.

Speaking of the directory, it is now in print so you should be getting yours soon. It will be available in either a printed or CD version. However, word has it from headquarters that thousands of members still have not specified which kind they want. Please call, e-mail or fax Headquarters with this information.

*(For more on the conference, please see page 8)*



*Phone home Betty Prakken!*

*Madeleine  
Monaco,  
Mohini  
Schroff and  
Chanda  
Budhabhatti  
are ready for  
their mission:  
to enjoy the  
party!*





# 99s Then and Now: Amelia Earhart Memorial Scholarships

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

*AEMS: Research and writing by Jenny T. Beatty and Verna West. "Then" photo research by Verna West.  
"Then" photo by Paul Dorsey; "Now" photo by Poochie Rotzinger.*



## THEN

### Patricia Thomas Gladney: First Scholarship Winner

On July 3, 1941, the fourth anniversary of Amelia Earhart's ill-fated flight from Lae, New Guinea, the first winner of The 99s scholarship was selected from a field of 29 contestants.

The Ninety-Nines had formed a scholarship fund committee in 1936 with Amelia Earhart as chairman. When Amelia was lost, Ruth Nichols led a committee to establish a suitable memorial. The Amelia Earhart Memorial Scholarship Fund was created on April 7, 1940 to help deserving 99s further their accomplishments in memory of Amelia's unselfish interest and enthusiasm for all women in aviation.

Applicants were required to have at least 200 hours "to show that the girls have taken their flying as a serious activity and not a diversion." The first award went to Patricia Thomas, a 22-year-old flight instructor.

Born in 1918, Pat learned to fly as a high school student in Teaneck, New Jersey. Although she didn't originally intend to teach, Pat took the new test for flight instructors at the recommendation of others. Soon she was flight instructing in the Civilian Pilot Training program in Gardena, California, near Los Angeles.

Pat used her AE Scholarship to get her instrument rating and by 1943 was teaching instrument flying to Army cadets. The following year she became a WASP and performed engineering test flying at Williams Field near Phoenix, Arizona. After the war, Pat returned to flight instructing in the San Francisco Bay area.

Pat's flying career encompassed 50 years as flight instructor, over 500 private, commercial and multi-engine students tested as a pilot examiner, 58 years as a 99, 24 Powder Puff Derbies and over 20,000 hours flight time. Patricia Thomas Gladney died in 1993.



## NOW

### 413 More Scholarship Winners Since 1941

The 99s have been very enthusiastic about honoring Amelia Earhart's memory through the Scholarship Fund. Our highly creative fundraisers include hangar dances, air

meets, poker flights, treasure hunts and penny-a-pound flights. The 1947 First All Women Air Show was a benefit, too. In addition to Chapter and Section sponsored activities, many individual 99s members have made substantial contributions to the Fund through donations and bequests.

Through the efforts of our loyal membership, The 99s' Amelia Earhart Memorial Scholarship Fund grew from a single award of \$150 in 1941, to several \$1,000 awards in 1979, to this year's dozen fully-paid flight training scholarships.

Since Patricia Thomas Gladney got a boost in her flying career from The 99s in 1941, over 400 other women from six countries have also benefited from our AE Scholarships to advance in aviation and aerospace. Career Scholarship winners have completed instrument and multi-engine ratings, helicopter and glider add-on ratings, flight instructor and airline transport pilot certificates, A&P mechanic licenses, Citation and 737 jet type ratings, and Bachelors and Masters degrees. In 1978, the Fund added Research Scholar Grants to help scholar/scientists add to the world's knowledge of women in aviation and aerospace. Future Woman Pilot Awards towards the completion of the private pilot certificate are given from dedicated donations.

Today our AE Memorial Scholarship recipients are truly winners. They are pilots for airlines in Canada, Israel and the United States. They fly the top executives of international corporations. They run their own aviation businesses and manage our skies and our air safety at aviation governmental agencies. And they are continuing Pat's legacy by teaching others to fly.

Amelia Earhart would be proud.

**For more information** about the Amelia Earhart Memorial Scholarships and to download 2004 application forms, go to The 99s website: [www.Ninety-Nines.org/AEMSF.html](http://www.Ninety-Nines.org/AEMSF.html)

The first year Jill Smith and I participated in the Palms to Pines Air Race we poured over sectional charts and the topographic maps from Los Angeles to Bend, Oregon. We traced our route, looked at all the terrain, determined how high we would have to fly at every given point and worried about identifying landmarks. We had a GPS, but we knew that blind reliance on such a contrivance was the height of foolishness. We checked winds. We tried to figure which was better, a long slow climb or a quick climb. We asked experienced racers what they did. And, they told us — fly from VOR to VOR.

Okay, we weren't born yesterday; we knew that wasn't the way. So we did the best we could, and we placed toward the end of the pack. Oh, yes, and did I say we shopped in Santa Monica and Beverly Hills? I don't suppose the extra weight made any difference. Or the heat. Ohmigosh, the heat!

So, the next time we didn't plan as much. We brought little spray bottles of water with fans on them. It helped, but we didn't do much better. It was hot, and the central valley of California is really, really long and boring to fly over. And, really hot. Oh yeah, did I say we shopped? But that couldn't make that much difference. So what if the back of the plane was stuffed?

The third year we won a leg prize. That means we didn't place in any of the top spots, but of those who didn't place, we were best on one of the legs. Now, that was better. We had a plaque we could hang on our walls and a little bit of recognition. At least when the awards breakfast rolled around we weren't ignored. Oh, yeah, did I say we shopped?

And so it went. The fourth year we learned how to freak out the front runners with a few judi-

# The Joys of Racing

## Or Lies, Heat and Boredom

BY DONNA CRANE-BAILEY

icious comments over the radio. Like, we're 30 miles out from "X" even though we were probably 100 miles out. Even if we weren't where we said we were, it was fun to hear people speculating and worrying. You take your pleasure where you find it! Yep, we shopped. I mean why do you go someplace else if you can't take advantage of the shopping?

But, this year — this year we took 7<sup>th</sup> overall and actually won the second leg. We had listened between the lines to the people who regularly won, and we ignored their lies. We discovered that you cannot believe a word a race winner says. And, we learned to ask judicious questions. We began to get an idea of how to determine where the best winds were and how to make the tradeoff between speed lost in the climb and the advantage the winds could give you.

We still made a few sneaky comments over the radio. What better way to amuse yourselves when you can't really see how fast you're going than to create worry in the front runners? That's the frustration or boredom of flying with "balls to the wall," or, more delicately, when flying with throttle and prop full forward; you don't get the sensation of speed even though you are going as fast as possible in your particular plane. Oh, and did I mention, we didn't shop this year?



Donna Crane-Bailey and Jill Smith take off from Santa Monica, California in the Palms to Pines Air Race. The team, flying Donna's 1961 Cessna 210, took 7<sup>th</sup> place this year.



Fran Bera, left, presents Claire Walters a plaque in appreciation for the 33 years she's dedicated to the Palms To Pines Air Race.

## Palms To Pine Air Race Since 1970

Ninety-Nines member Claire Walters started the Palms to Pines Air Race in 1970 with the intention of having a race that was also a lot of fun — and she succeeded. Claire has raced in every one of them, in addition to being the event's main organizer. This year's winner Fran Bera (along with teammate LeAnn Silberman) organized the effort to create a plaque honoring Claire's dedication and efforts — something well-deserved after 33 years.

This annual race has allowed different airports to receive exposure and make improvements, simply from the publicity generated. In her book Claire says, "Publicity is not about getting famous or a sponsor, it's about keeping up an interest in aviation: keeping that airport open, getting children excited about airplanes." For more information about the race, contact Claire at [clairewalters@mycidco.com](mailto:clairewalters@mycidco.com).



# CONFERENCE IN HUNTSVILLE

By Lisa Cotham

Photos by Judy Hall, Madeleine Monaco, Bobbi Roe and Poochie Rotzinger

**T**hree days before the Conference and only five days after Tropical Storm Bruce traversed the southeastern United States, the sky over Huntsville displayed a beautiful rainbow, promising good weather and a good time for The 99s.

International members from India, New Zealand and Canada joined U.S. members in celebrating the Second Century of Flight. Beginning with the Space Academy at the U.S. Space & Rocket Center on July 4 and ending with a fabulous awards banquet on July 12, they experienced everything from weightlessness to the deeply-rooted bonds of patriotism through song.

President Jody McCarrell really showed her mission readiness by completing the annual business meeting in near-record time. The "Launching New Careers" Amelia Earhart Scholarship Banquet proudly announced the Evelyn Bryan Johnson Perpetual Scholarship with Evelyn in attendance for the inaugural presentation. The Awards Banquet provided everyone a very special memento — a sealed vial of sand from the beach at Kitty Hawk.

Our mission objective was accomplished, and the spaceship 99 safely returned, ready for the challenges of the Second Century of Flight!





# 2003 Award Winners Honored

## AWARD OF ACHIEVEMENT — LOIS FEIGENBAUM



The Award of Achievement recognizes individuals, Sections or Chapters within The Ninety-Nines for outstanding contributions to aviation, aviation education, science, history or to The Ninety-Nines.

Lois Feigenbaum, a 40-year member of The 99s, is a Past International President, current Chairman of Cape Girardeau Area Chapter and a Trustee of the Amelia Earhart Birthplace Museum. During her

presidency, she directed the organization to an emphasis on aerospace education, beginning with an Aviation–Aerospace Education Weekend Seminar to teach 99s who were teachers how to incorporate aerospace into the classroom. Under her leadership, The 99s History Book was conceived and begun. “For the Fun of It,” a film on the history of The 99s, was produced, and The 99s began active participation in aviation trade shows.

Through Lois’ years in aviation, she has been recognized and honored by her community and both federal and state governments as well as numerous aviation organizations. In 2000, she was named an Elder Statesman of Aviation by the National Aeronautic Association. She is an active pilot and was well known for her Beechcraft Baron, N99LF.

Lois and her husband of 55 years, Robert, live on their farm in Missouri where they raise Tennessee walking horses and Charlois cattle.

## AWARD OF MERIT — LOUISE “LOU” FOUFRAY



The Ninety-Nines Award of Merit recognizes individuals or organizations outside The Ninety-Nines who have made significant contributions to aviation, aviation education, science, aviation history or to The Ninety-Nines.

Louise Foudray has faithfully served as the entrusted caretaker, curator, tour director and manager of the Amelia Earhart Birthplace Museum in Atchison, Kansas for the past 15 years. She has served as spokeswoman for The 99s, for Amelia Earhart and her family, and for the beautifully restored house in which Amelia was born. She has hosted more than 200,000 visitors, writers, researchers, correspondents and news media. Louise directs the 60-member docent program among the citizenry of Atchison and is a member of the Atchison Preservation Alliance, providing the Museum

an additional local connection. She is a frequent guest speaker at book clubs, churches, county family groups and schools.

Lou graciously embodies the courtly period of Atchison history during which the Earhart family lived. The 99s are indeed fortunate to have a person of her bearing as our representative in our endeavor to preserve this portion of American history.

## AWARD OF INSPIRATION — CHARLENE “CHAR” FALKENBERG

The Award of Inspiration is given by the Board of Directors to a member whose contributions to The Ninety-Nines should be an inspiration to us all.

Charlene Falkenberg has served in just about every office from the Chapter to International level, where she was a director, secretary and vice president. In 1984 she became a Trustee of the Amelia Earhart Memorial Scholarship Fund and now serves as Chairman and Permanent Trustee.

Char has been honored by the FAA, General Aviation Manufacturers Association and EAA. She is now honored for her passion for flying and aviation education, for her devotion and years of dedication to The Ninety-Nines.



## PRESIDENT’S AWARD — PAMELA A. O’BRIEN



The President’s Award honors those Ninety-Nines who, in the estimation of the President, have gone above and beyond in their service to the organization in a given year.

For many of us the only contact we have with Pamela O’Brien is by email through her persona as The 99s webmaster. She is the quiet, competent, supportive person working behind the scenes who not only created The Ninety-Nines website, listserv and the Pro 99s section of the website, but maintains these membership services on a daily basis — voluntarily. Pam gets a task done almost before you know you have asked her to do it. It is never, “We can’t do that.” It is always, “How can we do it.”

Since joining The 99s in 1991, Pam has been active at the Chapter, Section and International level. She has chaired the Southwest Section Nominating Committee and section meeting, edited her Chapter newsletter, edits the HQ Dispatch and is an indispensable adviser to the publications committee. And, she is the mother of very dynamic three-year-old twin boys.

## KATHARINE B. WRIGHT AWARD — EILENE GALLOWAY



The Katherine B. Wright Memorial Trophy, honoring the sister of Wilbur and Orville Wright, is presented jointly by The Ninety-Nines and the National Aeronautic Association to a woman who has made a personal or behind the scenes contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time.

Eilene Galloway was appointed a Special Consultant to the Senate Committee on Aeronautical and Space Sciences and

helped write the National Aeronautics and Space Act of 1958, which created the National Aeronautics and Space Administration (NASA). Dr. Galloway was largely responsible for crafting the section of the Act relating to international cooperation. In the ensuing 45 years, she has remained actively involved with issues of space policy and programs.

For decades, Dr. Galloway worked with the United Nations Committee on the Peaceful Uses of Outer Space, where she pioneered the development of international standards governing activities, exploration and utilization of outer space, the Moon, and other celestial bodies. She also was instrumental in creating the International Institute of Space Law in 1958 that has served as the forum for legal scholars and others to debate the myriad legal issues associated with space exploration and utilization.

Dr. Galloway grew up in Missouri, completed an undergraduate degree at Swarthmore College (1928), entered civil service in Washington, D.C. (1931), did postgraduate work at American University (1937-38), joined the staff of the Library of Congress (1941) and has two honorary doctorates in law. She is a resident of Washington D.C.

## Liz Lundin Hired as Headquarters Manager

Upon recommendation from the Personnel Committee, the Board of Directors hired former International Treasurer Liz Lundin to be the new Headquarters Manager. She brings a full background in accounting, office management and building management to Headquarters on a year-to-year contract. Welcome, Liz!



Liz Lundin



**Join us for the 2004  
International Conference  
Diamond Anniversary**

**1929-2004  
July 6 – 11, 2004**

**Sheraton Atlantic City  
Convention Hotel  
hosted by the  
New York/New Jersey Section**

*Conference tours and events are in the planning stage, but the conference promises many exciting activities, including a post-convention trip to New York City.*

## NEW OFFICERS AND TRUSTEES

Mid-term elections were held at the business meeting in Huntsville.

Welcome your new Officers and Trustees:

### International Directors

Martha C. Dunbar, New England Section  
Anna Taylor, South Central Section

### 99s Museum of Women Pilots

Vicky Anderson, Southwest Section  
Linda R. Cain, Mid-Atlantic Section

### Ninety-Nines Endowment Fund

Sue Ehrlander, East Canada Section  
Beverly Fogle, Northwest Section

### Amelia Earhart Scholarship Fund

Joy Parker Blackwood



# 2003 AEMSFS Awards

DR. JACQUE BOYD, AEMSFS Trustee

**T**his year's 2003 Amelia Earhart Memorial Scholarship Fund recipients were honored at the convention. President Jody McCarrell and Awards Committee Chairman Frances Luckhart presented the awards.

It's always marvelous to announce completion of ratings by the AEMSFS Scholarship winners, and 2003 is no exception. At the time of this writing we have had four Career Winners complete their ratings and one of the FWP Award winners has completed her license. The remaining FWP is well on her way, and the eight other Career recipients are close behind.

During the AEMSFS Banquet in Huntsville it was a pleasure to announce that United Parcel Service has donated over \$100,000 to the Fund during the past years. They have been an integral part of our program with business donations, and it is always a thrill to know they believe in the Amelia Earhart Scholarship Fund.

## Amelia Earhart Memorial Scholarship Winners

**Jill Baker** – Multiengine Instructor  
Mission Bay Chapter – Southwest Section

**Kimberly Blair** – Multiengine Rating  
Old Dominion Chapter – Mid-Atlantic Section

**Linda Draper** – Citation Type Rating  
Reno Area Chapter – Southwest Section

**Dierdre Forbes** – Flight Instructor Instrument  
Columbia Cascade – Northwest Section

**Susan Hill** – Multiengine Instructor  
Mount Shasta Chapter – Southwest Section

**Marty Hull** – Instrument Rating  
Finger Lakes Chapter – New York/New Jersey Section



*Past and present Amelia Earhart Memorial Scholarship Fund recipients were recognized at the scholarship banquet in Huntsville.*

**Kelli King** – Multiengine Instrument  
Pikes Peak Chapter – South Central Section

**Carol Levine** – Commercial Certificate  
Long Island Chapter – New York/New Jersey Section

**Ruth Logan** – Commercial Certificate  
San Fernando Valley – Southwest Section

**Erin McCoy** – Boeing 737 Type Rating  
Ambassador Chapter – South Central Section

**Deborah Price** – Multiengine Commercial  
Colorado Chapter – South Central Section

**Shelley Ventura** – Commercial Certificate  
Aux Plaines Chapter – North Central Section

## Future Woman Pilot Awards 2003

**Kristen Pickworth**  
Lake Erie Chapter – North Central Section

**Jacqueline Wahl**  
Kentucky Blue Grass Chapter – North Central Section

## 2003 First Day Cover Proceeds Benefit AEMSFS

**T**he 2003 First Day Cover, which is put out annually as a fund-raiser for the Amelia Earhart Memorial Scholarship Fund, is really a *double* First — one for the AE stamp in 1963 and one for the Centennial of Flight stamp in 2003. This cover was hand stamped in Kill Devil Hill, North Carolina on the date of the stamp's issue. It carries a gold label stating that it is for the 100<sup>th</sup> year of flight and also a silver label honoring Eileen Collins who was the first woman to command a space shuttle, showing the advance women have made in aeronautics. This cover is available to anyone contributing at least \$25 to the AEMSFS. Send your check and a SASE to Barbara Evans, 4307 Quail Run Lane, Danville, California 94506.





# Updated Look For 99s Logo

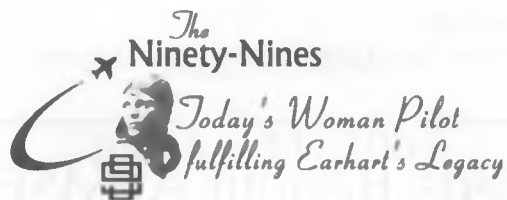
BY SUSAN LARSON  
International Treasurer &  
Fund-Raising Chairman



**A**t the spring Board of Directors meeting in Oklahoma City, your board members were invited by Lisa Cotham and me to participate in a retreat devoted solely to the subject of fund-raising.

Admittedly, this subject doesn't have the excitement or cachet of an air-race or international conference. However, The Ninety-Nines, Inc., as an organization with financial demands, particularly the need to support our scholarship program (AEMSF), our Amelia Earhart Birthplace Museum (AEBP), our new Museum of Women Pilots (MWP) and our Endowment Fund, must look for funds from sources other than you, our members.

Right now your annual dues are used solely for Headquarters operations such as payroll for our staff, building maintenance and repairs, the expenses related to trade shows where we promote The 99s, the bi-monthly 99 News and the annual directory.



However, in order to support our museums, scholarships and endowment, we must find alternate sources of funds such as grants, contributions from

foundations and contributions from individuals.

The Board is very proud of the work done by Sondra Ridgeway and her fellow AEBP trustees at the Birthplace Museum, in particular with their application for and receipt of a Conservation Assessment Program grant from The Institute of Museums and Libraries for \$7,890 on June 3, 2003. Way to go!

The MWP with Lisa Cotham at the helm has applied for a National Endowment for the Humanities Grant for new storage containers to re-house our collection. She has every reason to believe it will come through.

Meanwhile, back at the May 31 retreat in Mississippi, the participants were honored at one of our sessions with the presence of our host, David Oreck (of vacuum cleaner fame), a master of marketing and advertising. With his help and leadership, we came to the realization that as much as we love our compass rose logo and our name, neither one says who we are, what we do or what we stand for (women pilots with a fabulous history promoting aerospace education).

In that vein, the retreat participants asked Sunni Gibbons, Santa Maria Valley Chapter, to incorporate a few of our ideas (Amelia Earhart, a circular/global theme, our name and the potential new tagline, "Today's Woman Pilot, Fulfilling Earhart's Legacy") into a logo to be used with our external customers.

No, we're not proposing to do away with our beloved compass rose; rather we want to develop a logo and tagline that visually delineate who we are so we can pursue other revenues. The logos you see here are the four designs submitted by Sunni expressly for the purpose of fund-raising.

The Board wants and needs your input on the designs and our goals. Please go to The 99s website at [www.ninety-nines.org](http://www.ninety-nines.org), and at the members only area click on the link to the new logo designs. Please comment as to which design you most prefer, or offer your design suggestions and any other pertinent comments you may have.

Our webmaster Pamela O'Brien will have set up the page so that your comments are transmitted directly to me. I will then be taking your feedback to the Board for its Fall meeting in Oklahoma City. I encourage and welcome your participation.

Please involve your fellow 99s so we can get their feedback too.







# Ninety-Nines Celebrate at EAA Oshkosh

BY RITA ADAMS, Chicago Area Chapter

It was another great year at Oshkosh July 29 to August 4 as we celebrated the 100th Anniversary of powered flight.

The number of prospective Future Women Pilots doubled this year. Many more young women are seeking out careers in aviation, and fathers are encouraging their daughters to learn to fly. We signed up nine 99s and three FWPs, upgraded one from FWP to 99, reinstated four and renewed four.

About 200 Ninety-Nines and FWPs, plus over 80 prospective members, visited our tent. International President Jody McCarrell and International Treasurer Susan Larson were at the tent for three days promoting The 99s and greeting prospective members. Jody was interviewed by EAA media and spoke about The 99s' relationship with EAA through flying Young Eagles and working at various air shows and other programs. She emphasized that Ninety-Nines are like one big family. This is evident by how we help each other and by our camaraderie.

The tent presented an inviting image with an

attractive new display board from Headquarters and Marcia Gitelman's display of biographies of famous women pilots through the years. Embroidered 99s shirts in various styles were available, and Barbara Schultz (Antelope Valley 99) exhibited a new aviation print.

An exciting feature was added to the Friday breakfast — the raffle of a flight bag, folding canvas chairs, BBQ tools and a 49½ cap. The weather was comfortably cool and sunny between thunderstorms. One storm had us literally holding up the sides of the tent.

Many thanks to the wonderful volunteers who helped make our presence there possible: Loretta Sincora, Mardell Haskins, Ruth Frantz, Ellen O'Hara, Diana Dade, Marcia Gitelman, Colleen Moehle, Claire Ojala, Earline Arnold, Sharon Schorsch, Pam Saylor, Dorothy Berthelet, Jan Liberty, Judy Kras, Mary Ann Pintor and Donna Klein. Join us next year as a volunteer and share in the fun!

We extend a hearty welcome to the new 99s and FWPs!

*Photo above: Jody McCarrell, fourth from left, congratulates raffle winners Mardell Haskins (to Jody's immediate left) and three visiting 99s.*

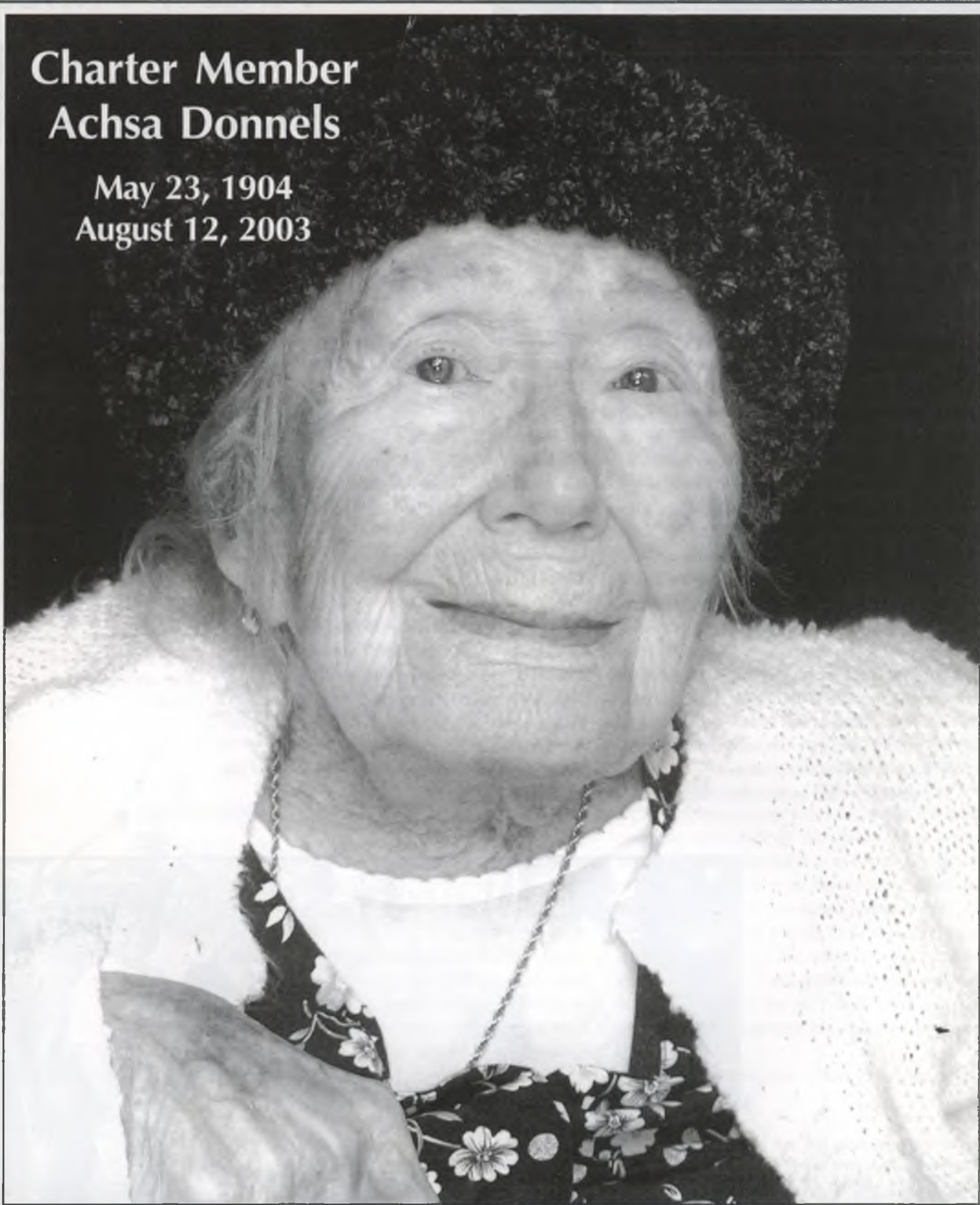
*Despite our best efforts, we were unable to identify several women in these two photos. We hope they'll let us know their names so we can let readers know who they are in the next issue.*



*At The 99s tent, from left, are Pam Saylor, Jody McCarrell, Susan Larson, visiting 99, visiting 99, Mardell Haskins, Carrie Dishion, Rita Adams and Mary Ann Pintor.*

**Charter Member  
Achsa Donnels**

**May 23, 1904  
August 12, 2003**





The recent article in the Bakersfield *Californian* called her a maverick. To those who knew her best, it is a fitting description of charter member Achsa Donnels, who died August 12, 2003 at the age of 99 in Laytonville, California.

Born May 23, 1904 in Fresno, California, Achsa was the only child of Robert William and Arah Holcomb Barnwell. Growing up on the family's 40-acre Fresno area ranch, she was taught by her father to be independent and to believe she could do anything she chose — this at a time when girls were expected to be obedient and modest.

Her mother taught her to be lady-like, even when she might be active in some distinctly unladylike activities. She never forgot those lessons. She used determination and downright perverse grit when necessary to accomplish what she set out to do, but it wasn't her way to try to be "one of the boys." She was simply a woman who knew what she wanted, without apology or explanation.

Achsa's first love was flying, of course, but she was also an accomplished pianist and horse-woman, and loved sailing.

Achsa was 19 years old in 1923, and a student at Fresno College, when she saw her first airplanes while driving home from school one day — two Jenny (JN4D) biplanes. When asked if she would like a ride, she promptly said "yes" and climbed aboard without a second thought, delighting in the loops and rolls in the open cockpit.

She started taking lessons the next day, continuing for a few weeks until her family found out about it and grounded her. But, true to form, her powers of persuasion prevailed, and she was able to continue.

Achsa's own words about that time accurately sum up her personality and the sense of humor that always twinkled in her lively blue eyes: "I had no sense of fear," she said, "and when my family found out about it, they said I had no sense, period."

In those days, there were no hard and fast rules in the fledgling field of aviation, so Achsa flew for several years before she obtained her license in March of 1928. She purchased her first airplane, a Waco 10, the following week.

About the time she was learning to fly, she met "the love of my life" Ross Peacock. They were married in March of 1929 and moved to Bakersfield, California. Ross, also a pilot, and Achsa began building a business together with a

# Achsa Donnels: A Lady and a Maverick

BY MARY LOU ROMAGNO  
Bakersfield Chapter

partner. Cardiff & Peacock Airline flew passengers between Bakersfield, Oakland, Alameda, San Francisco, Glendale and other points, and delivered mail into Mexico. They also operated two flight schools, and Achsa was one of the instructors. In the late forties they developed and built their own design — the Atlas aircraft.

It is believed that Achsa received the first transport pilot's license awarded to a woman in the State of California. She also found she had to prove her competency over and over, especially to her husband, who could never quite admit that she might equal him in flying ability. During one of her flight tests by a CAA examiner, the man refused to get in the airplane with her, observing her performance safely from the ground.

Achsa's big regret is that she didn't participate in the first Powder Puff Derby in 1929. She and Ross had been married for only a short time, and he said "no" when she said she would like to go. In the interest of marital harmony, she acquiesced but said later that she wished she had gone anyway. She did, of course, accept the invitation from the women who did participate and that was sent out to the slightly more than one hundred licensed women pilots in the U.S. at that time.

Over the years Achsa became a familiar figure at Southwest Section and International meetings, usually accompanied by her good friend Dorothy Robinson. Outspoken and with strong opinions, she nevertheless was a loyal friend and mentor to many young women just starting their flying careers.

Janice Brown Sullivan, who was awarded the Harmon Trophy by President Reagan for flying the record-setting Solar Challenger, tells about her first meeting with Achsa. "When I got my license and was invited to join the Bakersfield Chapter, I was told that I must meet Achsa. And there she was — all five-feet-two of her, exactly my height, and as I stood there looking her in the eye, I knew that if she could do it, so could I."



Achsa with her Waco 10 in 1928.

*The photograph on the opposite page is one of the last taken of Achsa before she flew on to New Horizons at age 99-plus. It reveals her qualities of spirit, character, grace, intelligence and perseverance.*

All photos courtesy of Achsa's family.





*Achsa received her Commercial License in 1929.*

When Achsa was 90 she began writing her autobiography, which was published in 1998. The book gives a first-hand look at aviation's history and a matter-of-fact view of the odds women faced in daring to enter what was considered strictly a man's arena.

Lois Erickson, Past International President, tells about Achsa's recollection of some of those old attitudes. Flying for the business to different parts of California, she would come back to Bakersfield, often having to fly around until she could find a hole in the frequent fog layer to slip through and land safely.

"I was never sure," she told Lois, "whether they thought I was that valuable to the business or whether I was just the most dispensable."

She also told Lois by way of explanation for sometimes giving in to her husband's viewpoints about a woman's place. "Well, you know, things were different then."

Though Achsa had to give up flying in later years, one of her biggest thrills came when her grandson, Cameron Hill, presented her with a dogfight flight for her ninetieth birthday. With each of them in different Citabria aircraft along with their instructors, they flew straight toward each other, breaking at the last minute to avoid being "shot down." Then Achsa grabbed the stick, put the plane into a dive, then a spiral, recovering nicely and soon "shooting down" the other plane.

Grandson Joe Hill tells about the trip flying south near the California coast, where she pointed out landmarks she hadn't seen in years.

For the past five years she has had her book at section meetings, where she carefully signed each one and added a personal message for all the "girls," loving every moment of it. Even though she was mostly confined to a wheelchair and suffered from macular degeneration, her stamina would put many of us to shame, as she greeted everyone with a smile, a twinkle in her eye and called them all "Honey."

But she certainly had her stubborn side. A few years ago, we were to meet at a section meeting and fly back to Bakersfield afterward. I was flying with our friend Suzanne McGowan and told Achsa that was the plan. Despite Achsa's own daring nature when it came to airplanes she was flying, she was very cautious about who she would ride with.

"Well, Suzanne is a very nice girl," Achsa told me, "but I don't know how good a pilot she is, so I don't want to do that." Several phone calls later, and with me becoming thoroughly and vocally exasperated, she finally agreed. As it turned out, she fell asleep immediately after take-off, and of course we arrived safely in Bakersfield. After that, she raved about Suzanne's abilities and said she would fly with her any time and anywhere.

But it was this same stubborn nature that saw her through the challenges of her life. Donna Crane-Bailey sees that determination in her favorite picture of Achsa, that four-year-old imp pictured on the cover of this issue, ready to take on the world, and she did.

Over her lifetime, Achsa knew many aviation greats. She was friends with the Lindberghs, Pancho Barnes and Jimmy Doolittle, among others. She met astronauts and barnstormers and took her own special place alongside them all.

Achsa was honored with a \$5,000 scholarship in her name to celebrate her ninety-ninth birthday in May of 2003 at the last Southwest Section meeting she attended, less than three months before her death. A perpetual scholarship is being established as an ongoing tribute to her memory.

The family asks that anyone wishing to contribute to that fund may send donations to Lois Erickson, 3577 Bridger Drive, Redding, California, 96002, payable to the Achsa Donnels Perpetual Memorial Scholarship Fund.

Her book may be ordered through the publisher, Golden Eagle Press, P.O. Box 80187, Bakersfield, CA 93380-0187 or by calling 888-400-6207.

*Achsa and her family relax at the beach circa 1936: husband Ross Peacock, Achsa, son Harrison Ross Peacock and daughter Susan Anne Peacock.*





## THE NINETY-NINES WELCOMES THESE 105 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**NINETY-NINES:** Judith Eleanor MATULICK, Australian Section • Christina Yoon-Jung LEE, First Canadian • Julie-Anne PELLAND, Maple Leaf • Eva Elisabeth OSTER, Israeli Section • Madeleine Dupont BOCK, Member at Large • Senay GUNAY, Member at Large • Cornelia J. VAN DAN ENGEL, Old Dominion • Joyce Johnson SALTSMAN, Mid-Atlantic Section • Shirley Jeanne FERGUSON, Washington DC • Bhawana PANT, Nepal Section • Sonee RANA, Nepal Section • Niru SHRESTHA, Nepal Section • Prashansa SHRESTHA, Nepal Section • Debra Ann MCCURDY, Northern New England • Adina Marie SZEWCZYK, Central New York • Birdie GIERING-SAURENMAN, Long Island • M. Bozena SYSKA, Long Island • Tara Lyn PRATZ, North Jersey • Jean E. SCIBETTA, North Jersey • Deborah M. LAKE, All-Ohio • Margaret J. "Peggy" CHABRIAN, Greater Cincinnati • Cerisse A. GALLANT, Greater Detroit Area • Lisa Latta RICHMAN, Greater Kansas City • Barbara Grace CHANDLER, Indiana • Renee BRUNGELSON, Iowa • Nishea Phifer FOLEY, Kentucky Bluegrass • Natalie Lynn KOST, Kentucky Bluegrass • Christine Marie TREDWAY, Lake Erie • Paige Lucas WALKER, Idaho • Ann Margaret "Meg" GODLEWSKI, Northwest Section • Kirstin Andrea POTTER, Northwest Section • Pamela Patricia VALDEZ, Northwest Section • Barbara Ann DOOLITTLE, Albuquerque • Courtney J. HAMEL, Ambassador • Rhonda K. RODGERS, Ambassador • Charina G. SABAL, Ambassador • Karen Nora RATNER, Colorado • Barbara Ann "Barbie" BILYEU, Dallas • Marilyn Parker NOTTORG, Fort Worth • Maria L. PULTE, Fort Worth • Mary Caroline TRUSLER, Houston • Sally D SPARKS, Kansas • Gladys STREAN, Lake Charles • Julie Rae ORRICK, Oklahoma • Dolores Vivian PASIERB, Oklahoma • Ines HELM, Omaha Area • Michelle P. ACHORN, San Antonio • Ida Lee BURKEY, South Central Section • Mary Margaret VERMEULEN, Top of Texas • Deanna Cochran MYERS, Tulsa • Chris MARSCH-ALBERT, Alabama • Sophie R. ORRICK, Alabama • Kimberly Joan ELSHOLZ, Florida Goldcoast • Andrea Nicole BERTIN, Florida Gulf Stream • Laura Callaway SHERWOOD, Florida Spaceport • Cheri Marie DYSON, Kitty Hawk • Marlene Elizabeth RASETA, Kitty Hawk • Cheryl J. BEINEKE, Southeast Section • Meghan Elizabeth WERKMAN, Southeast Section • Evelyn B. LYONS, Tennessee • Teresa M. PATTERSON, Tennessee • Muriel E. UNRUH, Fullerton • Laura V. DOMBROWSKI, Hi-Desert • Becky H. MADSEN, Marin County • Denise E. SMITH, Monterey Bay • Andrea Merrick WILLIAMS, Mt. Shasta • Paulette Gaye GILBERT, Phoenix • Robyn Lynn HINNANT, Phoenix • Nancy Bush HUBER, Reno High Sierra • Sandra Jaqueline CLIFFORD, Santa Clara Valley • Elizabeth Jean ENGSTROM, Tucson • ReAnn R. CALDWELL, Utah • Deane F. RICORD, Utah • Glenda CARDONA, Ventura County • Shari Lynne BRAUN, Alberta • Teara FRASER, British Columbia Coast • Kelly E.M. SHERET, Canadian Rockies. **ACADEMIC:** Kirstin Nasali PECK, New Zealand Section • Jennifer Ann PEASLEY, South Central Section. **FUTURE WOMAN PILOTS:** Agnes Marie MITCHARD, Greater Pittsburgh • Camille Wardrop ALLEYNE, Old Dominion • Malinda Ann CAYWOOD, Washington DC • Kelley Elizabeth KELLY, Connecticut • Emily Ruth BURLINSON, Eastern New England • Valerie Inez COLLINS, Central New York • Manuela Christina OPREA, Long Island • Robyn A. ZEEK, North Jersey • Krystal Latoya FRANKILIN, Chicago Area • Hilary R. PETERSON, Lake Erie • Sara Jane Margaret ESTERLINE, Three Rivers • Brigid MCGUIRE, Wisconsin • Lesli S. RAMSEY, Greater Seattle • Jessica Louise JENNE, Montana • Joyce Lynn RUST, Mount Tahoma • Kali Noel LACK, Ambassador • Tara Ann SHELBOURN, Colorado • Jacqueline C. MONTPLAISIR, Pikes Peak • Barbara Thornton HUFFMAN, Tulsa • Linda Sue KAMHOLZ, Florida Spaceport • Teri Jean TOMLINSON, Fullerton • Ilana Marlon DE GIAXA, Phoenix • Amanda Marie HOUDASHELL, Phoenix • Catherine AK SULLIVAN, San Diego Mission Bay • Rebekah V. OWEN, Santa Clara Valley • Margaret Ann DURAND, West Canada Section.

# Finding a Cure for the Common Mold

BY PAT PRENTISS  
*On Behalf of the Building  
Maintenance Committee*

The mold present was found to be an ordinary, garden variety type with the potential to spread if not successfully treated.

The following report will help members to visualize the sequence of events that took place to control the mold problem in the archive room.

In June 2002, Jimmy Welch of Welch Consulting, an Industrial Hygienist employed by the State of Oklahoma, was hired to collect samples and determine if mold spores were present at our Headquarters Building — more specifically the archive room and adjacent office. The initial site visit, along with subsequent testing, proved that mold did exist in those areas. Quantum Laboratories, located in Oklahoma City, analyzed the samples collected. The mold present was found to be an ordinary, garden variety type with the potential to spread if not successfully treated.

On August 20 we made an effort to treat the mold. We applied a product referred to as 'Kilz' to areas with notable water stains. The product had been previously used to inhibit the growth of mildew and mold. For a short time, it appeared to work, but not for long. It was then important to continue collecting additional samples to deter-

mine if the airborne concentration of mold spores were changing.

In October more samples were taken, and the results indicated the archive room had the highest inside concentration of airborne mold. The colony count from the air samples collected proved the presence of viable spores, which were increasing rapidly under favorable conditions. During this site survey, various building materials were also checked to see if moisture was present. The drywall, baseboard and carpet, along with other materials, did not indicate any moisture. It appeared that since replacing the roof, the building had not leaked, and the intrusion of water had been corrected.

In November, based on the findings and facts, the Board of Directors voted to close the archive room. This gave the Building Maintenance Committee time to do remediation research and to mitigate further mold growth. The one constant we had to consider before closing the archive room was that mold spores had continued to be identified in all the analytical tests. We had to eliminate favorable conditions in which mold could grow or spread.

On December 12, 2002, Blackmon Mooring Steamatic (BMS) opened its file for services regarding microbial contamination. BMS has been in business since 1948, and many of the mold remediation procedures in place today were invented by BMS. After viewing our property, they concurred with Welch Consulting — the intrusion of mold originated in the archive room and was caused by previous water damage. Active fungal contamination was visible.

In January 2003, after closing the archive room, more samples were taken by Welch Consulting. The analysis of the samples collected indicated the colony counts were now lower and most likely a result of limiting access to the room. Air movement caused by opening doors and retrieving various items normally increases airborne concentrations, disturbs the various mold spores and allows them to be suspended for several hours in the ambient air.

In February 2003, Eileen C. Clancy, who specializes in the conservation of paper, parchment and photographs, was retained to examine the area and our collection. She was asked to report her findings and to include specific instructions for the care and conservation of our archives. A meeting was held on February 24 between Eileen and personnel of BMS. A plan to remove the collection materials and proceed with proper decontami-

*Blackmon Mooring Steamatic (BMS) installs plastic sheeting to create a decontamination chamber.*





nation of the room was implemented. A sampling of boxes and files in all areas of the archive room were opened to examine the contents. None were found with active mold.

Boxes and contents were also examined under ultraviolet light to look for latent mold damage or liquid stains. Again, materials were free of damage except for some lingering musty odors. The cleaning and removal of collections began on March 10. The collection materials are temporarily stored in the first floor boardroom. Fortunately, the mold problem in the building was confined to one area (the archive room), and the mold had been found growing only on surfaces in that room.

As of this writing, the outbreak has been cured. The archives will return for rehousing when they are properly inventoried and catalogued. This will make items more easily accessible for research in the future. Clancy further advised destroying all existing storage boxes and containers and made recommendations for new archival storage materials. Plans to correct the environmental conditions, which supported the outbreak, are also being addressed.

Effective and regular monitoring of the archive room will prevent another occurrence. A new heating, ventilation and air conditioning system, including new ductwork, is being installed in the archive room.

The new system will have enough capacity to provide environmental control to the archive room and the 12 by 22-foot adjacent office. This office will ultimately be used for working space for researchers. The system will maintain a 40-50 percent relative humidity, provide the proper heating and cooling, and will be large enough for



*The boxlike HEPA negative air scrubber machine filters the air from a contaminated room and replaces it with sanitized air taken from a non-contaminated area. Above, the scrubber sits outside the archive room.*

a fan to run continuously to circulate air. Maintaining constant levels of humidity and temperature is critically important to preserving the collections.

We did not have this type of control in the past. It should be noted that mold is everywhere in our world today — humidity control, along with good housekeeping, can minimize the risk of activation.

The Building Maintenance Committee, along with the Museum Trustees and International Board of Directors, has made a concentrated effort to treat the mold and to provide measures to prevent future fungi growth. The second story museum and exhibitions on the first floor have not been impacted by the mold infestation.

An application to the National Endowment for the Humanities was made on May 15, 2003. The application is for a Preservation Assistance Grant. A large portion of the new storage materials can be purchased with this grant.

Additional grant funding will be pursued for the purchase of storage furniture and storage supplies.

In closing, I would like to convey that the discovery of mold and the remediation was a bit overwhelming at times, but we feel confident that the time invested in research was well spent and will ultimately benefit and protect our history.

Mold is everywhere in our world today — humidity control, along with good housekeeping, can minimize the risk of activation.



*Photo left: The negative air scrubber machine is at work filtering the air in the archive room.*



Jenny Beatty, left, and Pam Saylor

# Make It So!

## Discover Ways to Personalize The 99s

BY JENNY T. BEATTY, Pro 99s Network Founder and  
PAM SAYLOR, Membership Co-Chair/FWP Program Chair

**A**re you a Future Woman Pilot new to our organization? Or an aspiring professional pilot – a “Pro 99” – seeking more career-oriented activities in The Ninety-Nines? Or someone looking for new ways to get involved with your 99s chapter? Then this is for you!

The Ninety-Nines has always been a grassroots organization, with projects and activities being initiated by members. Our wonderful Museum of Women Pilots, Future Woman Pilot program for student pilots and Pro 99s Network for professional pilots exist because a 99s member became passionate about an idea, gathered others together to put their time and effort into it, and “Made It So.”

Each of us has an agenda, a favorite activity in aviation that feeds her soul. We join The Ninety-Nines looking for fun flying with other women pilots or we are fulfilled by opening the doors for the next generation of women pilots. Similarly, a chapter can become devoted to a pet project because of the passion of its members. Our activities vary so widely from chapter to chapter that it’s as if we each have our own personal Ninety-Nines, unique and of our own creation.

At first this might not be evident to some of our new members. So imagine the dilemma of an aspiring professional pilot when she joins a chapter with airmarking or aerospace education as its main – or only – activity. “Where do I and my agenda fit in?” she may wonder.

If this sounds like you, or someone you know, we have good news. You, too, can create your own personal Ninety-Nines, just by pursuing your passion! Those longtime members joined The Ninety-Nines and made it their own, but you can do the same – there’s plenty of room here for you and your goals in aviation.

Below, we address the questions and quandaries of some of our FWPs and Pro 99s members, with ideas on how you can create your own personal Ninety-Nines:

**Q. I can’t make it to chapter meetings. How can I participate?**

**A.** You can still get involved! Use these activities as a starting point, and get creative:

1. Write an article for your chapter or section newsletter.

Share what you know about getting your license, a new rating, or flight instructing. Research subjects that interest you, like different career paths and options or overcoming obstacles and setbacks, and share your findings.

2. Interview your chapter’s longtime members or your favorite female pilot role models for an oral presentation and/or article. Record the interview on audiotape or videotape as she shares her special flying experiences and donate a copy to our 99s archives.

3. Create an email-based newsletter, online chat group or website for your chapter.

4. Mentor your chapter’s Future Woman Pilot – you will both learn and grow.

5. Two or three times a year, organize your favorite flying activity, scheduled on a day you will be free.

6. Share the joys of your flying career with the next generation of women pilots. Attend Career Days at your local school or college or help your local Girl Scout troop earn an aviation badge. Even if you haven’t reached your ultimate goal in aviation, you’re already a role model!

**Q. How do I find professional pilots like me in The 99s?**

**A.** First, are you overlooking someone? Talk to those “amateurs” in your chapter, and you might find they are/were WASPs, charter pilots or flight instructors. They may have air-racing trophies that stand taller than you. Respect their experience, and you can learn a lot from these women about flying, flying careers and life!

Second, the sad reality is there just aren’t many female professional pilots to begin with. Today only six percent of all U.S. pilots are women, and only three percent of Airline Transport Pilots are women. If you plan a pilot career, you will feel isolated, so do not undervalue the friendship 99s offer you – they may turn out to be the staunchest friends and fiercest allies a professional pilot can hope for. As our publisher Bobbi Roe said recently: “I always say The 99s are a lifetime experience, and my life has been changed by being a member. It’s a wonderful group of strong, independent, and encouraging women.”

Of course, you will benefit from connecting with your



professional pilot peers, role models and potential mentors, and these may be found throughout The Ninety-Nines. Join the Pro 99s Email Network – it was established for exactly this purpose. Professional pilot 99s may be in any chapter or may congregate in certain chapters, so ask around to find them. And if you live near more Pro 99s, you could start a new chapter together.

***Q. My chapter is active, but I don't like their activities. What can I do?***

**A.** We have four suggestions:

1. Really do try these activities. You'll be surprised how fun it is to get involved in your local aviation community or how much you will learn about flying during an air race.

2. Initiate new activities that interest you. Your chapter has particular activities because members initiated them, so just get your new project going. (More ideas below.)

3. Try another chapter. Every chapter is unique because of its members and particular activities. Large metropolitan areas and even medium-sized cities often have more than one chapter, and they may be very different, so try them all.

4. Start your own chapter – it's easy! Gather a handful of members (including FWP's and new members) who share your same interests. (More on this below.)

***Q. Why doesn't my chapter have more career-oriented programs?***

**A.** Because you have not Made It So, my friend! Here are some projects you can initiate:

1. Become your chapter's Careers Chairman. No matter where you are in your pilot career, you can help others and learn at the same time. As you advance in aviation, share your newfound talents in a "Career Corner" in your chapter or section newsletter. Trade career program ideas with your peers and the Careers Committee.

2. Become your chapter's expert in an area like air safety or flight instruction. Did you know that The 99s sponsors three-quarters of all FAA Safety Seminars? Organize one yourself, or give a 10-minute briefing on a safety subject at every meeting. Write a safety or flight instructor's column for your chapter or section newsletter.

3. Organize regular speaker meetings on career topics. Will people come hear a woman airline pilot speak? You betcha! Advertise the event in the aviation community. Invite all your woman pilot friends to attend, even those from other chapters and non-members, too. Your meeting will be well-attended, your network will grow and your future mentor, best friend or employer may walk in the door.

4. Look inside your chapter. Ask a member in a nontraditional career to speak about how to succeed despite naysayers, to work in a male-dominated environment and to avoid discrimination.

5. Reach outside your chapter. Feature women in different professional pilot careers by inviting the gal who just got a corporate pilot position or that top female role model you've been wanting to meet. Ask her to speak about her career path,

how she made her career move forward, or trends in her corner of the aviation industry.

Ask a career-development expert to give a presentation about writing resumes or how to prepare for a job interview.

6. Do you feel you're alone in wanting more career-oriented programs? You're not! But someone has to start somewhere, so let it start with you. When you initiate these activities, others are bound to join your effort.

***Q. How can The 99s help me develop as a professional pilot?***

**A.** You mean in addition to our generous scholarships and the Pro 99s Network? And besides learning from the flight instructors and seasoned pilots in your chapter?

If you are looking for more support from your local chapter, consider that to be a good pilot, and especially a respected pilot-in-command of transport aircraft with large crews, you need to acquire leadership skills. To be a leader, start leading. When you take the initiative and become active in your chapter, 99s will step up and pitch in. Everyone wants to back a self-starter and a winner.

So organize regular activities, run for chapter office, participate in section-level committees. You will build confidence, public-speaking and writing skills – and build your resume. In addition, by becoming a leader in The 99s, you will build your network and have opportunities to meet other leaders in your aviation community, such as FBO owners, FAA inspectors and businesspeople. These could become your mentors, sources for jobs or job leads.

***Q. Can I charter a new chapter or section?***

**A.** YES – and it's easy, too! Some large metropolitan areas and cities have more than one chapter because the population spread, or interests diverged over time and the chapter split. We are also seeing geography connecting our members, like those forming a new chapter in New Mexico and chartering new sections in Russia and the Philippines. The Ambassador Chapter was founded by busy airline pilot Janet Patton in 1999, and this first "virtual" chapter conducts all business online via the Internet. A new Intercollegiate Internet Chapter for college students is currently being organized.

So you and your friends can create a new chapter, or split off from your current chapter, based on your needs or interests. You can form a traditional chapter in one location or explore the new Internet chapter options. Briefly, all you need is seven members for a new chapter and five members for a new section. Details are contained in The Ninety-Nines, Inc. bylaws, found in your 99s Membership Directory. Or you may contact Pam Saylor for more information.

No matter what kind of pilot you are or what your goals in aviation may be, as you participate in this organization, it becomes YOUR organization – your own personal Ninety-Nines. Traveling on your flight path with The Ninety-Nines, you will learn flying and leadership skills, expand your network of friends and supporters and have lots of fun along the way. Make It So!



# Book Review

## THE MERCURY 13:

The Untold Story of Thirteen American Women and the Dream of Space Flight

By Martha Ackman, Foreword by Lynn Sherr

Reviewed by DR. JACQUE BOYD, Golden Triangle Chapter

There's a book out there recommended by the *Boston Globe* as a "must read." This book talks about three past-presidents of The Ninety-Nines (Jackie Cochran, Gene Nora Jessen and B. Stedman) and several of our current members: Sarah Ratley, Jerri Cobb, Wally Funk and Irene Leverton. And to boot, it was written by Martha Ackman, sponsored by 99 Dr. Petra Illig as a recipient of The Ninety-Nines AEMSF Research Grant. Talk about a major splash for The 99s!

Most of us in this organization are more than aware of the "Mercury 13," so the story about women going through non-sanctioned "astronaut" testing at the Lovelace Clinic in the early 1960s and the uphill battle they faced is not a revelation. Jackie Cochran's involvement is no real surprise either. However, seeing the infor-

mation in one place is an attention-getter. Taking a look at the entire picture is an education even for those who thought they knew the story.

For me, one of the most impressive aspects of Ackman's book is the reference section. Thirty of the book's 239 pages are dedicated to notes and a very complete bibliography.

Martha's writing style is compelling, and in my estimation evenhanded with the subject matter. The perceptions and reactions to this book from the Mercury 13 group are as varied as the women are. Ackman's book is one of two about this unique group of women published this year, which is the 20<sup>th</sup> anniversary of Sally Ride's first space flight. All in all, I agree with the *Boston Globe*: This book is a "must read."

## THE MERCURY 13

*Reprinted from the book's jacket*

In 1961, just as NASA launched its first man into space, a group of women underwent secret testing in the hopes of becoming America's first female astronauts. They passed the same battery of tests at the legendary Lovelace Foundation as did the Mercury 7 astronauts, but they were summarily dismissed by the boys club at NASA and on Capitol Hill.

The USSR sent its first woman into space in 1963; the United States did not follow suit for another twenty years.

For the first time,

Martha Ackmann tells the story of the dramatic events surrounding these thirteen remarkable women, all crackjack pilots and patriots who sometimes sacrificed jobs and marriages for a chance to participate in America's space race against the Soviet Union.

In addition to talking extensively to these women, Ackmann interviewed Chuck Yeager, John Glenn, Scott Carpenter and others at NASA and in the White House with firsthand knowledge of the program.

Also included in the book are never-before-seen photographs of the Mercury 13 pass-

ing their Lovelace tests.

Despite the crushing disappointment of watching their dreams being derailed, the Mercury 13 went on to extraordinary achievements in their lives; Jerri Cobb, who began flying when she was so small she had to sit on pillows to see out of the cockpit, dedicated her life to flying solo missions to the Amazon rain forest; Wally Funk, who talked her way into the Lovelace trials, went on to become one of the first female FAA investigators; Janey Hart, mother of eight and at age forty the oldest astronaut candidate, had the political



Author Martha Ackman

savvy to steer the women through congressional hearings and later helped found the National Organization for Women.

A provocative tribute to these extraordinary women, *The Mercury 13* is an unforgettable story of determination, resilience and inextinguishable hope.



## NEW HORIZONS

### **DORIS 'DORI' JEANNE BENWAY**

Doris Jeanne Benway, 76, died Friday, June 13, 2003 following a courageous battle with non-Hodgkin's lymphoma. She was born in Detroit, Michigan, December 6, 1926. She lived most of her life in Southern California and more recently in Prescott, Arizona.

### **KATHERINE CHEUNG**

#### **Southwest Section**

Katherine Cheung, a Chinese immigrant who in the 1930s became the nation's first licensed female Asian American aviator, died on September 2 at her home in Thousand Oaks, CA. She was 98. She is survived by two daughters, Doris Wong of Thousand Oaks and Dorothy Leschenko of Los Angeles; two grandchildren; and four great-grandchildren.

*Please see the upcoming November/December issue of the 99 News for a feature article on Katherine.*

### **BERTHA "BERTIE" LAUREL COE**

#### **Bakersfield Chapter**

Bertha Laurel Coe passed away at home in Ojai, California on November 8, 2002 following a lengthy illness. She was born January 27, 1920 in Bakersfield, California. She grew up on Tejon Ranch, becoming such an accomplished horsewoman that she won the title of Miss Outdoor California in 1936 at the age of 16. Later, she and her husband Clare bought their ranch in Springville, California where they lived for 40 years.

During this time, Bertie served as a licensed nurse, a school-teacher, a deputy sheriff, a fixed wing and helicopter flight instructor and an aviation "birdog" for the California Department of Forestry. She and Clare, also an avid aviator, established Coe Aviation at the Porterville Airport, which they operated for over 20 years. Bertie was one of the first licensed female helicopter pilots in the country, being member #57 in the Whirly Girls. In addition, she was an accomplished pianist, a pleasure she continued to enjoy late in life. Bertie was preceded in death by Clare and is survived by her sister.

### **ACHSA B. PEACOCK DONNELLS**

#### **Bakersfield Chapter**

Charter Member Achsa Barnwell Peacock Holfelder Donnels flew to New Horizons on August 12, 2003 at the age of 99. Services were held in both Laytonville and Bakersfield, California.

Her first husband, Ross Peacock, preceded her in death in 1956. Her son Harrison (Harry) died in 1964 and daughter Susan in 1990. Her second husband, Joseph Holfelder, died in 1967, and third husband Al Donnels in 1975. Six grandchildren, 13 great-grandchildren and three great-great-grandchildren survive her. *Please see page 14 for more on the life of Achsa.*

### **BERTHA MARIE JONES**

#### **Tennessee Chapter**

Bertha Marie Jones, longtime member of the Tennessee

Chapter, died of cancer in May of this year. She and her husband Greg Jones operated the Dayton, Tennessee airport for about 15 years. Marie held a Commercial Pilot Certificate. She was also an excellent skater, having won many trophies in state and national contests.

Her husband Grey preceded her in death. She is survived by one sister and two sons.

### **EARL MYERS 49½**

#### **Imperial SO-LO Chapter**

Earl Myers, 49½ husband of Christina Myers of the Imperial SO-LO Chapter, passed away on July 23, 2003 in La Mesa, California. He was an accomplished pilot with a commercial rating. He assisted in the development of the Moon Landing System for manned space vehicles at the parachute test facility in Imperial Valley.

Earl was very helpful with the activities of The 99 Chapter and will be greatly missed.

### **VIVIAN NEMHAUSER**

#### **Northern New England Chapter**

Vivian Nemhauser died in Bradford, Vermont on May 18, 2003. She was born in Jamestown, North Dakota in 1920. She attended Columbia University and learned to fly in New York. Vivian joined the Women Airforce Service Pilots (WASP) in 1943 and flew for two years, delivering new aircraft from factory to military bases in the United States. After her husband died in 1975, she moved to Vermont and joined the Northern New England Chapter of The 99s.

### **ROGER NICKELL 49½**

#### **All Ohio Chapter**

Roger Nickell, husband of Bernita Nickell and 49½ for over 50 years, passed to New Horizons suddenly on August 4, 2003.

For his untiring support of The 99s, Roger was awarded the All-Ohio Chapter 49½ of the Year Award and will be inducted into the International Forest of Friendship in 2004.

Until they retired Bernita and Roger ran a crop-dusting and farming business.

### **IONE SHELTON**

#### **All-Ohio Chapter**

Former All-Ohio Chapter member Ione Shelton passed away May 12, 2003 at her residence in Bowling Green. She was a veteran of the United States Army, retiring as a Lieutenant Colonel. She flew many Powder Puff Derbies and assisted in the Air Race Classic. She is survived by her husband Lloyd Shelton

### **LURANA (RAE) TALLY**

#### **Northern New England Chapter**

Lurana (Rae) Tally, born October 21, 1918 in Rockland, Massachusetts died June 7, 2003. She is survived by her two sons Sidney and Tax, a daughter Joanne and a sister Francis.

## RATINGS AND WINGS

### RATINGS

**Jessianna Bartier** – Private Pilot

Florida Goldcoast Chapter, Southeast Section

**Martha E. Clark** – Private Pilot, Instrument

Alaska Chapter, Northwest Section

**Audrey Cole** – Instrument, Commercial multiengine

Alaska Chapter, Northwest Section

**Martha Anne Hull** – Instrument

Finger Lakes Chapter, New York/New Jersey Section

**Jenny Weber** – Private Pilot

Finger Lakes Chapter, New York/New Jersey Section

**Melissa McKinley** – Multi-engine

Las Vegas Valley Chapter, Southwest Section

**Betty Nilson** – Private Pilot

Santa Clara Valley, Southwest Section

**Torea Rodriguez** – Private Pilot

Santa Clara Valley, Southwest Section

**Laura Young** – Private Pilot

Santa Clara Valley, Southwest Section

**Angie Jezard** – Instrument

Santa Clara Valley, Southwest Section

**Rebekah Owen** – First Solo

Santa Clara Valley Chapter, Southwest Section

**Amy Drake** – First Solo

Santa Clara Valley, Southwest Section

**Candice Nance** – First Solo

Santa Clara Valley, Southwest Section

**Rebekah Owen** – First Solo

Santa Clara Valley, Southwest Section

**Susan Myers** – CFII

Eastern Pennsylvania, Mid-Atlantic Section

**Tiara Roberts** (FWP) – Private Pilot

Golden Triangle Chapter, South Central Section

**Kelly Karenek** (FWP) – Private Pilot

Golden Triangle Chapter, South Central Section

**Barb Abel** (FWP) – Private Pilot

Golden Triangle Chapter, South Central Section

### PROFESSIONAL UPGRADES

**Sheila Morrison** – Beechjet 400A

All-Ohio Chapter, North Central Section

**Nancy O’Laughlin-Dougherty** – Citation

Tennessee Chapter, Southeast Section

### WINGS

**Cyd Busko** – Wings 11

All-Ohio Chapter, North Central Section

**Nicole Cagnolatti** – Wings IV

Orange County Chapter, Southwest Section

**Coleen Campbell** – Wings VII

Golden Triangle Chapter, South Central Section

**Joan Craft** – Wings IV

All-Ohio Chapter, North Central Section

**Beverly Franklet** – Wings V

Greater Seattle Chapter, Northwest Section

**Nancy A. Ginesi** – Wings IV

Sacramento Valley Chapter, Southwest Section

**Melissa McKinley** – Wings V

Las Vegas Valley Chapter, Southwest Section

**Bethany Rex** – Wings II

Antelope Valley, Southwest Section

**Ann Samuelson** – Wings IV

All-Ohio Chapter, North Central Section

**Susan Worster** – Wings VII

Santa Clara Valley, Southwest Section

## Celebrate the Joy of Flying! Join The Ninety-Nines!

BY BETTY HUCK, Safe Flying Activities Chair

These words come right off our 99s membership brochure. Celebrate the Joy of Flying! Join The Ninety-Nines! And, when is there a more appropriate time to celebrate the joy of flying than as part of the Centennial of Flight?

We wanted to do a special Ninety-Nines celebration, but since everyone is scattered across the world and has a busy schedule, we decided to make the celebration a month-long, community-based event. During December 2003 every chapter and/or member can take the time to step forward and celebrate that special day when Orville and Wilbur first experienced powered flight.

We are encouraging you to have an event that includes the community: pilots, non-pilots, kids, anyone. Celebrate in any form you choose, whether it is a program, flying event or cooking out in a hangar. Haven’t done a Flying Companion Seminar in a while? Dust it off and plan one. Pennies-a-Pound?

Get planning! Organizations are always looking for speakers: volunteer to be their December speaker! Always wanted to do a Young Eagles flight? What are you waiting for? Looking for the chance to finally do a NASA program? The kids will be so happy! It’s the Centennial of Flight! The sky is the limit!

You might also contact your state aviation officers to see if there is a state event planned, then ask what you can do to help. One of the goals is to promote The 99s while celebrating flight. Do your best to get some PR. And, if you do, please forward it to Liz Lundin at Headquarters for our records.

You have 31 days during December to choose from – surely one of these days will work for you. Make the event as big or as small as you are capable of doing – remember, promote The 99s while celebrating flight.

When you’ve completed your event, send your stories to the 99 News; we’ll have a Centennial of Flight roundup in a future issue. Let’s see how creative The Ninety-Nines can be!



## TOUCH AND GO

### DIANE ARMOUR BARTELS Nebraska Chapter

Diane Armour Bartels was presented the Frank E. Sorenson Award for Pioneering Achievement in Nebraska Aviation Education at the UNO Aviation Institute Honors Convocation on Sunday evening, April 13.

Dr. Sorenson, a pioneer in the field of aviation education since its early beginnings, was a renowned educator at the University of Nebraska-Lincoln and served as a consultant and innovator throughout the expanding realm of aviation education, research and scholarship.

In remarks at the ceremony, Diane was recognized for her commitment to preserving aviation history, in particular that of Evelyn Sharp; her role as chairperson of Nebraska Centennial of Flight activities and events; and her work with students at the Santee Native American Reservation.

As aerospace education coordinator for the Lincoln Air Force Association chapter and the Nebraska Chapter of The Ninety-Nines, she organizes flights each year to Santee, bringing aviation and aerospace opportunities to Native American youth.

### JUDY CADMUS Eastern Pennsylvania Chapter

Judy Cadmus recently gave a two-hour presentation to a standing-room-only crowd at an FAA Safety Seminar entitled "GPS – More Than Just Direct To."

### SANDRA LEDER Lake Charles Chapter

Dr. Sandra Leder, Lake Charles Chapter Chair, taught an aerospace education class for educators at McNeese State University in July. The graduate course included a history of flight, flight theory, navigation, rocketry and lunar exploration.

Six teachers and administrators visited Lake Charles Re-



*Diane Armour Bartels with presenter Brent Bowen.*

gional Airport where they toured the air traffic control tower, radar room, weather bureau and the FBO, Vision Aviation. They accompanied Dr. Leder, a board member, to the monthly meeting of the Lake Charles Regional Airport Authority.

They also visited the hangar of long-time Ninety Nines supporter Ed Martin, where he used his antique airplanes to demonstrate the flight controls of an airplane. He offered complimentary airplane rides in his Baron B55.

Another aspect of the course was a week-long day camp for students going into grades four through seven. Eleven students participated, and the graduate students assisted with hands-on instruction.

Dr. Leder started the first aerospace education day camp in Lake Charles in 1989. Since that time she has trained numerous teachers, and one has continued her successful camp in Westlake, Louisiana. Colleagues have started camps in the Calcasieu Parish school system and at Sowela Technical Institute.

### INGRID PEDERSEN Alaska Chapter

Ingrid Pedersen was recognized by the *Anchorage Daily News* on the 40th Anniversary of her flight over the North Pole on July 29, 1963 flying a Cessna 205, nicknamed "Snowgoose."

### AUDREY COLE Alaska Chapter

Audrey Cole was awarded a \$2,500 Scholarship by Women Military Aviators on March 29.

### POLLY VACHER, YVONNE TRUEMAN British and Arabian Sections

Prince Rupert in British Columbia was a wonderful meeting point for Polly Vacher on her world Pole-to-Pole flight and Yvonne Trueman from Bahrain who is currently upgrading her American, British and Seaplane flying licenses in Alaska.

Polly's itinerary was planned to pass through Belize in early September, and it was hoped that Yvonne would meet up with her there. Polly reached the States and was on schedule with her itinerary.

The whole trip is estimated to take over a year, and her itinerary will bring her to Bahrain sometime in January/February.

She has been given extra help in landing on the ice at the South Pole, and her training also covered survival in ice and protection against polar bears



*Polly and Yvonne*

## Bylaw Amendment Deadline

Bylaw and/or Standing Rules amendments may be made by the Bylaws Committee or a Chapter, a Section, the Council of Governors or the International Board of Directors to be presented to the membership at the 2004 annual meeting in Atlantic City, NJ, USA. Postmark by December 31, 2003 to: Jerry Anne Jurenka, Intl. Bylaws/Standing Rules Chair, 10 Oak Forest Drive, Longview, TX 75605 USA; or fax to (903) 663-5808 or e-mail: jajurenka@juno.com.

## GERMAN SECTION

### *Deutschlandflug 2003*

The "Deutschlandflug 2003" (German Flight) is a traditional precision flying competition which took place this year from June 18-21 for the 33rd time. Organized by the German Aero Club (DAeC), it gained particular importance this year due to the 100th anniversary of motor-powered flight.

My friend Karen Stemme and I wanted to participate in this memorable event and chose a very special aircraft: a Stemme S10, which is a high performance motorglider with a wing span of 75.5 feet and a glide ratio of 1 to 50. Those who know the plane also know that besides its exceptional gliding characteristics, it has very good motor performance.

A rally such as the Deutschlandflug was indeed a veritable challenge for the both of us, especially as we didn't have any experience in precision flying and hadn't flown the aircraft very often. The first of many questions was: which velocity should we choose? Competitors are permitted to choose between 70 to 100 kts. We decided on 75 kts, which seemed to be slow enough to look around sufficiently during the flight.

We spent one afternoon doing test flights and precision landings. Landing in a field of a maximum length of 200 feet was easier than we first thought, and we finally took off for the competition with a good feeling.



*The Stemme S10 comes in for a precision landing.*

Our first landing in Hildesheim, where the event began, is a story in itself. As we entered downwind among four other aircraft, I announced our landing in "glider regime." The controller replied with a questioning voice, "Are you sure you want to land without your motor?" and "Please, make a normal landing!" I replied, "This is the normal landing procedure. We always land like this."

After what seemed like an hour, he replied, "Then make a long landing." We realized he wasn't familiar with our type of aircraft and probably couldn't imagine that we were able to switch on the engine within five seconds!

Our wing span was another problem the organizers had to deal with. During each leg of the competition we were given an extra parking space far from the rest of the 80 participants. Additionally, it was not always easy to fit the Stemme into the row of planes for the one-minute interval takeoff.

The weather was playing its own game. Between rain showers, bumpy wind of up to 30 kts and initial awful visibility, we had to find our way along the track, recognizing turning points, signs and pictures at exactly the right time. During the three-day competition we learned more each day, and by the end, this earned us the 27th place out of 80.

The final highlight, after 1,100 km distance in five legs, was the landing at Tempelhof airport in the center of Berlin, one of the oldest and most famous airfields in the world. With 80 movements in one-minute intervals, that was probably a record for the Tempelhof controllers and hadn't been reached since the "Berlin airlift" in 1948/49.

The evening ceremony took place at the former Adlershof airfield, the first field for motorized flight in Germany from 1909, which is now a science and technology park.

We would like to encourage other pilots to participate in these kinds of challenging, yet easygoing, events which offer perfect training for our flight skills and introduce us to many other people and places far from our home traffic circuit.

— Priska Wollein

## INDIANA DUNES CHAPTER

### *A Flying Send-Off*

Indiana Dunes life member Diana Austin Meyer was given a lofty good-bye as she retired from Valparaiso, Indiana schools this year. She taught at Parkview Elementary for the past 17 years of her total 33½ years. Since Diana is an avid pilot and 99, Parkview staff and students thought it would be fun and fitting to form the shape of an airplane on the playground for a farewell photo as a surprise for Diana

—Marilyn Horvath



*Students on the playground form the shape of an airplane.*



### WOMEN WITH WINGS CHAPTER

#### *Enjoying the Air Shows*

The Women With Wings chapter has had a busy summer. First there was a Rib-Burn Off and Air Show at Carroll County, Ohio. We helped wherever we were needed. The event featured planes, antique cars, lively music, great food and plenty of smiles.

Next came MAPS, the Military Aviation Preservation Society Air Show in Akron, Ohio. Many of our members helped out with ticket sales while others worked security. Helping with the event, we had an opportunity to meet the pilots one-on-one and get close-up looks at the aircraft. The high point for us happened when the pilot of the P51 fighter met our WASP member Pat Stark.

The Dayton, Ohio Air Show was next. The Snowbirds, the Blue Angels, the Thunderbirds and a Waco with a wing walker were only part of the excitement. The bond we all share being pilots made this event quite special for everybody.

The Kent, Ohio Hot Air Balloon Classic had our eyes skyward to watch Penny Suttle flying her balloon Shamrock.

— Patricia Synk

### TENNESSEE CHAPTER

The Tennessee Chapter recently completed an airmarking at Collegedale Airport. This makes four such markings in East Tennessee within the past year. They are beautiful.

— Evelyn Bryan Johnson

### EASTERN NEW ENGLAND CHAPTER

#### *NASA Space Academy*

On July 4, while most people were celebrating the birth of our nation, approximately 40 Ninety-Nines were checking in at the NASA Space Academy in Huntsville, Alabama to attend a specialized course in space training. When we checked into the Habitat (bunk rooms for six and common bathrooms set up like your local YWCA), we were a bit shocked but took it in stride.

The first day was space flight orientation, which gave details of the space shuttle and prepared us for our very own space mission, complete with duty assignments and role play. In this way, the Space Academy teaches students about the duties and responsibilities of all those titles in the Space Program.

The 99s group was divided into two mission teams, called Discovery and Endeavor. My team was Discovery. We were told from the start that each team would be 'graded' on each of the two missions: Thus the competitive spirit was set with the aim to win the coveted "outstanding mission" patch.

There were approximately 20 rolls to fill, from Flight Director to Scientist. Rather than assign positions, my team elected to draw positions. (After all, we were all pilots and everyone wanted to be the Flight Director, Commander, etc. rather than the support people, which are very important positions too).

— Georgia Pappas



From left: Dave Calhoun of General Electric, Neil Armstrong, Amanda Wright Lane and Tom Madden of Rockefeller Center, cut the ribbon to open the exhibit.

### GREATER NEW YORK CHAPTER

#### *99s Honored at New York City's Centennial of Flight Exhibit*

The Centennial of Flight Exhibit at New York City's Rockefeller Center opened on July 29 to an enormous and enthusiastic crowd under a bright, sunny sky. The program was sponsored by General Electric in association with the U.S. Centennial of Flight Commission, NASA and the U.S. Air Force. The exhibit was part of the nationwide celebration honoring the Wright Brothers' historic 12-second flight on December 17, 1903 and the achievements that have followed.

Surrounded by more than a dozen full-size aircraft marking America's milestones in aviation, astronauts Neil Armstrong and Buzz Aldrin, the Wright Brothers' great-grandniece Amanda Wright Lane, several members of the Women Airforce Service Pilots (WASP) and of the Tuskegee Airmen, nine members of The 99s from four chapters, and the U.S. Air Force Band participated in the opening ceremonies. The exhibit included authentic planes from World Wars I and II, full-scale replicas of historic aircraft from the Wright Flyer to a 75-foot Redstone rocket, and the GE90-115B, the world's largest, most powerful jet engine.

The streets, lobbies and concourses of Rockefeller Center were transformed into an indoor/outdoor air and space museum and interactive exhibition. The Aerospace Heritage Pavilion displayed a replica of the 1903 Wright Flyer, historic kite designs, early military planes, and a kiosk depicting the history of women in aviation. The Aerospace Technology Pavilion housed a NASA information booth, a full-scale mock-up of the Space Shuttle cockpit, a mini-theatre showing a Space Shuttle launch, and a Virtual Reality Aviation Simulator using state-of-the-art motion technology, computer-generated images and live-action footage to produce a high-flying adventure experience of flight in historic and modern aircraft.

—Kit Hawkins



## SANTA CLARA VALLEY CHAPTER

The Santa Clara Valley Chapter celebrated its 40th "birthday" in July with a party in the clubhouse at Casa de Anza, home of Betty Hicks. New officers were installed and chapter awards were given as follows: Kay Sundaram, Professional Pilot of the Year; Marcie Smith, Pilot of the Year; and Verna West, Chapter Service Award.

Also at the birthday party, Janet Hitt was "toasted and roasted" as she retired from the FAA after 57 years. She had a long and interesting career. Some of you may remember that she played a flight instructor surrounded by Japanese warplanes in the classic Pearl Harbor movie "Tora, Tora, Tora." The close-ups of the actress were shot on a Hollywood sound stage, but Hitt was actually at the controls of the Stearman biplane when that scene was filmed in Hawaii in 1969.

Another highlight for the Chapter recently was a dinner with Polly Vacher, a 99 from the British Section. She was in town to visit Jeppeson, one of her sponsors, and found time for us. She is flying around the world over both poles and had a little time in our area while she waits for summer to arrive over the South Pole. What an interesting group of women The Ninety Nines are.

— Nancy Rodgers



The Santa Clara Valley Chapter hosted the hospitality table at the May 9-11 Southwest Section Meeting, giving them an opportunity to visit with the attendees. They were especially proud of their FWP Betsy Nelson who did her solo cross country to attend her first Section Meeting. Standing left to right: Faye Kirk, Susan Worster, Susan Larsen (San Joaquin Valley Chapter), Judy Stark, Debby Cunningham. Seated: Nancy Rodgers, Marcie Smith.



Sacramento Valley Chapter's fund-raiser featured glorious warbirds and other premier aircraft.

## SACRAMENTO VALLEY CHAPTER

### *An Evening in Aviator's Paradise*

On Saturday May 31, the Sacramento Valley 99s held a dinner/dance fund-raiser at Eagles Nest Airport in Ione,

California, home of 99 Kimberly Sanders and Sanders Aircraft.

Our fund-raiser went off extremely well, with attendance at around 250 people. Oh, those beautiful warbirds and other pristine aircraft: five

Sea Furies, a Grumman Tigercat, a P-51, Julie Clark's T-28, a 1936 Spartan 7W Executive, a Pilatus PC7 turbo-prop Swedish two-place trainer, two AT-11 Twin Beeches, and also various rare vintage automobiles including a Gullwing Mercedes Coupe and Karen Carpenter's Chrysler 300, plus an assemblage of custom motorcycles.

We watched amazing aerobatic demonstrations by Dennis Sanders, Randy Bailey and Mike Brown in two Sea Furies and the Tigercat. All three men and planes are Reno air racers.

The buffet by Rudy's Hideaway was very well received, and Hal Geist's Little Big Band prompted many dancers to the floor throughout the evening.

Guests were very supportive of our raffle and went

home with some great prizes including a T-6 ride and a complete radio-controlled aircraft valued at \$350 supplied by Airborne Hobbies in Sacramento. All raffle proceeds and profits from dinner tickets went directly to our Shirley Lehr-Betty Alair Memorial Scholarship Fund. Proper training and recurrency saves lives.

Many, many thanks to Kimberly and Dennis Sanders for hosting and putting so much personal effort into this hugely successful event. And thank you to the many sponsors who supported it: Sanders Aircraft, Sacramento Jaguar, Impact International (Carson City), Norcal Aviation, Sacramento Harley Davidson, Airborne Hobbies, Julie Clark American Aerobatics, Flying Vikings, Raley's and Lila Hovey.

—Nancy Ginesi



### OLD DOMINION CHAPTER

A constant downpour did not stop the Old Dominion Chapter from participating in the 13<sup>th</sup> Annual Fly-in and Open House at the Frederick, Maryland Municipal Airport on June 7, 2003. Sethany Van Lehn and Chapter Vice Chair Jann Thompson hosted a table promoting The 99s and woman aviation enthusiasts of all kinds, housed in a hangar provided by Lois Boyer (wife of Phil Boyer, President, AOPA).

The Mid-Atlantic region had experienced weeks of unrelenting rain, but this didn't curb Katie Van Den Engel, aviation enthusiast and copilot with NetJet, from signing up as a new member of the Old Dominion 99s. Katie and her husband joined hundreds of spectators and weather-grounded pilots at this annual event.

— Charlene Haskell and Sethany Van Lehn

### KITTY HAWK CHAPTER

The Kitty Hawk Chapter has been very busy lately with the numerous activities and celebrations surrounding the Centennial Year of Flight. In April we participated in the North Carolina Wings Weekend, an FAA program supporting and promoting safety in flight.

At the Wings banquet, we awarded a \$500 scholarship to Debra Brown, who is pursuing an Aviation Management degree at GTCC. We also enjoyed hearing retired United Airlines Captain Al Haynes speak about the Sioux City DC-10 accident.

On June 7, the Chapter participated in the Rocky Mt. Wilson Centennial Celebration honoring Women in Aviation. We exhibited our Chapter history and spoke to hundreds of people about women in aviation. We were invited to the evening banquet, where we raffled off an Amelia Earhart throw. We enjoyed hearing Senator Elizabeth Dole speak about the accomplishments of women aviators.

— Cindy Rucker



Cindy Rucker (Chapter Vice-Chair), Hollan White, Senator Elizabeth Dole and WASP Emily Gile.



From left, Karen Anderson, Eva Parks, Andrea Chay and Elise Hoit check out the GBZ Racer at the Museum of Flight in Seattle.

### GREATER SEATTLE CHAPTER

After our May luncheon meeting at the Museum of Flight, Eva Parks offered us an unannounced tour. Her husband, Dennis Parks, is the Senior Curator at the Museum of Flight, and he gave us a fascinating short tour. He first showed us the GBZ Racer that was used in the movie *Rocketeer*.

The GBZ is not yet on display, so we were taken to one of the storage rooms, and there among other interesting artifacts was the famed racer. Then he took us to another area to show us one of the museum's prized recent acquisitions. Dennis and Eva recently made a trip to Florida to pick up a precious box containing many of the Wright Brothers' company papers. Among these is the original legal document, signed by Wilbur and Orville Wright, establishing the Wright Company.

It was a rare treat to be able to view the contents of the box, valued at a million dollars. We are delighted that these documents have found a permanent home at the Museum of Flight in Seattle. Thanks to Eva and Dennis, our chapter had a great way to celebrate the 100<sup>th</sup> anniversary of flight.

— Elise Hoit

### EASTERN PENNSYLVANIA CHAPTER

#### *Pennies-A-Pound*

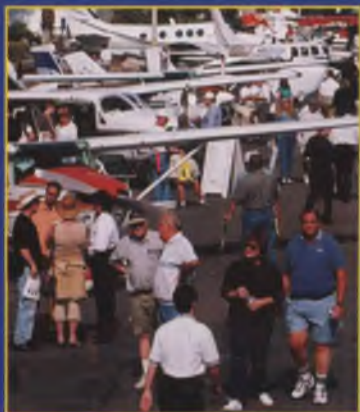
The Eastern Pennsylvania Chapter held its annual Pennies-A-Pound plane rides on May 17 at Brandywine Airport in West Chester, Pennsylvania. Members flew approximately 200 passengers with the help of 13 pilots under the capable leadership of Kate Macario. A local television personality was given a ride by Mary Wunder, which added to the publicity provided by Ginny Fanfera. Overall, Pennies-A-Pound was a great success with the help and support of many chapter members.

— Joan Landrey



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