



99 NEWS

# INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



November/December 2003



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

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## On The Cover

*Blanche Noyes flashes a triumphant smile to her hometown fans in Cleveland after taking 4th place in the 1929 Air Derby flying a Travel Air. This photo is part of the extensive collection of historic photographs recently bequeathed to the 99s Museum of Women Pilots by Glenn Buffington.*

# PERPETUAL CALENDAR

## 2003

### DECEMBER

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

### FEBRUARY

- 1 **99 News Deadline March/April issue**

### MARCH

- 11-13 **WIA Conference**, NV. Visit the 99s Booth. [www.wai.org](http://www.wai.org).
- 13-17 **Whirly Girls at HAI HeliExpo**, Las Vegas, NV. Hovering on Sunday, March 14. Contact: [www.whirly-girls.org](http://www.whirly-girls.org). or HAI [www.rotor.com](http://www.rotor.com).

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

### APRIL

- 1 **99 News Deadline – May/June issue**
- 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 64-3-445-1971, [www.nzawa.org.nz](http://www.nzawa.org.nz).

- 14-20 **Sun 'n Fun**, Lakeland, Florida, [www.sun-n-fun.org](http://www.sun-n-fun.org). Visit The 99s building on clubhouse row.

### MAY

- 14-16 **Spring Southwest Section Meeting**, Mesa, AZ. Lori Elam, 623-939-1282, Contact Lori Elam, 623-939-1282 or email [elam15@msn.com](mailto:elam15@msn.com)

### JUNE

- 1 **99 News Deadline - July/August issue.**
- 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).

### AUGUST

- 1 **99 News Deadline – Sept. /Oct. issue.**

### 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.
- 30-Oct 1 **Women Airforce Service Pilots WWII (WASP) Reunion**, Williamsburg, Virginia. Contact: Shutsy Reynolds, email: [shutsy@sgi.net](mailto:shutsy@sgi.net).

### OCTOBER

- 1 **99 News Deadline - Nov./Dec. issue.**
- 7-9 **National Business Aviation Association (NBAA)**, Orlando/Orange County Convention Center (ORCC), Orlando, Florida. Contact. [www.nbaa.org](http://www.nbaa.org).

### DECEMBER

- 1 **99 News Deadline – Jan./Feb. 2005 issue.**

## 2005

### APRIL

- 29-30 **Whirly-Girls turn 50 in 2005.** Washington, D.C.

- Fall **International Meeting** in New Zealand TBA.

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## STATEMENT OF EDITORIAL POLICY

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## President's Message

BY JODY MCCARRELL,  
Oklahoma Chapter

**T**ime for another message and for the Fall Board Meeting. It has been very busy since our International conference in Huntsville. One of the first items I want to announce is the departure from the Ninety-Nines Board of Directors of our beloved Anna Taylor. She will be missed greatly by the members of the Board.

Thank you, Anna, for all the hard work and help you have been to me. In Ninety-Nine fashion, Donna Crane-Bailey, Jacque Boyd and Pamela O'Brien have said they will do what is necessary to get out the magazine and the Headquarters Dispatch. I can tell you first hand they mean what they say, as Donna has emailed me and called me several times informing me this article is due.

Fall Section Meetings have mostly come and gone with great reports from everyone. It seems like The Ninety-Nines are on the move and everyone is taking notice. Southeast Section even tried inviting lady pilots living in the area where they were having their meeting and threw a big Friday night pizza party just to entice them a little more. Several new members signed up and there was a promise from all 14 who attended that they would be joining. Great job, girls.

I tried to get two birds with one stone by attending the National Intercollegiate Flying Association (NIFA) fall board meeting in Portland, Oregon and the Northwest Section Meeting Banquet in McCall, Idaho. I want to mention here that there are three other Ninety-Nines on the NIFA board as well as myself – Bonita Ades, Diane Bartels and Pat Roberts. To get to the point, I told Linda Marshall, past Governor of the NW Section, I would attend their banquet on Saturday night. She said she would have someone pick me up in Boise, Idaho and fly me up to McCall where the meeting was taking place.

Sounds simple, doesn't it? We do that all the time, don't we? The problems began when I set off a buzzer at security in Portland. I'm used to that because I have two artificial knees. I was searched completely and then passed through. When the flight was called, I started down the passage with boarding pass in hand, but the girl at the gate said I was not tagged, had they given me anything else? My answer was no, just the boarding pass.

They called security and a young woman showed up; meanwhile everyone else had boarded. She asked me how I got through without my suitcase being searched and tagged. I told her they had already done that, but it was okay to do it again as long as I made that plane. They finally finished, and you all know what kind of looks I got as I walked through the door of that Regional Jet.

I just got settled in when the pilot gets up and goes outside. I can see him on my side of the aircraft looking at the engine section. Yes, you guessed it, we had a leak and they were going to work on it.

I called Bev Fogle, who was picking me up and was of course enroute, so I had to leave a message about the delay. They finally announced that we must deplane, and later they boarded us on another aircraft.

No sooner do we sit down than a young man

*Attending the Northwest Fall Section Meeting are, from left, Bev Fogle, Columbia Cascade; Liz Lundin, Greater Seattle and Headquarters Manager; Juanita Morrison, former 99; Nita Schumacher (in back) Columbia Gorge; Elise Hoit, Greater Seattle; Martha Dunbar International Director*



in a very bright orange jump suit goes into the cockpit. Yes, you guessed it, plane number two wasn't going anywhere either, and off we get again. I asked if the flight was going to be cancelled as it was getting so late I was afraid I'd miss the whole banquet. Finally, they took us to another gate, and we got on a third plane which actually made it to Boise.

When we finally arrived we must have parked at the furthest gate they had. Suitcase in hand, I tried running which, you all know, I am no longer made for. Gasping and panting, I got on the shuttle bus and was delivered to Gene Nora Jessen's FBO where Bev was patiently waiting. I could barely say anything — hadn't got my wind back yet. We boarded her new Mooney Aircraft and had a wonderful ride up to McCall where Bev kissed the ground in a beautiful Ninety-Nine landing.

The banquet was well under way, but they had saved me a plate of food. Best of all, I did get to visit, and they seemed very appreciative that I gave it the try. Of course my small speech was mostly about my trip getting there. The main speaker was Blackbird pilot Marta Bohn Meyer, who was wonderful.

On departure the next morning, things really didn't get any better. After loading everything in Linda Marshall's Turbo 182 RG and getting the ice melted off, we couldn't get that one started either. Linda says it was not that we frosted the plugs, it was because I was in the airplane.

We tried another aircraft which had battery

problems, then tried to rent a charter from the local FBO. Finally, Martha Dunbar, International Board representative to the Northwest Section Meeting, managed to hook me up with Brenda Calbert and her 49½ husband. When Brenda started up her Bonanza, I held my ears, but the faithful bird bellowed in that deep-throated sound that Bonanzas have and off we roared to Boise. And, yes, I did make my flight, and the rest of the trip was uneventful.

I attended the South Central Section Meeting and was copied on several emails and letters about what a good job Frances Luckhart had done with the meeting and with the installation of the new Rio Grande Norte Chapter in New Mexico.

The reception for the National Writers Association hosted by our Museum of Women Pilots was well attended and received great reviews. I had purchased a Southwest Airline ticket planning to attend, but my granddaughter Megan came up with the Reserve Champion Market Steer at the Arkansas State Fair and the auction was on the same Friday night, so I missed the reception. As a lot of you know, she is the apple of my eye, and that was a once in a lifetime event for the family. We were all at ringside cheering her on.

Well, I am off to Oklahoma City and the Fall Board of Directors meeting, and then on to Washington D.C. for the National Aeronautical Association Award Banquet where I am to be a presenter on Monday night.

Keep tuned for the next chapter of *Life as Your President* coming in the next issue.

We couldn't get that one started either. Linda says it was not that we frosted the plugs, it was because I was in the airplane.



Marta Bohn Meyer,  
Blackbird Pilot



## Atlantic City to Host 99s 75<sup>th</sup> Diamond Anniversary Conference

**C**elebrate The Ninety-Nines 75<sup>th</sup> anniversary at this year's International Conference at the Sheraton in Atlantic City, New Jersey from July 6-11, 2004, hosted by the New York/New Jersey Section.

An exciting few days are planned with tours to Millville Flight Service, local aviation museums, wineries and the FAA tech center

"*Women at The Top*," a panel of high-ranking women in aviation related careers, will speak at a breakfast meeting on Thursday, July 8. Susan Baer, general manager of Newark Liberty Airport, will be part of the panel. Susan is the first woman to manage an airport for The Port Authority of New York and New Jersey and was appointed General Manager of

Newark Liberty International Airport in June 1998, following four years of service as General Manager of La Guardia Airport. She is responsible for a staff of 500 and an operating budget of nearly \$300 million, directing the daily operations of the region's busiest airport.

Some of the other panelists joining Susan are Arlene Feldman, Eastern Region Director of the FAA, and Dr. Anne Harlan, Director of the Federal Aviation Administration's William J. Hughes Technical Center in Atlantic City, New Jersey.

For more information regarding the 75<sup>th</sup> Anniversary Conference, contact Barbara H. Para, 609-965-4824 or cell 609-457-4043; email [bhpara@att.net](mailto:bhpara@att.net). Watch for registration information in the next issue of the 99s News.

# Fundraising Fun in Tennessee

BY ADELE MCDONALD, Tennessee Chapter

With a can-do-it attitude, the Tennessee Chapter raises over \$25,000 for scholarships

A few years ago if anyone had suggested that the Tennessee Chapter 99s could raise \$20,000, we probably would have responded with a laughing, "When pigs fly." Now, more than \$25,000 and three scholarship awards later, those pigs have not only learned to fly but they're ready for their commercial license!

When we decided to fund a scholarship, little did we know that the fundraising effort would unleash so many diverse talents in our members: creativity, business acumen, organizational skills, sales and marketing skills, writing, networking, public relations and more. Fundraising projects give each of us a chance to contribute and shine in our own way.

## ***First Goal: \$2,500 Memorial Scholarship to be awarded through AEMSF***

As with most achievements, we started with a goal and some gumption. For our first fundraiser, we focused on one of the things we know best: food. At FBOs, hangars and flight schools where we held our meetings, we hosted chili suppers, a dessert auction and cookouts. Anyone in the vicinity of a 99s gathering was invited to empty their pockets to fill their stomachs. For those who weren't hungry we had note cards and aviation rubber stamps for sale. Our little scholarship fund grew dollar by dollar.

During the previous year, three of our Chap-

ter members had passed away. Family and friends chose to recognize their love of flying and their proud association with The 99s by making memorial contributions to the Chapter. Some of these contributions served as the original incentive for establishing the scholarship account and our foray into fundraising.

"Did you say Patty Wagstaff will be at our booth at the Airshow?!" "Yeah." "Wow! How did you pull that off?" "I emailed her," responded 'Networking' Nancy who had boldly asked Patty to visit our booth during the Knoxville, Tennessee Airshow where she would be performing. Patty jumped right in to help us, drawing visitors to our 99s booth, autographing her book *Fire and Air* and donating proceeds from the book sales to our Scholarship Fund.

By March 1999, we had reached our \$2,500 goal, just in time for the scholarship to be awarded at The 99s International Convention that year.

## ***Second Goal — \$1,500 First Future Woman Pilot Scholarship to be awarded through AEMSF***

With our first goal behind us, we began to realize that, "We can do it," so we set out to fund a second scholarship award. By now, word was spreading among the general public and the aviation community about our TN 99s Scholarship Fund. Contributions continued to come in.

After mastering fundraising through food and fellowship, it was time for a flying fundraiser. We decided on an Air Scavenger Hunt. This was a complicated project. Participants bought an entry packet and had one month to fly to six mystery airports within a 250-mile region. Once on the ground, they had to follow clues to find hidden objects on the field.

Planeloads of pilots, friends and families donned their detective hats for this fun event, earning an increased awareness in the region for The 99s while we built up our scholarship fund. At the International Convention in 2000, the first Future Woman Pilot scholarship was awarded, funded by the Tennessee Chapter.

## ***Third Goal — \$20,000 Evelyn Bryan Johnson Perpetual Scholarship***

Evelyn Bryan Johnson is a delightful woman with a ready smile and a strong determination. She has more than 57,000 flight hours and is listed in the *Guinness Book of Records* under most flight time for a woman.

Many of those hours have been logged sharing her expertise as a Flight Instructor. She is 93 years old and still in great demand as a Flight

*Fundraising at the Knoxville, Tennessee Air Show in 2000 are, from left, Mary West, Evelyn Lyons, Patty Wagstaff, Sandy Sawders, Linda Meese, Adele McDonald and Lynne Davis.*



Examiner for the region. For 50 years Evelyn has been the airport manager at Morristown, Tennessee (MOR).

Plaques recognizing her contributions to aviation cover the walls in the airport terminal, including the Carnegie Award, FAA Kitty Hawk Award, National Flight Instructor Hall of Fame and the Kentucky and Tennessee State Aviation Halls of Fame.

With boundless energy and enthusiasm, Evelyn has encouraged pilots to pursue their dream of flight. She has helped them develop their skills with confidence and a primary focus on safety. Through her positions as TN 99s Membership Chair and as an FAA Designated Examiner, she has contributed to the growth of our Chapter. Female applicants who complete a successful checkride with her receive their temporary pilot certificate in one hand and a 99s application in the other hand.

To celebrate Evelyn's influence on thousands of aviators as a mentor and flight instructor, the TN 99s decided to raise \$20,000 for a perpetual scholarship that will continue to support others in following their dreams of a career in the sky.

After much practice, we were getting pretty good at organizing events, boldly asking people to support our scholarship efforts and believing that we could even raise \$20,000. But how? This time we applied our past experience in food and merchandise sales to two new events.

Our airport flea market/yard sales were a big success. Oodles of items came out of hangars, garages and basements. Chapter volunteers hawked these precious treasures, and at the end of the day, 'Supersaleswoman' Shelia sold the rest to the junk man!

Warm weather and fair skies highlighted the colorful circus atmosphere at the EBJ Aviation Celebration Day at Morristown Airport. More than 700 people enjoyed the rides, silent auction, aviation speakers and an all-women's sky-diving team, among other events. Proceeds came from gate admission, food concessions, airplane rides, the auction, custom-designed t-shirts, corporate sponsors and individual contributions. This event put us "over the top."

Within a year of taking on the challenge and the dream of honoring Evelyn with a perpetual scholarship, we had reached our \$20,000 goal. At the Amelia Earhart Awards Banquet in Huntsville this year, TN Chapter members watched with pride as Evelyn spoke about being honored in this way and about how hard the Chapter had worked to



raise the money. As the audience gave a standing ovation, Evelyn awarded the first Evelyn Bryan Johnson AE Scholarship to Debbie Price from Colorado.

***Current Goal — \$2,500 Memorial Scholarship to be awarded through AEMSF***

Apparently fundraising for scholarships, like flying, gets in your blood. At our recent meeting, we declared, "Let's raise another \$2,500 for a memorial scholarship award."

Next question: "How are we going to come up with the money?" Without a moment's hesitation, we decided, "Let's sell food at the airport where folks fly in for the football games." (East Tennessee is 'big orange' University of Tennessee football country.) "Good idea. I'll bring..." And so we begin again.

The Scholarship Fund is a wonderful focus for our Chapter. We have shared our skills, talents, a lot of laughs and a lot of hard work to fund each award. It is a way to honor the memory of past members and to celebrate the gifts of current members. It's a way to support woman pilots in reaching for their dreams.

Because of our enthusiasm and camaraderie during fundraising activities, new members are eager to join us. And, through the fundraising projects, we affirm that The 99s are a group of lively, talented, diverse women who share the joy of flying and truly know that, "We can do it!" In so many ways, the benefits of our scholarship fundraising efforts spread far beyond each individual scholarship recipient.

*Visiting in Huntsville are, front row from left, Linda Meese, Evelyn Johnson and Martha Miller; back row from left are Judy Wayman and Adele McDonald.*

*Edna Gardner Whyte, a Past-President of The Ninety-Nines, participates in an early air race. Photo below: Glenn Buffington recently bequeathed his extensive collection of photographs and other historic documents to the 99s Museum of Women Pilots.*



**"HE IS  
ONE  
OF US"**



# H. Glenn Buffington Bequeaths Collection to Women Pilot Museum

BY GENE NORA JESSEN, Idaho Chapter

**Y**ou've likely read of the massive effort over the last year as the 99s "Dream Team" tackles the Buffington Collection. What is a Buffington? And why would a man bequeath his collection to a female pilots' museum? And then, why are those slow-pokes taking so long to inventory the collection?

Glenn Buffington and his brother CV took their first airplane ride in Kansas City in 1931 in an OX-5 Waco with pilot Nora White, a charter member of The Ninety-Nines. She whetted his interest in not only becoming a pilot but also in collecting autographs of other women pilots. That's how a historian was born, and we Ninety-Nines were lucky enough that Glenn collected and saved everything he could get his hands on about women pilots.

It is unknown how many typewriters Glenn Buffington wore out querying the early women pilots, but his research took on the air of a private detective.

When Ninety-Nines President Ruth Deerman determined to locate the 70 "missing" charter members, Glenn ate up half a forest in a blizzard of paper inquiries and search. One exciting find was Opal Kunz in whose home some of the original organizational meetings were held. Her husband, a vice president of Tiffany's in New York had designed and produced the original Ninety-Nines badge, the same pin we wear today. When located, Opal presented her original pin to President Deerman.

Through the years, historian Buffington has generously shared any information he gleaned with researchers, writers and historians. A writer himself, he never begrudged his hard-won files to anyone who asked. Our Ninety-Nines historians have depended upon his expertise, and Glenn became known as *the* source of information on women pilots.

Along the way, Glenn became intrigued with air racing, and he and Bob Rybiski became fixtures at women's air races. Each of the racers

would receive copies of photos they took, cheers for their efforts and financial support for the races. Perhaps his fascination came from the 1929 Air Derby when Glenn quoted Gladys O'Donnell's pre-race experience. "By a month before the first Women's National Air Derby I had piled up the amazing total of thirty hours. Equipped with this vast experience and a Velie Monocoupe, I decided to fly over the course. It was the best experience I ever had — the trip gave me all of forty-six hours."

The woman's grit, flying a transcontinental air race with well under a hundred hours of flying time, fueled Glenn Buffington's interest and admiration for the pioneer pilots. He personally watched the 1929 Air Derby racers wing eastward

*Marjorie Stinson, licensed in 1914, takes the controls of a Wright type aeroplane with Curtiss dual controls.*





*Teenager Phoebe Fairgrave (Omlie) hangs by her teeth – without a parachute – in a flying circus. Another of her daring stunts was transferring from plane to plane while in the air.*

out of Kansas City and decided to take to the air himself, soloing in a Taylor Cub. He eventually flew his own Ercoupe to aviation activities all over the country. He settled into an aviation vocation, becoming a Northwest Airline flight radio operator over Canada and Alaska during World War II. He then worked for 15 years for the Boeing Company in Seattle as a flight analyst and executive aide in the Production Flight Test department.

Glenn has been a contributor to virtually ev-

ery aviation historical publication and organization and has been honored by The Ninety-Nines with its Award of Merit and installation into the Forest of Friendship. He had always said that someday The Ninety-Nines would be the recipient of his collection — a magnificent aviation library, phenomenal photo collection, personal handwritten letters from numerous pioneer pilots, biographical archives and air race memorabilia.

The time came when it happened, and The Glenn Buffington Collection came to the 99s Museum of Women Pilots. A recognition plaque on the wall seems hardly enough thanks for such a generous gift. However, Glenn says that he's glad to have his life's work being cared for and treasured by the very women he's extolled.

The collection is huge and is presently being inventoried prior to integration into the museum. A group of volunteers who are particularly knowledgeable about aviation history gather in Oklahoma City periodically to carefully inventory the many boxes of treasures. The work is regularly interrupted by exclamations of "Look at this!" or "Oh my, what a fabulous photo!" or even jumping out of the chair with a "WOW!" That's our pay.

Thank you Glenn Buffington. We often hear him say "we" when he talks about The Ninety-Nines. He is truly one of us.



*Jean LaRene, charter member of The Ninety-Nines, crawls out of the cockpit to clean oil off the windscreen during a record flight.*

# 99s Then and Now: ASTRONAUTS

**99s Then and Now** celebrates our history and current endeavors, and our woman pilot pioneers and peers.  
*Astronauts:* Research and writing by Jenny T. Beatty. Photos courtesy Sarah Ratley and NASA.



## THEN

### **Sarah Gorelick Ratley and the Mercury 13**

The *Sputnik 1* satellite launched a "space race" between the USSR and the United States in 1957. By 1959 the U.S. National Aeronautics and Space Administration (NASA) had selected seven military test pilots as astronauts for

its *Mercury* manned space vehicle program. That same year, Charter Member Ruth Nichols endured demanding physical tests under the Women in Space Earliest (WISE) Air Force program. Meanwhile, renowned aerobatic pilot Betty Skelton was tested informally for a *Look* magazine story which asked, "Should a Girl Be First in Space?"

Dr. Randolph Lovelace II thought that perhaps there was space for women. Searching for exemplary women pilots, Lovelace found Jerrie Cobb, holder of speed, altitude and endurance records. When Cobb proved to be in outstanding physical condition, Lovelace asked Jacqueline Cochran for funding and support to test more women, and the unofficial First Lady Astronaut Trainee (FLATs) program was born. Cobb spent hours at 99s Headquarters looking for possible candidates — experienced pilots with the guts to risk everything to go into space.

"I was in the beauty shop when I got the phone call," says Sarah Gorelick Ratley. "The following day, I was on an airliner to Albuquerque." The week-long testing at the Lovelace Foundation for Medical Education and Research included exhausting physical endurance tests, frozen ears and hands, swallowing three feet of rubber tubing and nightly barium enemas. "When you're young, you can go through about anything."

Ratley brought unique qualifications to the program. Having taken up flying with the Civil Air Patrol in high school, she quickly progressed to flying charter, passenger hops, photo flights and flight instructing. By 1961, she was a commercial instrument instructor with 2,000 hours and several Powder Puff Derbies under her belt and was still young, single and in good physical condition.

Ratley eagerly anticipated the Phase Three spaceflight simulation tests in Pensacola, Florida. "I really thought we had a shot at it." So she resigned from her job at AT&T. "I think I heard on Friday, my last day of work, that the program was cancelled. It was very disappointing, but you learn to adjust and go on.

Although no one knows exactly how many women were invited to be tested, thirteen women, including Ratley, passed the tests and later became known as The Mercury 13.



## NOW

### **Colonel Pamela Melroy, Space Shuttle Pilot**

Four of the Mercury 13 had substantially more flight time than any of the seven male *Mercury* astronauts, but none had jet time or military test pilot experience. A schoolteacher, a mother of eight, a 21-year-old competitive skier, attractive identical twins — the Mercury 13 hardly resembled the cookie-cutter military test pilots. And so their dream of space flight remained only a dream.

Two years later, parachutist and trained cosmonaut Colonel Valentina Tereshkova blasted into space in the USSR's *Vostok 6*. To date, Tereshkova remains the only woman to have flown solo into space.

NASA changed its rules in 1964 to open astronaut positions to non-pilots. But it was not until 1976 that it announced the goal of "having qualified minorities and women among the newly selected astronaut candidates." Astrophysicist Sally Ride, the first U.S. woman to launch into space in 1983 on the STS-7 *Challenger*, was by coincidence a licensed pilot.

On September 17, 1961, just one day before the Mercury 13 had expected to begin spaceflight simulation tests, Pamela Ann Melroy was born. Melroy studied physics, astronomy and planetary sciences, and joined the Air Force Reserve Officer Training Corps in college. After flying the KC-10, including in combat missions, Melroy became a C-17 test pilot. Then NASA called.

Selected by NASA as an astronaut and shuttle pilot candidate in 1994, Colonel Melroy followed Colonel Eileen Collins, a former Air Force test pilot, and Commander Susan Kilrain, a former Navy test pilot. Collins made her first flight as a Space Shuttle Pilot in 1995 (STS-63 *Discovery*), and was the first woman Space Shuttle Commander in 1999 (STS-93 *Columbia*). Kilrain flew two space missions in 1997.

"I am very eager," Melroy said before her first flight, which launched on October 11, 2000 (STS-92 *Discovery*). "It takes about a year to prepare for a shuttle mission. As the only 'rookie' I feel anxious to get my first flight under my belt so I can progress to becoming a left-seater."

Melroy flew into space again with STS-112 *Atlantis* in October 2002. She has logged over 5,000 hours in over 45 aircraft and has over 562 hours in space.

Cosmonaut Svetlana Savitskaya, the first woman to walk in space, said, "A hundred years from now, it will sound strange that it was questioned whether a woman should go into space."

# Katherine Cheung

## First Asian American Female Aviator

BY JOSEPHINE CHIEN,  
Guest Author

Katherine Cheung was the first Chinese woman to become a licensed pilot in the United States. A member of The 99s since 1935, she flew to New Horizons on September 2 at the "Chinese age" of 100.

AVIATRIX

張瑞芬  
航空女傑



KATHERINE CHEUNG

From "Chinese American Women of Los Angeles," © Carol Nye, 1994-2000

**B**ack in the 1920s and 1930s, Chinese women were expected to be docile and submissive. Those of notoriety were sing-song girls or movie actresses who only perpetuated the stereotype. Katherine Cheung was the exception with her indomitable will and cheerful spirit.

Katherine Sui Fun Cheung (1904-2003), was the nation's first licensed Asian American aviatrix and in 1935 became a member of the "99 Club," an exclusive club of women pilots that elected Amelia Earhart as president. Cheung was born in China and studied music at the University of Southern California.

Under the encouragement of her father and at her own insistence, she learned to fly at a time when flying a plane was both novel and extremely risky. She learned to perform stomach-wrenching aeronautical feats like loop-the-loop and barrel rolls. She participated in flying derbies and long-distance races.

Katherine would have celebrated her 100th birthday next year. However, according to her Chinese age, which is counted from the date of conception, she had reached this milestone.

Mention the name "Katherine Cheung" to the average American, even Asian-Americans who are well versed in Asian-American history, and she is not nearly as well known or recognized as Amelia Earhart or Anna Mae Wong.

But to those who are shown a picture of Katherine, she is unforgettable. In one of several old black and white portraits, she is young and spirited, with a wide smile on her face. Her hand is on the propeller blade and she wears an aviation hat and goggles.

Known among aviators to be an important figure, she was inducted into the Aviation Hall of Fame and honored in numerous exhibits across the U.S. and China. Her image has graced a large billboard designed by media artist Carol Nye on a multistory building in downtown Los Angeles.

Her story is recounted through newspaper and magazine clippings. Katherine's first solo adventure began at age 17, when she left her family behind in China to study music at the University of Southern California.

Before long her family followed her and made their home in Los Angeles. A few years later, her father, a produce buyer, taught her how to drive a car at Dycer airfield, located at 136th Street and Western Avenue. Back then, for women — let alone Chinese women — driving cars was already considered untraditional and an activity better

suited for men. It might have seemed enough that her father and family would support her departure from tradition. But for Katherine, she mastered it quickly and it was hardly a challenge. Unable to keep her eyes on the road, she was fascinated by the sight of planes taking off and landing. Thus began her love affair with aviation.

Odd it would seem that Katherine's built-in daredevil personality would meet the approval of her closest family and friends. In this sense, perhaps she was lucky, and through the confluence of forces and timing, she was propelled by destiny into being the first Asian-American aviatrix. Still bitten by the aviation bug, Cheung left USC after three years to marry her father's partner, George Young, but kept her maiden name to preserve her identity. Not only did her husband support her decision wholeheartedly, but he was hardly fazed when she donned pants and an aviator helmet to go with her pilot cousin on a spin.

Impulsively, she showed up at the Chinese Aeronautical Association to sign up for lessons, which were taught at \$5 an hour. Climbing into the cockpit, she was both impatient and eager to prove herself to her flight instructor Bert Ekstein, and she announced her intention to fly solo. After what seemed like forever to her, but in truth were only 12½ hours of instruction, she gained his nod of approval to venture out alone.

"I don't see why women have to stay in the kitchen," she was known to say, "when instead they could learn to fly."

For Katherine, flying became a passion in the same way that music did. And while she no longer formally studied music, she heard music while she flew the skies. Earning her wings thereafter, she became the first Chinese woman in U.S. history to be licensed to fly a plane in an era when

"I don't see why women have to stay in the kitchen when instead they could learn to fly."

*Katherine Cheung, back row second from left, is photographed with Amelia Earhart and other Ninety-Nines members.*



only about 200 – or one percent – of licensed American pilots were women.

She performed for crowds dizzying loop-the-loops, barrel rolls and inverted flying. In a rare piece of vintage footage, her plane can be seen taking off and joining others in their joyful and crazy stunts.

Soon Amelia Earhart's Ninety-Nines club for women pilots invited her into the group, and she joined the ranks of trailblazers such as Charles Lindbergh, Roscoe Turner and Pancho Barnes. Though she never set speed and endurance records, she regularly entered air races, flying among dozens of remarkable women pilots, including Earhart, with whom she became the best of friends. One memorable race was a seven-day derby from Los Angeles to Cleveland in a 125-horsepower Fleet biplane that various members of the Chinese community, including actress Anna May Wong, purchased for her for \$2,000 in 1934.

Compared to newer aircraft, Katherine's plane was far more modest in style and capability. She finished the race next to last and yet felt proud of her accomplishment. Later, the evening brought Katherine to her one and only close brush with death as she made the journey home, only to discover her compass was broken. Without a radio, Katherine navigated herself to a clearing beyond a thicket of trees, and doing so involved the tricky maneuver of "slipping" or flying sideways.

Perhaps this brush with death raised a sobering sense of her

mortality where performing stunts had not. Yet she continued to tour cities with large Chinese communities to deliver speeches. "I don't see any reason why a Chinese woman can't be as good a pilot as anyone else," she would tell her audiences. "We drive automobiles — why not fly planes?"

With the intention of starting a women's aviation school in China, she made plans to fly overseas in a new Ryan ST-A plane for which the local Chinese communities were raising funds on her behalf. In the midst of doing so, she received news of the disappearance of her friend Earhart somewhere in the Pacific.

Griefstricken, she tried to keep up her morale by continuing on with her plans. But as destiny would have it, the same cousin who took her up on her first flight may have saved her life in a strange twist of fate. Just as she was being presented with her new Ryan airplane by her generous patrons at Dycer airfield, Cheung's cousin — meaning to play a prank — ran by, hopped into Cheung's plane and took off. Within moments, everyone watched as the plane crashed, killing him. Unwilling to let his daughter tempt fate again, Cheung's father, on his deathbed, made her promise that she would never fly again. Despite making a promise, she found flying irresistible and was back up in the air shortly after her father's death.

Finally, at age 38, after almost a decade of flying, she hung up her wings. In spite of grief, disappointments and her lost dream of opening a school in China, her courageous and can-do spirit remained intact. Katherine Cheung continued to inspire and teach others by speaking at public events and touching the lives of those whom she knew.

When interviewed for the *Los Angeles Times* at the age of 93, Cheung spoke with the same feisty spirit she must have had at 28.

"I wanted to fly, so that's what I did," Cheung said with a twinkle in her eye. "Some of this stuff I've forgotten," she said, apologizing for her memory. "But a lot of it I didn't pay any attention to at the time. I was too busy having fun."

For those newly-acquainted with her, her life story is rich with meaning — one from which we can find metaphors for our own lives. She did more than beat the odds in thriving to the ripe Chinese age of 100. In coming to know Katherine Cheung, we can do more than walk away with a sense of what we can achieve: we, too, can fly.

*This article is based on materials researched by author Josephine Chien, writer/producer of Red Envelope Productions. Josephine is currently developing Katherine Cheung's story into a film/video documentary. Any inquiries can be directed to Josephine Chien at (510) 655-3351, or jochien@msn.com.*

*Award winning photographer/activist Carol Nye has spent the past 15 years documenting how minority groups relate to the dominate culture in Los Angeles' Chinatown and in Xinjiang Province, China. She was a recipient of the City of Los Angeles Culture Grant for a public art project entitled "Chinese American Women of L.A."*

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# Pioneer Aviatrix Ruth Law Honored in Maine

BY LISA REECE, Katahdin Wings Chapter

Katahdin Wings Chapter members celebrate the anniversary of Ruth Law's 1913 flight over Bath, Maine.

*Ruth Law in Daytona Beach, Florida. Photo from the collection of Henry Holden, aviation historian and writer.*

At Theberge, New England Section Governor, and Katahdin Wings members Lisa Reece, Jeanne Kannegieser, KoKo Harris and Claire Holmblad helped celebrate the 90<sup>th</sup> anniversary of pioneer pilot Ruth Law's 1913 flight over the town of Bath, Maine.

It was a day of intended and unintended firsts. Ruth Law Day on August 16 was organized to commemorate the first flight over the city. It was also a day to observe the 100<sup>th</sup> anniversary of America's first powered flight. And, it was the first time Dana Smith, builder and pilot of the Wright model EX, crashed his 1911 replica aircraft.

He planned to fly this imposing apparatus of wire, wood and wings from Bath's industrial park (the former Wing Farm) just yards from the site where Ruth Law took off on her historic flight. From the parking lot he would land the aircraft just 150 yards away in a small plowed field.

The thunderous roar of the engine echoed while the crowd of 50 took a collective breath.

The only replica of its kind was taking off, and it would soon be airborne. The biplane roared across the parking lot and directly off the edge into the tall grass.

The engine went silent, the aircraft abruptly stopped. And then, very slowly, the tail pointed skyward. The aircraft was on its nose, the tail protruding from the underbrush like a strangely deformed plant. Smith walked out from under the bent aircraft, uninjured.

## *Dedication to Ruth Law*

The clear, sunny day began with the dedication ceremony and the unveiling of a memorial monument honoring the pioneer spirit of Law and her historic flight over Bath. A lasting tribute to Law is written in stone; a brass plaque affixed to a large granite boulder stands at the entrance to the Coastal Economic Development building at Bath's industrial park off Congress Street.

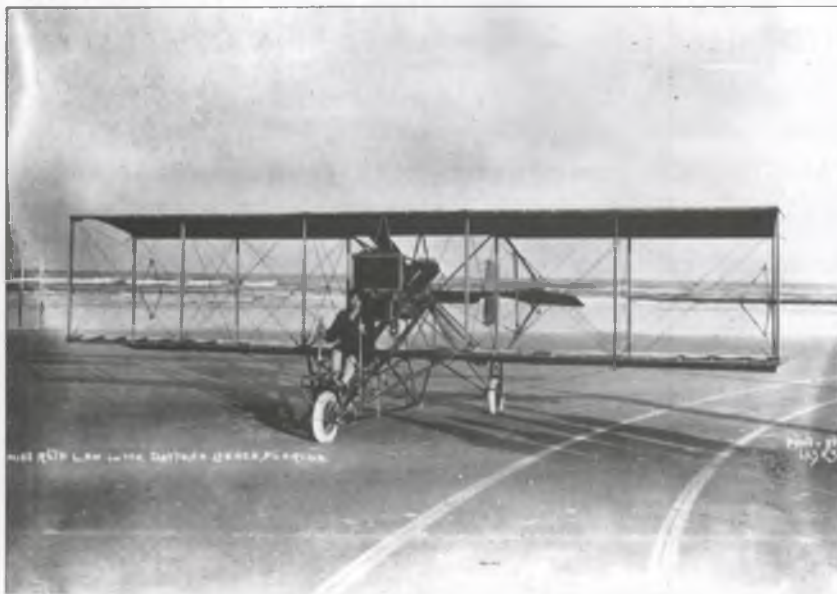
Speakers included pilot John James, chairman of the Bath City Council, state and city representatives, aviation representatives and event coordinators. State Senator Arthur Mayo presented a State of Maine proclamation declaring August 16 Ruth Law Day. Aviation representatives included Heather Hemdal FAA regional manager, and Pat Theberge, New England Section Governor of The Ninety-Nines.

Theberge's impressive speech honored those early pioneer women aviators. She traced the history of women from the formation of The Ninety-Nines to the struggles and strides women have made, and continue to make, in aviation. Members of the Maine Aviation Historical Society and the Maine Aeronautics Association (MAA) were also in attendance.

The 2003 flight over the city didn't quite draw the crowd that Law did back in 1913, as reported in the local newspaper. "Miss Ruth Law Held 10,000 spellbound, IN THE AIR 23 MINUTES," read the headlines in the August 11, 1913 edition of the *Bath Daily Times*.

She was billed as the "champion aviator of the world" and was the featured event at Bath's 1913 Midsummer Carnival. In securing her participation at the carnival the newspaper reported... "that people will come from points for miles around to see this novel exhibition of flying given by a woman."

Law flew about 1,000 feet for 23 minutes above the city while thousands of amazed spectators watched this woman pilot maneuver her light aircraft with precision. According to the



August 16 edition of the *Bath Daily Times*, after her "sensational flight" she landed just a few feet from where she took off and was soon surrounded by a congratulatory crowd.

"It was one of the most enjoyable flights of the many I have made," Law said after her flight.

It was after all, "the first flight in this city, and it naturally attracted more than a little attention," the newspaper reported.

Ruth was the fifth licensed woman pilot in the United States when she received her wings in 1912. She bought her first aircraft from Orville Wright and later purchased a Curtiss Pusher. She went to work as a commercial pilot and immediately began her record breaking flying career.

She was the first woman to do an aerobatic loop and the first woman to fly at night. In 1915 at a fair in Birmingham, Alabama she looped her airplane an astounding 16 times. By 1916 she had set numerous world records including reaching an altitude of 11,200 feet in her Curtiss Pusher bi-plane.

That same year she flew from Chicago to New York setting distance and speed records for both men and women. She flew 590 miles in 8 hours and 55 minutes. In 1919 she bested her own altitude record while flying to a height of 14,700 feet.

She was denied permission to fly combat at the outbreak of WWI, but she was authorized to wear a military uniform. Ruth conducted flights for the American Red Cross and Liberty Bond drives, posed for recruiting posters and became a military flight instructor. She was the official mail carrier to the Philippine Islands in 1919.

After the war she established the Ruth Law Flying Circus. She was one of the most popular barnstormers of the era, earning up to \$9,000 a week for her flying exploits. She had even been planning a transatlantic flight and was hoping to be the first to fly from Newfoundland to Ireland, but prodding from her husband convinced Ruth to retire from flying.

"It's my husband's turn now, I've been in the limelight long enough, I'm going to let him run



things hereafter and me, too... I'm a normal woman and want a home, a baby, and everything else that goes with married life," a 1922 newspaper article reported her as saying.

"Why, I've been married for almost 10 years to Charlie Oliver, the man who has managed my exhibitions, and scarcely anyone knew who he was. And the poor boy was so worried about me all that time that every time I went up he lost a pound."

"It was a matter of choosing between love and profession. Of course, I'm just crazy about flying, but one's husband is more important."

Although she never flew again, Ruth continued to receive awards and accolades for her early flying endeavors. She died in 1970 in San Francisco, California at the age of 83. This pioneer pilot was an inspiration for future women pilots such as Amelia Earhart, Louise Thaden, Bobbi Trout and Sally Ride.

She would no longer be flying when Lindbergh crossed the Atlantic or Earhart attempted her around the world flight, but her spirit and tenacity would propel future generations of women pilots to new heights.

Ruth Law Day also commemorated the 100<sup>th</sup> anniversary of America's first manned flight. On December 17, 1903 at Kitty Hawk, North Carolina two brothers from Ohio achieved what many thought was the impossible dream—the first powered, manned, heavier-than-air flight.

In those few seconds over Kitty Hawk, the age of aviation began, and 100 years later Bath, Maine celebrated.

*Ninety-Nines New England Section Governor Pat Theberge and Katahdin Wings members Clare Holmblad and Lisa Reece chat with pilot Dana Smith.*

# The Ninety-Nines Fly On The Internet

BY PAM SAYLOR

Membership Co-Chairman/ FWP Program Chairman,  
Illiana Cardinals Chapter



Use your  
Internet skills  
to build your  
99s chapter!

**D**o you find it challenging to make it to 99s Chapter meetings and activities because of scheduling conflicts? Is your Chapter trying to increase member participation as well as reach out to more women pilots? If so, consider this creative option: Use the Internet!

With readily available and "easy to use" internet resources, you and your chapter can inexpensively distribute email newsletters, "hangar fly" and plan chapter activities on an email discussion forum or online message board and share information with members and prospective members on your chapter website.

If you want to be an active 99 but are constrained by a busy schedule or geographical isolation, why not go one step further and form a "virtual" chapter for others just like you? Our soon-to-be-chartered Intercollegiate Internet Chapter (IIC) is geared towards students aspiring towards careers in aviation and uses the Internet to link members from many flight schools and aviation colleges. This virtual chapter is modeled after the highly successful Ambassador Chapter, which does all business and communication via the Internet.

You can use the following ideas and options for incorporating Internet resources into your chapter. A good starting point is The Southwest Section Ninety-Nines' excellent presentation by Kelli Gant, *Webmaster Ground School*, on their website: <http://www.sws99s.org/section/pdf/groundschool.pdf>.

## **Creating an email-based newsletter**

More Chapters are now sending newsletters to members by email. This has decreased chapter expenses and increased productivity as you can get the newsletters to members and prospective members in a timely manner. Newsletters are still mailed to members who would prefer a hard copy. Some chapters post their newsletter on their

websites. Your email-based newsletter will most likely include one or more of the following:

- Chapter Chairman Message
- Membership Update
- Current Chapter Events
- Member News
- Careers Column
- Scholarship Column
- Future Woman Pilot Program Update
- Aviation Education and Safety Column
- Calendar (local, section, and international events/activities)
- Miscellaneous News and Photos
- Links to your chapter website and The 99s International Website

## **Creating an email listserv**

An email listserv (or network) is an email discussion group. You subscribe to an email listserv where an email message (or "post") from one member of the group is automatically sent to everyone in the group (or to all subscribers of the "list"). The post goes directly from or to the email address that you specify. An email listserv is managed and moderated by an administrator.

Pamela O'Brien administers The 99s Email Network (for all 99s) and the Pro 99s Email Network (for professional pilots and those aspiring to pilot careers). A chapter email network is an ideal forum for communicating and connecting with other 99s in your chapter quickly and easily between meetings. To see how The 99s Email Network functions, visit <http://ninety-nines.org/emailnetwork.html>.

Yahoo! Groups is a free (ad-supported) email group service. A few chapters using Yahoo! Groups are Ventura County, San Fernando Valley, Dallas, Houston and Austin Chapters. You can subscribe to or create a Yahoo! Groups discussion list here: <http://groups.yahoo.com/>.

## **Creating an online message board**

You can create a message board on your chapter's website or subscribe to a service where it resides on a remote server. A message board is different from an email listserv as all messages are posted on the message board in specific categories vs. being emailed to the members as they are on an email listserv. In most cases to post messages, you must register as a member of the message board which is managed and moderated by an administrator.

Free (ad-supported) message boards include [proboards.com](http://proboards.com) and [aimoo.com](http://aimoo.com). For the IIC Website Message Board, we are using a "free" script from [phpBB.com](http://phpBB.com). This script is installed

on the website <http://www.iic99s.org/forum/>.

### Creating a chapter website

With the formation of the new 99s IIC, we are creating a chapter website, <http://www.iic99s.org>, tailored to the needs of IIC's members – a chapter that will do most business and communications online. Use the following as a general guide to create your chapter website.

Choose a name for your website and how you want Internet viewers to see your site.

- *As a domain:* For your domain name, use the “.org” extension, which is designated for non-profit organizations. Register your domain name, and then you will need to find a web-hosting provider – a place to put your website files on the Internet (similar to renting office space).

Most web-hosting providers also have domain name registration services. Ninety-Nines chapters that have registered domain names include: Chicago Area Chapter: <http://www.chicagoareachapter99s.org/>; Dallas Chapter: <http://www.dallasninetynines.org/>; Tulsa Chapter: <http://www.tulsa99s.org/>.

- *As a sub-domain:* Some web hosting providers offer this service. It can be free (ad-supported) or you might be charged a monthly web-hosting fee. Ninety-Nines chapters that have sub-domain accounts include: Ambassador Chapter: <http://www.ambassador99s.freesevers.com/>; Lake Erie Chapter: <http://www.lakeerie99s.homestead.com/>.

- *As a shared account:* When your website is on a shared account, you are adding your web pages to an existing website account. “Free” shared account hosting services are available to non-profit organizations. Ninety-Nines chapters using shared accounts include: Central New York Chapter: <http://www.orgsites.com/ny/cny99s/>; San Diego Chapter: <http://www.geocities.com/SanDiego99s/>.

### Developing your website

There are many web design software programs on the market today. Some web-hosting companies also offer “easy to use” interfaces to create your website online. Companies use this feature as a benefit to hosting your website with them. A “What You See Is What You Get” (WYSIWYG) feature is almost a must for beginning web designers. (See Additional Resources for software recommendations.)

Your website can be as simple or complex as you'd like it to be. Websites are a great informational tool for chapter members, and we have seen it as another excellent membership recruiting tool for women pilots. Many of our membership, FWP

and local chapter inquiries have come from The 99s International website and local chapter websites. The most important rule of thumb when deciding on what information you will have on your website is that you need to keep it current. A good website is a well maintained website that is continually updated as information changes. It's a good idea to include on your website the following:

- *The Ninety-Nines, Inc.* history, mission statement and a link to our 99s International Website, <http://www.ninety-nines.org>.

- *Chapter and Contact Information.* Include phone and email contact information as well as meeting date, time and place information. This is important so people can contact you.

- *Section Information*, including website link.

- *Membership Information.* Include how to join at the local and international levels. Include a link to the membership application.

- *Top 10 Reasons for Joining The 99s.* Include a link to Santa Barbara 99 Captain Karen Kahn's “Top 10 Reasons for Joining The 99s” on The 99s International website. Or create this page for your website. Include additional “reasons” to join The 99s and refer to your own chapter. (For example: “The IIC's Number 11 Reason to Join The 99s: To join other students who are pursuing aviation careers and attending flight schools and aviation colleges!”)

- *FWP Program Information.* Many student pilots access our international and chapter websites. Include information about joining The 99s as FWPs.

- *Pilot Careers and Scholarships Information.* Many student pilots are interested in pilot careers. Include this information or link to the pertinent pages on The 99s International website.

- *Member News and Articles.*

- *Activities/Events/Meetings.* Include past, current and future activities so prospective members can see what you've accomplished and what you have planned. It's also a great way to highlight your chapter members.

Additional information you may want to include on your website:

- *99s Calendar of Events* (Local, Section and International)

- *Learning to fly / Advanced training*

- *Photo Gallery*

- *Miscellaneous information and photos*

- *Favorite aviation links*

- *Guestbook*

The 99s new  
Intercollegiate  
Internet  
Chapter (IIC)  
will do most  
of its business  
and communi-  
cations online.

• **Members Only Area.** Although you may want to include the following in the public area of your website, you can create a "members only" area for files that are viewed only by chapter members. These may include chapter meeting minutes and forms, newsletter, email discussion list, message board and email voting/chapter processes.

#### **Keeping your website up-to-date**

The 99s Webmaster Golden Rule: Keep Your Website Current! Remember to update your website as your information changes – chairmen contact information, meeting information, etc. The 99s International website lists chapter and section websites and membership contact information. Remember to contact Pamela O'Brien, 99s Webmaster, if your website address and/or your contact information for your chapter changes.

Kelli Gant, Webmaster for the Southwest Section website and author of *Webmaster Ground School* has this advice for future web designers and webmasters: "Do a very careful plan on paper and start small. Web sites are fun at first but very hard to keep current. :-)"

So... use your Internet skills to increase participation in your 99s chapter and increase your visibility to prospective 99s. Use these ideas as a general guide to create your chapter website. It's easy, fun and inexpensive. You will benefit, your chapter will benefit and The 99s will benefit as we share our history and commitment to the camaraderie of women pilots.

*Thanks to Pamela O'Brien, Kelli Gant, Cynde Magidson, Jenny Beatty and the members of The 99s Email Network for their contributions to this article.*

## **Additional Resources**

**Email Listservs:** Yahoo! Groups is a free (ad-supported) email discussion list. (<http://groups.yahoo.com>). Microsoft FrontPage has an add-on feature to create online discussion lists.

**Message Boards:** Free (ad-supported) message boards include probboards.com and aimoo.com. phpBB has a free message board script that you install on your website ([phpbb.com](http://phpbb.com)).

**Web Design Software:** Software used by 99s chapter webmasters includes: Microsoft FrontPage, Sausage HotDog PageWiz, NetObjects Fusion and Macromedia Dreamweaver.

**Web Hosting Providers:** Free (ad-supported) web hosting:

- [freeservers.com](http://freeservers.com) (includes site builder)
- [geocities.com](http://geocities.com) (with free PageBuilder and PageWizard)

- [orgsites.com](http://orgsites.com) (free for non-profit organizations)

#### **Other web hosting providers:**

- [netfirms.com](http://netfirms.com) and [webair.com](http://webair.com), starting at \$4.45/month
- [netsol.com](http://netsol.com), starting at \$30/year
- [OLM.net](http://OLM.net), lots of features at \$8.95/month

**For a list and link to 99s Sections and Chapters on the Internet go to:** <http://www.ninety-nines.org/99sites.html>.

## **BEAUTIFULLY FRAMED WRIGHT BROTHERS MEMORABILIA**

- ORVILLE WRIGHT SIGNED CHECK
- SIGNED PHOTO OF JOHN T. DANIELS, BILL TATE, A.D. ETHERIDGE  
(OFFICIAL WITNESSES OF FIRST KITTY HAWK FLIGHT)

- PHOTO OF THE WRIGHT FLYER

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## **Corrections**

### **AUSTRALIAN SECTION GUV**

There was minor error in the July/August edition of 99 News. Senja Robey is listed as the Governor of the Australian Section. Senja is in fact our Scholarship Chairman. Congratulations on another very interesting issue.

*Kathryn Flynn, Governor – Australian Section*

### **ACHSA DONNELLS**

We inadvertently misspelled Achsa Donnels' first name on the cover of our September/October issue. Our apologies.

## **THE 99s MISSION STATEMENT**

**PROMOTE** world fellowship through flight.

**PROVIDE** networking and scholarship opportunities for women and aviation education in the community.

**PRESERVE** the unique history of women in aviation.

When I fly with my instructor Frank Magnussen, I fly with the childlike knowledge that whatever situation I get myself into, Frank can get me out. Yet it is a whole different feeling when I am the only one in control of that tiny Cessna. Preparing to take off, I realized that once I was in the air, I would have no choice but to keep going. If only to land the thing. I grinned and pushed the throttle all the way in.

I had known I was going to solo that day, had planned for it, but I still couldn't believe I was about to do it. Earlier, I did some touch-and-goes with Frank to get my bearings. He asked me if I was ready. "Oh yeah."

He reminded me, "This is the only 'first solo' you will ever have, so enjoy it." Then he patted my arm, left the airplane and didn't look back.

Now it was up to me. I set off down the taxiway with a feeling of stunned excitement. I talked to the controller, who reminded me that there was low-level wind shear.

Takeoffs always amaze me, but especially this one. Leaving the earth so smoothly, so simply and completely by myself, I forgot about Frank, the controllers and my family who had come to watch. Nothing existed except me and the little airplane and the beautiful view.

My first touch-and-go turned into a go-around due to traffic on the runway. I was glad; it meant I would get a little bit more airtime. As I brought the plane down to land the next time around, I thought about the landings I had attempted when Frank had to grab the controls and straighten things out so I didn't violate the structural integrity of the aircraft. This time I was on my own. It was a little more bouncy than desirable, but effective.

Nevertheless, I took off again. This time I remembered to keep the plane over the centerline. I communicated somewhat professionally with the controllers, politely reminding them that I was still there when they forgot about me after asking me not to turn crosswind until instructed. I tried to do everything right, and I think I did, but I was so overwhelmed with bliss that I didn't care too much if I didn't.

I completed another touch-and-go, this one with a little less bounce to the "touch" part but the same thrill during the "go" part. As I brought it around for the final landing, I wanted to pretend I'd lost count of how many touch-and-goes I'd done so I could do another one, but instead I reluctantly told the controller it would be a full

## Pikes Peak's Youngest Member Takes to the Skies

BY JANELLE BARON  
Pikes Peak Chapter

stop. I wanted my last landing to be perfect. It wasn't. It was however, my best solo landing so far, so I settled for that.

During my triumphant return to the hangar, I was so elated that I was unable to get the huge dopey grin off my face. I managed to hold relatively still while Frank snipped off the back of my T-shirt. It now hangs prominently on my wall, proclaiming "May 29, 2003 First Solo, Janelle Baron, with low-level wind shear."

On the way home, still in the clouds, I told my mom, "Not one other person on this highway has just soloed an airplane."

I have reached a milestone in my aviation career. I plan to get my license next May, on the day I turn 17. After that, there will be more opportunities and milestones. Who knows what I'll be flying in 10 years. I just know that I'll continue to do what I love, not looking back...I believe I can fly.

*NOTE: Janelle Baron has been attending the Pikes Peak 99s meeting since she was 13 years old. It all began when she started baby-sitting for one of our members, Marita Dragten. Once they each knew of the other's interest in aviation, a close bond was formed. Marita became the mentor, Janelle the eager student. When Janelle was 15, she obtained her student pilot license and immediately joined The 99s.*

*Two other FWP's, Jackie Montplaisir and Leanne Mickeljohn, have passed their knowledge tests with flying colors and are now progressing toward their private license.*

*Allowing women to join The 99s as students has been a great benefit to our organization. Let's keep the momentum up and all be looking for those eager students who bring so much to The Ninety-Nines*

—Phyllis Wells

The world of aviation is a world of firsts.

On May 29, I reached my first major milestone – flying solo. There is something special about being the only one flying an airplane — being *Pilot in Command*.



Janelle Baron, center, with her mentor Marita Dragten and flight instructor Frank Magnussen.



## Pro 99 Careers

# The Importance of Mentoring

BY GUEST COLUMNIST CINDY M. RUCKER, Kitty Hawk Chapter

*Our focus in this issue is on mentoring, with insights into these special relationships by Cindy Rucker and Carole Cary-Hopson. We are poised to launch our Pro 99s Mentor Program for professional pilot 99s. It is the first of its kind, and we need your help! If you are a professional pilot 99 – at any level of any pilot career – please help mentor another 99 to follow in your footsteps or avoid your missteps. Contact Laura Smith, [laura.smith@worldnet.att.net](mailto:laura.smith@worldnet.att.net) or learn more at [www.ninety-nines.org/pro99s/](http://www.ninety-nines.org/pro99s/).*

— Jenny T. Beatty, 99s International Careers Committee Chairman

“I don’t want the guys to think of me as a ‘female pilot,’ so I don’t want to join any group of women aviators,” a good friend of mine told me years ago. We were both flight instructors, respected and liked by our co-workers. You may be able to relate to her comment, but it is flawed for two very obvious reasons. First, she is a female pilot, like it or not, and no one is going to think differently. Second, and more important, she is depriving herself of the company, support and assistance offered by women pilot organizations like The Ninety-Nines.

Most of us are familiar with scholarships, meetings and conventions associated with 99s membership. But for years there has been another benefit that a young aviator could obtain by associating with experienced pilots: a mentor relationship. Al-

though you might assume that a mentor relationship is a given in our industry, you are probably wrong. Not everyone has had the advantage of having a mentor. But the good news is, if you are actively seeking a mentor relationship, you can bet someone is seeking you.

When I was a private pilot pursuing a professional pilot career, the informal mentors I encountered had the strongest impact on my future decisions. Fortunately, I learned early on that I didn’t have all of the answers, but I knew others did. I searched out women who were where I wanted to be and women who had been there before. Even more amazing was that these women wanted to help me! They weren’t harboring little known secrets to take to the grave. They had a wealth of information and experience stored up that they couldn’t wait to share. Their guidance was not haphazard; they gave thought and consideration to my questions, and they were not afraid to say “I don’t know.”

Being mentored has had a direct impact on my success in this daunting aviation field. It is exciting to see that mentoring is no longer just an informal courtesy. Formal mentor programs are developing everywhere, and that is the first place to look for a good mentor relationship.

Most of us, at one time or another, find time short and demands long. This is not the time to shed your mentor relationship. This is a time where good relationships are most beneficial. When I was working seven days a week as a flight instructor, and when I worked all night long flying freight, I thought, “I don’t have time for anything else.” Truthfully though, I didn’t have time not to be developing good mentor/mentoree relationships. At this stage in my career, I could be both. To my students, I was a mentor and guide. It was so important to allow time for listening to their questions and giving good direction. It was equally important for me to be continuing my valuable relationships with the senior aviators who mentored me.

“The great thing is the networking, the support and being able to get your questions resolved,” says United Airlines pilot Jill Eanes. Nowadays you are putting yourself at a disadvantage if you don’t develop these relationships. The aviation industry is more challenging than it’s ever been, and wise guidance can make the difference between success and mistakes that could damage a potential career.”

### Top Ten Things I Attribute to Mentoring

BY CINDY M. RUCKER

10. I learned about scholarship opportunities that I never would have known about.
9. My first flying job out of college was a direct result of a flight instructor who mentored me.
8. During a low point in my flying funds, I received valuable encouragement from those who had “been there.”
7. I avoided a costly mistake when I almost chose a bad job – my mentor advised against it.
6. I was able to help others avoid costly mistakes in their job choices.
5. Helped me acquire good leadership skills and gain confidence in the work place.
4. A wonderful outlet for me to use my time and talents to help others.
3. With the cyclical nature of the industry, I have had someone I mentored turn around and mentor me!
2. Introducing young aviators to flying, their excitement becomes my own.
1. The joy of phone calls that I have received when someone I mentored had a successful outcome!

## Pro 99s Profile

# Carole Cary-Hopson: Paying It Forward

BY BETSY JORDAN DONOVAN  
Ambassador Chapter



The Pro 99s Network was formed out of a necessity to help furloughed women airline pilots following September 11<sup>th</sup>, grew into a first-class avenue of networking for all women pilots in their various stages of career advancement and now extends into mentoring for professional pilot 99s. Because of the number of women joining the ranks of professional pilots, mentoring and supporting each other has become even more vital in many women's careers.

Carole Cary-Hopson of the Ambassador Chapter exemplifies what mentoring is all about. In her own pilot career, Carole is a flight instructor being mentored by some of the industry's finest, including Jenny Beatty of American Airlines, Captain Becky Howell of Southwest Airlines and Captain June Viviano of Fedex Express. Carole is "paying it forward" by mentoring young girls in the Eagle Flight Squadron in East Orange, New Jersey. Carole describes the girls as what many would consider "at risk" kids. They deal with adversity on a daily basis and walk through mean streets just to get to Eagle Flight's outpost in a converted fire station.

"In their green flight suits and spit-shined patent leather

shoes, they command attention, and by degrees they've begun to earn the respect of their peers," says Carole.

One of her mentees travels to her flight lessons by two buses and a train, then ends up in a shopping mall parking lot where Carole picks her up for the rest of the trip to the airport — just because she wants to fly so badly. Of her role, Carole remarks, "These girls are all very special. They are scared and full of youthful bravado all at once. I feel like I am part flight instructor, part mom, part big sister and part old fashioned school marm. These girls are smart, they just need a chance."

Carole goes on to say, "The funny thing is that although they all look up to me, I think I am the greatest benefactor. I have often been reenergized by their passion. I have grown to really understand the strength and tenacity of young women who crave knowledge and want it so badly that they claw and work and grab it. I am proud of them. I love my girls and think the world of them."

Carole's dedication to young people is extended by her role as mother. Carole and her husband Michael live with their son Joshua in Montclair, New Jersey.

## TOUCH AND GO

### INTERCOLLEGIATE INTERNET CHAPTER

As a result of interest generated by college students at the May 2003 NIFA SAFECON, The Ninety-Nines has formed a new Intercollegiate Internet Chapter (IIC).

Based on the successful Ambassador Chapter, The 99s' first Internet Chapter is aimed towards college students, high-school students intending to go to college and their supporters working in the academic community.

Pam Saylor, International Membership Co-Chair, has developed a website for this new chapter. If you know anyone who would be interested, please refer them to the IIC Website at [www.iic99s.org](http://www.iic99s.org).

We are now in the process of recruiting charter members. We

also have material that you can publish in chapter or section newsletters. We are open to questions and comments on this exciting project.

Chairman of IIC is Jessica Reinschmidt. Consultants include Jenny Beatty, Ambassador Chapter, Pro-99s Network; Pam Saylor, Membership Co-Chair; Lois Erickson, Past International President; Elaine Morrow, Vice President, NCS Governor; Liz Lundin, Headquarters Manager; Martha Dunbar, Board Liaison; Jody McCarrell, International President; Janet Patton, Ambassador Chapter Chairman.

For more information, contact Jessica Reinschmidt at [msflt@aol.com](mailto:msflt@aol.com) or phone 815-372-3021

# 99s Museum of Women Pilots Welcomes New Trustees, Offers a Wealth of Aviation History

BY MARGIE RICHISON, Trustee-Treasurer, 99s Museum of Women Pilots, Oklahoma Chapter

It's 12:30 p.m. on a hot Tuesday afternoon in Oklahoma City when the doors of the van open and out jump 40 little feet. When most kindergartners are spending the hot weather in a pool, these young kids are filing upstairs to learn about women aviators.

The 99s Museum of Women Pilots is open Monday through Friday from 9 a.m. to 5 p.m. for tours and a close-up of the history of women in aviation, says Liz Lundin, Ninety-Nines Headquarters Manager.

The eager kids listen carefully to Sandy Hernandez, Headquarters employee. This year the major focus has been on the Centennial of Flight and the Wright Brothers in 1903. The girls are especially interested that the museum highlights the accomplishments of women in aviation.

Many are surprised to learn that women were flying airplanes from the beginning of this century of flight. They were early test pilots, designers, engineers and astronauts. When I asked how many of the girls would like to become pilots, many little hands went up.

A great working relationship with Ninety-Nines Headquarters has been very beneficial for the Museum. Sandy is available to give visitors a tour of our priceless collection.

We welcome three new trustees to the Museum Board: Vicky Anderson, Orange County Chapter; Linda Cain, Old Dominion Chapter; and Vee Gordon, Kansas Chapter. These dynamic women bring much expertise to our board. We were also happy to welcome Nancy Lowe-Clark back to the museum in September. She was museum director in 2000 and returns as a consultant.

In July 2002, through the extraordinary effort of Past International President Thon Griffith and her husband Bob De Long, along with many other supportive friends, money was raised to pay the loan on the Travel Air 4000. We now have clear title to the plane on display at the Oklahoma Air and Space Museum at the Omniplex.

Our museum has had an unexpected challenge in the past year when mold was discovered in our archives storage room.



*The 99s Museum of Women Pilots sign greets visitors to the museum, located at International Headquarters in Oklahoma City, Oklahoma.*

Professionals were called in and the problem was solved, no artifacts were contaminated and the room is now better than before. We thank Pat Prentiss for her hard work and hours of time overseeing the repair. Our own engineer, Ellen Nobles-Harris, consulted on the heating and air conditioning for the archive room.

Chairman Lisa Cotham says, "It may have been a blessing in disguise. Now we can audit the inventory and have a comprehensive computerized registry of our collection."

The conference of Historic Aviation Writers met in Oklahoma City on October 17. The MWP along with the Oklahoma Chapter of Ninety-Nines hosted a cocktail party for the writers.

Thanks to all of you who have made this museum a focus of your charity. Remember it's not too late to be recognized and acknowledged on the Wall of Wings. Any benefactor giving \$500 or more will be given a plaque.

As I waved good-bye to the 20 young girls getting back on the bus I was very proud of what The Ninety-Nines have created in this museum.

## RATINGS AND WINGS

### RATINGS

**Drew Marquez** – Private Pilot  
Orange County, Southwest Section

**Claris Hernandez** – Private Pilot  
Orange County, Southwest Section

**Carol Bennett** – Private Pilot  
Orange County, Southwest Section

**Sarah Delano Sherman**, age 17, FWP – Private Pilot  
Golden West Chapter, Southwest Section

**Sally E. W. Kroeker** – Instrument  
Eastern New England Chapter, New England Section

### WINGS

**Delores Ditton** – XIX (19) Wings  
Indiana Dunes Chapter, North Central Section

# Amelia Earhart Festival

BY SONDRA RIDGEWAY, AEBM Chairman  
Northeast Kansas Chapter

**T**he annual Amelia Earhart Festival held in July is the biggest weekend of the year for the Amelia Earhart Birthplace Museum. The Festival is planned, financed and carried out by a committee of Atchison businesses and volunteers.

The Birthplace is a major attraction for visitors. This year several hundred toured the museum, and families with children of all ages took advantage of this educational experience. The time and financial commitment of The Ninety-Nines are all worthwhile when you see young people go away with a better sense of "women can fly too."

Several "AMELIA" authors and re-

searchers participated in the "All About Amelia" Symposium on Saturday morning and visited with us at the Birthplace during the afternoon. Very special guests this year — Amy Kleppner, daughter of Muriel Earhart Morrissey (Amelia Earhart's sister), Linda Hall Daschle and Senator Tom Daschle — all received personal guided tours by museum manager Lou Foudray late on Saturday afternoon.

Saturday evening we geared up for 250 invited guests for a private reception. Exchange Bank of Atchison provided catered food and drink while the Birthplace provided the setting. The 99s were represented by Ann Shaneyfelt of Northeast Kansas Chapter and myself, wearing our



bright blue 99s ribbons. We greeted every guest. Trustees Kay Alley, Jim Taylor and Carolyn Mohler were also present at the reception.

The evening at the Amelia Earhart Birthplace Museum came to a close with the spectacular fireworks display viewed from the best vantage point in town — the bluff above the river.

Now we can start planning for next year's celebrations!



*Photo left: Amy Kleppner, daughter of Muriel Earhart Morrissey (Amelia Earhart's sister) stands before a painting of Amelia and her husband George Putman. Photo above: Tour Director Lou Foudray chats with Linda Hall Daschle and Senator Tom Daschle. Photo top: An antique pitcher and bowl enhance a maple dressing table given to the museum by Muriel Earhart Morrissey.*

## NEW HORIZONS

### FRANCES (FRAN) P. DAVIS Tennessee Chapter

Fran Davis, one of our most cherished members, died on August 12, 2003. Fran had been sick for a long time, fighting a brave battle with heart problems. She was extremely talented, always coming up with the right thing to make any conference or meeting complete. On top of that she always made whatever was needed. We never had to do the work involved.

Fran leaned to fly in the early 1960s. Evelyn Bryan Johnson was her instructor. For a long time Fran owned a Buck Musketeer and enjoyed flying to 99s meetings. She was a member of the Tennessee Chapter for 37 years.

Fran was a master's graduate of Erica Wilson Embroidery School of England. She was a seamstress, knitter and accomplished textile artist who won the Scripps-Howard National Women's Fashion competition. She had a son and daughter.

## Charitable Giving

The Ninety-Nines offers a number of opportunities for tax deductible giving, including designated contributions to each of its major projects, or to be used in the general support of the organization's operations.

Memorial gifts commemorating friends and family members or to recognize an important graduation, anniversary or other achievement may also be made.

A planned gift offers many advantages, including income or estate tax benefits, variable or fixed income for your life or the life of someone you care about, capital gains savings, as well as the satisfaction of making a gift to future support of the organization you love – The Ninety-Nines.

An income gift can be as small as \$2,500. A donor with sizeable assets might consider a gift that gives income now and later returns the assets to a family member at reduced estate and gift tax rates.

There are many ways to include charitable gifts in your will, including specific and percentage bequests, contingency or residual bequests, or testamentary gifts.

### Bequests

The basic suggested clause for making your Bequest should include the following: "I give (devise) and bequeath to The Ninety-Nines, Inc., a corporation chartered in Delaware, having its principal office at Will Rogers World Airport in Oklahoma City, Oklahoma, the sum of \$\_\_\_\_\_ (amount) or percent of my residual estate to be used for the general purpose of The Ninety-Nines, Inc. at the discretion of the International Board of Directors.

For additional information, contact International Headquarters, 4300 Amelia Earhart Rd., Oklahoma City, OK 73159-1140; call 800-994-1929 or fax 405-685-7985. All requests for information will be treated confidentially.

### ALICE THOSHESSEN HEGEDUS Florida Spaceport Chapter

Alice Thoshessen Hegedus, 75, flew to New Horizons on August 23, 2003. A pilot for over 25 years, Alice had been a dancer with the New York Rockettes and later a teacher.

### SARAH THISTED O'FARRELL Intermountain Chapter

Intermountain 99 Sarah Thisted O'Farrell lost her brave battle with cancer on Sunday evening, September 28 and has passed on to New Horizons. Her mother Barbara and her sister Dana were with her. She is survived by her husband Tom and their young son Patrick.

### PATRICIA "SAM" UDALL Colorado Chapter



Patricia Udall

Patricia Jeannette "Sam" Udall, the mother of Rep. Mark Udall, died on September 12, 2003 of complications from pneumonia. She was 77. Her main interests were hiking and flying.

As a girl, she spent most of her summers in Colorado. Patricia was a hiker in the Rocky Mountains and climbed many of Colorado's highest peaks and was an equestrian with many ribbons and trophies.

She attended Vassar and in 1949 married Morris "Mo" Udall and had three daughters and three sons. In 1977 she obtained her pilots license and flew in the Powder Puff Derby that year.

## IN MEMORY OF:

**Barbara Bancroft**, Charter Member of the North Georgia Chapter, Southeast Section of Vero Beach, Florida, passed away in November, 2001.

**Katherine Cheung**, 99, first licensed Asian female pilot, Southwest Section, died September 2, 2003, see page 12 of this issue for more about Katherine's life.

**Margaret Fischer**, Ph.D. J.D., Alaska Chapter, Northwest Section, flew to New Horizons on July 7, 2003.

**Morris Ringenberg**, 86, 49½ of Margaret Ringenberg, Indiana Chapter, North Central Section, died October 1, 2003.

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



Members of the San Fernando Valley Chapter attended the Southwest Section Meeting and were presented with a number of awards.

### SAN FERNANDO VALLEY CHAPTER

The San Fernando Valley chapter had a busy summer with fundraising at the Van Nuys Airport Expo, attending fly-ins, enjoying potlucks, giving presentations and receiving awards.

Congratulations go to the chapter's newest pilot, Julieann Sikora, who passed her private pilot check ride on June 14, the same morning the chapter held its Annual Awards Banquet. And congratulations to chapter member Ruth Logan for receiving an

Amelia Earhart Memorial Scholarship at International.

The chapter's June meeting was full of celebration spilled over from winning three awards at the Southwest Section Meeting in Columbia, California in May. We took first place (among large chapters) in Aerospace Education and Pilot Proficiency Training. Lois Peck, Jeanne Kirhofer and Dolores Mathews worked year-round to make sure all the chapter members' activities were recorded to count for these awards. In addition, Ruth Logan and Lois Peck brought home the Aerospace Education Innovation award on behalf of the chapter for forming the Aviation Explorers Post 747.

Also during the summer, two of our chapter members gave aviation presentations. Bertie Duffy was invited to speak at the Association of Naval Aviation, 2-Block Fox Squadron's ladies night on August 20. She gave a presentation about women in aviation and The Ninety-Nines, and chapter members Lilian Holt and Michele Albiez attended.

Maureen Kenney presented a paper in Moscow at the International Symposium for Space Flight Dynamics, #17. She and her Jet Propulsion Laboratory counterpart were invited to discuss their project of developing a system to teach new Space Flight Navigators how to navigate unmanned spacecraft. Maureen had a great experience in Moscow and enjoyed working with space navigators from all over the world.

### COLORADO CHAPTER

#### *Sue Osborne – 10 Years as Companion Flyer Course "Flight Lead"*

Since joining the Colorado Chapter in 1994, Sue Osborne has been "flight leader" for the Companion Flyer course, a project that many Ninety-Nines chapters sponsor as one of the "things we do."

August marked the 10<sup>th</sup> year Sue has organized, advertised and orchestrated this very popular course that is always a sellout. Some years the class was offered more than once. When asked why she has taken on this project for the past 10 years, Sue said she has been a "right seater" and "companion flyer" since she was a child, first flying with her mom and dad, both pilots, and then with her husband Norm.

Susan's mom, Thelma Drew, had been a Ninety-Nine and had flown the Powder Puff Derby twice. The first time was in 1970, just one month before Sue was to be married and in the midst of preparation for the big wedding. Thelma flew the race solo with less than 200 hours at the time. Thelma received the "Low Time Pilot Award" and finished 25<sup>th</sup> out of a field of over 70 planes. She raced for the second time in 1971 with co-pilot Pat Rowe. In 1974, the Sacramento Valley Chapter of The 99s named her "Woman Pilot of the Year." She also flew as a backup pilot for KGMS Air Traffic Reports. And thanks to Sue, she became known as the "flying grandmother."



Sue Osborne, left, and her mother Thelma Drew.



In 1987, when Sue's husband Norm, a shareholder in Aspen Flying Club, suggested that her business skills were needed to manage the club, she retired from a successful real estate career to take over the day-to-day operations.

In 1991 she earned her private pilot's license and began working on her commercial, multi-engine and instrument ratings. Although she is retiring as director of the Companion Flyer Course, Sue says she is now going to focus her energies on NIFA. "In fact I'm going to recommend that our Chapter donate some of the money we raise via the Companion Course be earmarked to benefit the aviation students that we mentor and support in the NIFA competitions."

The Colorado Chapter will continue the Companion Flyer Course under the leadership of Bev Sinclair, a Frontier Airlines pilot. Although not directing the course, Sue will be assisting and advising as needed.

— Peggy Long



Attired as pioneer aviatrices, Orange County Chapter members Linda Eldridge, Kelley Gorman, Vicky Anderson, Lianne Oakes and Colleen Handrahan help celebrate 100 years of flight at Big Bear Airport.

## ORANGE COUNTY CHAPTER

### Big Bear Celebration

On August 16, members of the Orange County Chapter did what they love doing best (after flying, of course). They became public relations experts extraordinaire by hosting a very colorful Ninety-Nines booth at Big Bear Airport's celebration of mankind's 100 years of flight. Included in the Big Bear Air Fair's static display was a replica of the 1903 Wright Flyer, a B-25, P-51, DC3 and SBD Dauntless.

Dressed up as famous early women pilots and distributing information on The 99s and how to become an FWP were Chapter Chairman Lianne Oakes as Harriett Quimby, Vicky Anderson

as Ruth Nichols, Colleen Handrahan as Pancho Barnes, Kelley Gorman as Jackie Cochran and Linda Eldridge as Amelia Earhart. Also assisting were Marikay Lindstrom, Don Dixon, Brenda Jackson, Patty Murray and Marie Hoefer.

Our chapter's fund-raising cookie sale was also a big hit with all Air Fair visitors. Patty Murray quipped, "If they had given an award for best booth, we would have won hands down!"

### An Honor for Beverley Allen

On April 30, longtime Orange County Chapter Member Beverley Allen was honored by the Orange County Board of Supervisors not only for her volunteer service for the last 13 years as a tour guide at John Wayne Airport but also for her numerous public school Career Day presentations. It's impossible to determine how many students Beverley has inspired to pursue a career in aviation-related activities, but the count is most likely very impressive.

The 7<sup>th</sup> Annual Volunteer Recognition Award Program was held at the Hall of Administration in Santa Ana, California. Out of 24,000 volunteers in Orange County, 37 individuals were recognized, receiving a plaque and hosted with a reception.

Congratulations to our Bev who has extraordinary talents in many fields.

— Mary Van Velzer



Beverley Allen is honored for her volunteer work.

## NORTH JERSEY CHAPTER

Hearty congratulations to North Jersey's Candie Oldham and Sue Westervelt for placing fifth in the Air Race Classic, which they flew in Candie's Mooney. It was the second consecutive year the team participated in the race.

The Northeast Spring/Summer weather was a disappointment to all and caused the cancellation of many aviation activities. However, North Jersey 99s held a successful spring dinner in June at Tracy's Nine Mile House. In July many members turned out to offer support to our 66s and FWPs at our Annual 66s Picnic at Lincoln Park Airport.

September brought our Annual Picnic and first meeting of the season at Warwick Airport in nearby New York State.

Although our traditional fundraiser, Pennies-A-Pound, was weathered out on Saturday, October 4, the rain date on Sunday brought us blue skies, sunshine and cool autumn temperatures.

Our Chapter kept very busy preparing for hosting the NJ/

NY Fall Section Meeting October 17-19 held at the Sheraton Tara Hotel in Parsippany, New Jersey. An exciting agenda as well as interesting guest speakers was planned.

— Jacki Van Valkenburg



## LAS VEGAS VALLEY CHAPTER

### WASP Memorial Dedication

On Memorial Day, Monday, May 26, a beautiful, carved black granite memorial was dedicated to the brave pioneer women who were Women Airforce Service Pilots during WWII. These forgotten warriors served our country from October 1942 to December 1944.

This long overdue tribute to the WASPs was realized thanks to the Las Vegas Valley Ninety-Nines, along with help from American Legion Auxiliary Diamond Jubilee Unit No. 75 of Logandale, Nevada. The memorial was engraved with the words by General Hap Arnold, "You have proven that you can fly wingtip to wingtip with your brothers."

Along with some 2,000 members of the general public, Las Vegas Valley Chapter members who attended the ceremony were Helen Keidel, Mardell Haskins, Florence Murphy, Marie McMillian, Victoria Paluzzi, Evelyn Craik, Kim Wilks, Kathleen Snaper and her sister Marjorie, a former Marine. Also attending were Nancy Haugarth of the FAA and friends Martha Stanton, Joyce Hartley and Mary Knapp.

WASP Regional Director Betty Jean William accepted the memorial for the WASPs. Walter Nicholson, husband of the late Alberta Nicholson, a former WASP, was a special guest. Family and friends accompanied the WASPs.

The program included a dinner cruise Sunday evening on Lake Mead aboard the Desert Princess and a brunch at the Historic Boulder Dam Hotel in downtown Boulder City. The Memorial Day ceremony was held in the Chapel at the Southern Nevada Veterans Cemetery, which is located next to the Boulder City Airport.

This beautiful Memorial will ensure that these brave women will not be forgotten by history.



A memorial to the Women Airforce Service Pilots located in Boulder City, Nevada was dedicated on Memorial Day.



Ready to sail on the Lake Mead Dinner Cruise are, from left, front row: Pat Paterman, WASP and Orange County 99; Mardell Haskins, Las Vegas 99; Nancy Foran, WASP. 2<sup>nd</sup> Row: Martha Stanton, Frances Tanassy, WASP; Evelyn Craik, WASP; Betty Jane Williams, WASP; Janet Downer, WASP; Pearl Judd, WASP; RaVenna Baker, WASP. Back Row: Betty Walters, Las Vegas 99, Kim Wilks, Las Vegas 99, Nancy Haugarth, Las Vegas FAA; Betty Budde, WASP.



From left, Indiana Dunes member Christine Murdock; Dave and Jeanne Allen, pilots of the WACO ASO, number 26 when it toured in 1930; and Dunes member Mary Kohn enjoy a chat when the National Air Tour came to South Bend, Indiana.

### INDIANA DUNES

The National Air Tour came to South Bend, Indiana, and the antique planes were awesome! Indiana Dunes members Janet Cannon, Judy Longenecker and Diana Meyer volunteered to keep the crows off the active runway, while members Christine Murdock and Mary Kohn got a close-up view of the planes. Several had wicker seats and one even had a toilet in it. When they left they all started their engines at the same time, and it was very impressive.

—Christine Murdock

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

### EASTERN PENNSYLVANIA CHAPTER

On Saturday, September 27, 13 members of the Eastern Pennsylvania Chapter 99s arrived at the Chester County Airport for an air marking, which was arranged and coordinated by Heather Hill, our Air Marking Chair. They painted Chester CO, the radio frequency and the three-letter identifier in 20-foot high figures on the taxiway.

Chapter member Elise Hanlin brought along seven boys from George Washington High School in the inner city where she teaches. They were a big help and had a ball being at an airport and around airplanes.

It was an overcast day and rain threatened all morning. Right before the group broke for lunch, it started raining. They ate lunch, which was provided by the Chester County Airport Authority, in a hangar. Afterwards, some of the members left thinking they might have to come back the next day because when the rain stopped, they discovered the paint had run at the bottom of the letters. After several attempts to remedy this, Kathy Pettiss remembered towels in her trunk from a charity car wash, and using them and some water, the remaining group was able to clean off the extra paint and finish the job — but not without a lot of elbow grease after an already busy day.



*Eastern Pennsylvania Chapter members work on an airmarking at Chester County Airport.*

Participating in the event, and accompanied by their husbands, friends, two nursing babies and grandparents, were Heather Hill, Kate Macario, Carole Wyman, Ginny Fanfera, Alison Chalker, Elise Hanlan, Laura Fonseca, Carol Knickerbocker, Adelle Bedrossian, Joan Sickler, Cathy Pettiss, Claudia Garner and Mary Ellen Morris.

### LOS ANGELES PALMS CHAPTER

#### *Palms to Pines Air Race*

And they're off — the Palms to Pines Air Race, that is — but not on time! Usually weather can be a delaying factor; however this time it was the presence of President George W.



*Palms to Pines winners Leann Silberman and Fran Bera.*

Bush in the area. The racers graciously waited until 10:45 and the all clear. Do you suppose with enough notice the President might have flagged off the race?? But then that would have been a bit sticky with security.

Festivities started the night before with a banquet on August 15. At that time the teams were introduced and a raffle held. Of the 22 teams registered, 19 actually competed. This was the 34<sup>th</sup> Palms to Pines race in which Claire Walters, who initiated the race, has also flown 34 times. Quite a record.

Proceeds from the raffle allowed the Los Angeles Palms Chapter to make donations to the 99s Museum of Women Pilots, Amelia Earhart Memorial Scholarship Fund and the Amelia Earhart Birthplace Museum.

Merced was a fly-by with an overnight at Red Bluff. As well as the lovely riverside BBQ, there was a really neat surprise. A group of Red Bluff gentlemen turned out with vintage cars from the 1940s–1960s to transport the racers in style to their hotel and back the next morning. What fun!

Bend, Oregon was the terminus, with the afternoon at ease and a second banquet that evening at the Shilo Inn.

On Sunday morning, the awards banquet was held at which time trophies were presented. *And the winners were — Fran Bera and Leann Silberman.* At the rate Fran has collected trophies she might have to add additional space to her living quarters.

*— Doris Robertson*



Participating in the San Luis Obispo Chapter Photo Rally are, from left, Maya Dinan, Lakshmi Vempati and Louise DeMore.

### SAN LUIS OBISPO CHAPTER

On Saturday, September 6, the sky was clear with light winds. It was a perfect afternoon for flying the SLO Photo Rally and a barbecue. The competitive spirit was there and everyone had a grand time.

Oscar Bayer was behind the concept of the rally. He had searched the North County and had identified 10 points of interest to be identified by coordinates and clues and then photographed. Ten planes registered to fly the course, each with a pilot and photographer, and most of the participants were Ninety-Nines. Many of the teams had guests going along for the ride.

Use of GPS was not allowed. Each team could take two photos of each site and could circle the site a maximum of three times. The teams were assigned a starting time and altitude, and they were to search for each site in sequence. Time was not a factor. At the assigned departure time, the team was photographed in front of their plane to identify the roll of film. The photographer of the team was handed the disposable camera.

Ten minutes separated each departure, and each team was assigned an altitude sequentially 1,500, 2,000 and 2,500 feet to provide a physical separation as well. The course took at least an hour to fly. As the planes returned, the teams were sent over to the barbecue, and the film was taken to be developed.

When the last of the photos were back from the developer, Chief Justice Oscar and his assistant sequestered themselves to determine the winners. By 7:30, the barbecue site was cleaned up and the food put away and the participants gathered to hear who had won. Oscar announced that the decisions of the judges were final and to some degree arbitrary. The winning team had managed to correctly identify nine of the ten sites.

First place went to Maureen Curren, pilot, and Arin Potter, photographer, and second place went to Mike Fitzsimmons, pilot, and his wife Kathy, photographer. Each of the winners received a brass key ring engraved with a picture of the Wright Brothers' plane on one side and "SLO Photo Derby, Sept 6, 2003" on the other.

— Grace Crittenden

### MONTEREY BAY CHAPTER

#### Salinas Airport Airmarking

After meeting and speaking to Salinas Airport Manager Mark Bautista about having the Monterey Bay Ninety-Nines airmark the Salinas Airport, he ordered the paint we needed. Kay Harmon and Michael Serasio checked our "always ready" paint supplies (brushes, rollers, gloves, poles, etc.).

We had planned a full weekend in March starting at 8 a.m. Donuts and juices were provided for the morning and sandwich makings, sport drinks and water for the afternoon. Michael's son George Sastini and his friend Brian Kindle were also on hand to earn community service hours for high school.

Sarah Chauvet, Louise Minniear, Pat York, Mona Kendrick, Pam Cabak, Ann Walker, Laura Barnett and her daughter Michaela and other volunteers from our chapter came out and took to painting "Salinas," "119.4" and the compass rose, and we were also asked to repaint a red cross with white background for the local Air Ambulance Helicopter.

We were able to put on one thick coat and work hard to finish everything by 5 p.m. Everyone was thrilled as that left no work for Sunday. The airport manager was very impressed, and we as a Chapter are very proud!

— Michael Serasio, Airmarking Chairman



### NEW DEADLINE FOR 99 NEWS

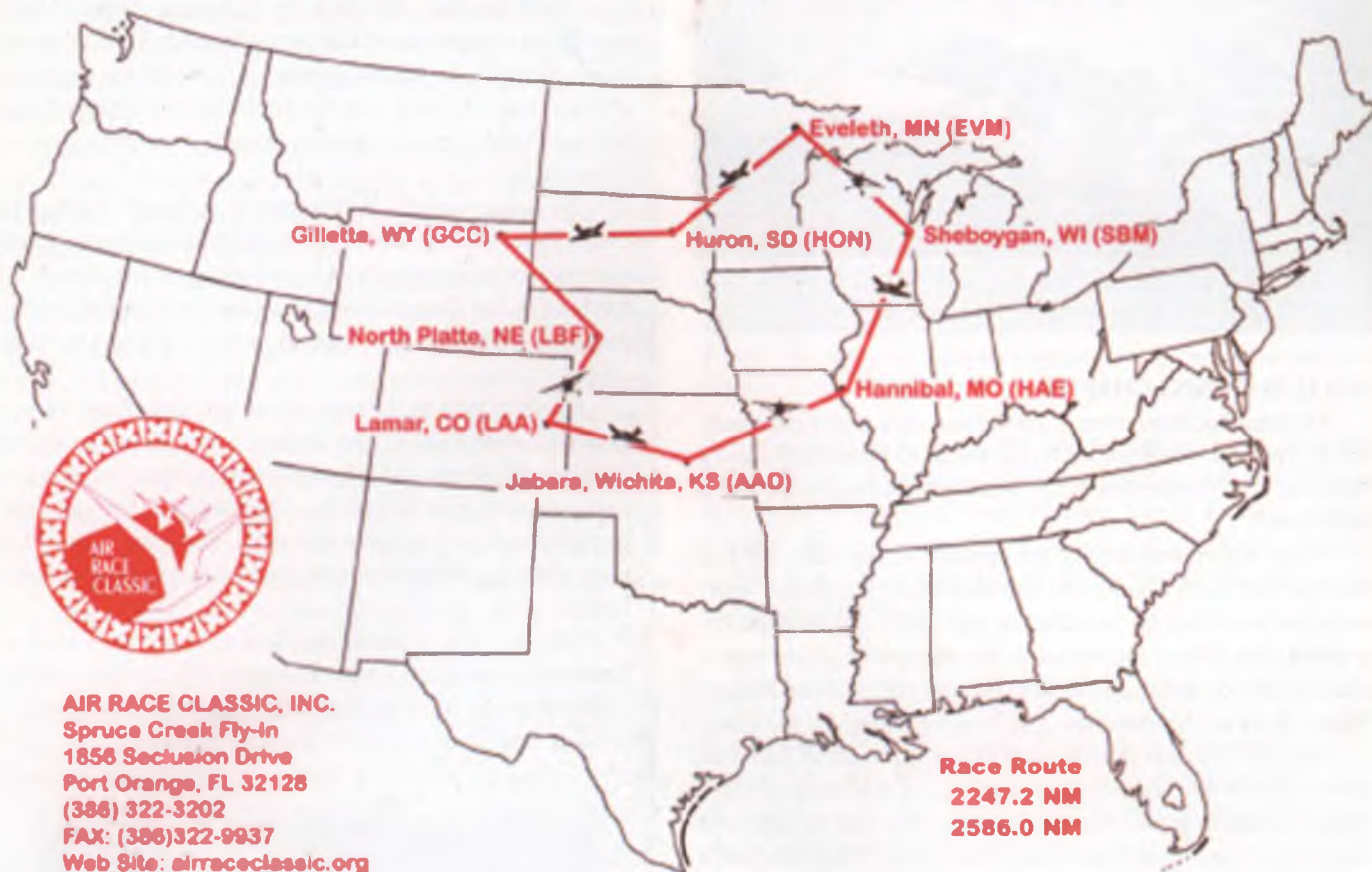
Starting in February 2004, the 99 News deadline will be the first day of the month preceding publication rather than the ninth day. This will help us get the magazine to you in a more timely manner. We appreciate all of your contributions!

Air Race Classic, Inc. is a 501C3 organization. Your tax deductible donations are welcome.

# ATTENTION WOMEN PILOTS!

Start and Terminus: Colonel James Jabara, Wichita, Kansas (AAO)

## AIR RACE CLASSIC - June 23 - 26, 2004



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

This is an all woman air race. Two current licensed woman pilots comprise a team. Passenger(s) may be women pilots with or without a medical, or student pilots. The plane's handicap is adjusted 1 knot per passenger.

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