



# INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

March/April 2004



**Charter Member**

**Mary Goodrich Jenson 1907-2004**



99 News

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

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

Email:

[articles99News@cs.com](mailto:articles99News@cs.com)

Online Form:

[www.ninety-nines.org/](http://www.ninety-nines.org/)

[99newsreports.html](http://99newsreports.html)

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

## On The Cover

It is with sadness that we say good-bye to Charter Member Mary Goodrich Jensen, who flew to New Horizons on January 4, 2004 at the age of 96. Connecticut's first female pilot, Mary received her license signed by Orville Wright in 1928. She will be remembered for her love of journalism, her humor and adventurous spirit.

*Please see page 18 for more about Mary's life.*

# PERPETUAL CALENDAR

## 2004

### 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).
- 13-19** **Sun 'n Fun**, Lakeland, FL. WASP/ Tuskegee/99 luncheon on Thursday. Contact Barbara Sierchio for reservations, 727-347-8045, [www.sun-n-fun.org](http://www.sun-n-fun.org).
- 16-17** **Spring Mid-Atlantic Section Meeting**, Holiday Inn Olde Towne, Portsmouth, VA. Contact: Edith Fischer, Chairman, Hampton Roads Chapter, 757-877-4127 or [ecf99@msn.com](mailto:ecf99@msn.com).

- 23** **Chattanooga Chapter's First Annual Golf Tournament**, Bear Trace Golf Course in Chattanooga, TN.

- 23-25** **Spring South Central Section Meeting** hosted by Greater Houston Chapter. Contact: Lois Gronau-Fietz 281-469-2658 or [cfietz@wt.net](mailto:cfietz@wt.net).

### MAY

- 14-15** **East Canada Section Meeting, Maple Leaf Chapter**, London airport. Friday evening reception, Airport Inn & Suites. Saturday a.m. tour of FSS, London airport. Lunch, Katana Kafe & ECS meeting, Diamond Flight Centre. Contact Jocelyn Lecluse, (519) 751-2167, [lecluse@execulink.com](mailto:lecluse@execulink.com).
- 14-16** **Spring Southwest Section Meeting**, Mesa, AZ. Lori Elam, 623-939-1282, [www.sws99s.org](http://www.sws99s.org).

### JUNE

- 1** 99 News Deadline – July/August issue.
- 5** **New England Section Poker Run**, beginning at 9:30 a.m., with everyone to be at the terminus by 2 p.m. Airports include Concord, NH, Laconia, NH, Keene NH and Springfield VT, with Fitchburg MA as the terminus. Rain date June 6. Contact Lori Plourd (207) 647-2880 or Pat Theberge (978) 682-4638.
- 7-10** **Women Soaring Pilot Association (WSPA) Seminar**, Harris Hill, Elmira NY. Contact [www.womensoaring.org](http://www.womensoaring.org) or [www.harrishillsoaring.org](http://www.harrishillsoaring.org).
- 23** **Professional Pilot Leadership Initiative** application deadline. For further

information, go to [www.ninety-nines.org/careers/mentoring.html](http://www.ninety-nines.org/careers/mentoring.html) or contact Laura Smith, PPLI Program Leader, at [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org).

- 18-20** **International Forest of Friendship**, Atchison, KS.

- 25-27** **Southern Wisconsin Airfest**, Janesville WI. Contact: [swairfest.org](mailto:swairfest.org).

### 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.
- 6-8** **The 35<sup>th</sup> Annual Palms to Pines Air Race**, Santa Monica, CA to Bend, OR. No experimental or aircraft older than 1955 is allowed. Send \$5 for race kit to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066. Phone 310-397-2731.
- 28 – Sept. 6** **Marion Jayne Air Race** celebrating the 75th Diamond Anniversary of the 1929 National Air Races. The cross-country race will fly from California to Cleveland. Entry kits will be available at [www.us-airrace.org](http://www.us-airrace.org).

### 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, OH.
- 30– Oct. 1** **Women Airforce Service Pilots WWII (WASP) Reunion**, Williamsburg, VA. 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, FL. Contact: [www.nbaa.org](http://www.nbaa.org).
- 7-10** **Fall Southwest Section Meeting**, Solvang, CA/Santa Ynez Airport.
- 15-17** **North Central Section Meeting**, South Bend, IN hosted by Indiana Dunes Chapter. Contact Christine Murdock, 574-289-8642 or email: [chrismur@michiana.org](mailto:chrismur@michiana.org).



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

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

**INTERNATIONAL HEADQUARTERS**

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

**PUBLICATIONS COMMITTEE**

Donna Crane-Bailey, Jacque Boyd, Pat Prentiss,  
Pamela O'Brien, Bobbi Roe, Liz Lundin

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

**THE 99 NEWS**

Fax: (405) 685-7985  
Mail: The 99 News  
P.O. Box 950033  
Oklahoma City, OK 73195  
Email: articles99News@cs.com

**BOARD OF DIRECTORS**

*President*  
Jody McCarrell  
*Vice President*  
Elaine Morrow  
*Secretary*  
Donna Moore  
*Treasurer*  
Susan Larson

*Directors:* Martha Dunbar, Pat  
Prentiss, Betty Prakken, Connie Wilds  
*Past President:* Vicki Lynn Sherman



**COUNCIL OF GOVERNORS**

*Arabia:* Nancy Taylor  
*Australia:* Kathryn Flynn  
*Brazil:* Andrea Simone Mion  
*Caribbean:* Mary Higgs  
*East Canada:* Dorothy Berthelet  
*Far East:* Rikako Sugiura Carpenter  
*Finland:* Kaisa Mollari  
*Germany:* Karola Schmorde  
*India:* Mohini Shroff  
*Israel:* Avigail Barbara Colorni  
*New Zealand:* Dee Bond Wakelin  
*West Canada:* Marcia Strang  
*United States:*

*Mid-Atlantic:* Ellen Nobles-Harris  
*New England:* Patricia Theberge  
*New York-New Jersey:* Linda Scully  
*North Central:* Elaine Morrow  
*Northwest:* Patricia Jane "Trish" Hanna  
*South Central:* Frances Luckhart  
*Southeast:* Cheryl Cichocki  
*Southwest:* Patricia Gregory

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



# INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

March/April 2004

Copyright 2004, All Rights Reserved

Volume 30, No. 2

**CONTENTS**

A CALL FOR 99 TALENT . . . . .	4
By Danielle Clarneaux	
PRESIDENT'S MESSAGE . . . . .	5
By Jody McCarrell	
CELEBRATE THE 99s DIAMOND ANNIVERSARY IN ATLANTIC CITY . . . . .	6
THE ROAD BACK TO KITTY HAWK . . . . .	8
By Donna Miller	
CHAPTERS CELEBRATE 100 YEARS OF POWERED FLIGHT . . . . .	11
CHARTER MEMBER MARY GOODRICH JENSON . . . . .	18
By Peggy Loeffler	
JEAN ROSS HOWARD PHELAN . . . . .	20
By Sherry Knight Rossiter	
CAREERS: PROFESSIONAL PILOT LEADERSHIP INITIATIVE . . . . .	22
By Jenny Beatty	
PRO 99S PROFILE: CAPTAIN LAURA SMITH . . . . .	24
By Betsy Jordan Donovan	
GRASS ROOTS . . . . .	25
NEW HORIZONS . . . . .	30
BOOK REVIEW: THE FLYING HOUSEWIFE . . . . .	30
By Jacque Boyd	
NEW MEMBERS . . . . .	31

**STATEMENT OF EDITORIAL POLICY**

*The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc. Deadline: 1<sup>st</sup> of month preceding date of publication. Spelling and proper names are proofed against information submitted. All photographs submitted are sent to The 99s Headquarters.*

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

Neither The Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein or for any opinions expressed. Opinions of the authors or contributors do not necessarily represent the position of The Ninety-Nines, Inc. The Ninety-Nines, Inc. do not warrant, guarantee or endorse any specific product or service that is advertised in its printed or on-line catalog or magazine.

Publisher reserves the right to reject any material submitted for publication. Copy submitted for publication shall become the property of The Ninety-Nines and shall not be returned. Articles submitted with accompanying pictures will receive publication preference. Pictures will be sent to Ninety-Nines Headquarters in Oklahoma City for its Archives.

**Annual Dues:**

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

**Non-member subscription rates:**

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

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

# A Call For 99 Talent

BY DANIELLE CLARNEAUX  
99 News Associate Editor



Danielle Clarneaux

**T**he January/February issue marked the first year that Bobbi Roe and I have been publishing the 99 News. As a non-pilot editor, it has been an enriching year for me filled with learning about The Ninety-Nines as an organization and meeting some of you through your articles and email correspondence. Bobbi, of course, has been a Ninety-Nine since the early '80s and has belonged to the Iowa Chapter, Finger Lakes Chapter, Houston Chapter and Greater Seattle Chapter.

Our goal has been, and continues to be, bringing you an informative, well-edited and attractive magazine that reflects the mission statement of The Ninety-Nines. We try to fill the pages with an interesting mix of history, current news, columns, personal profiles, features and chapter news. Of course, being a staff of two, plus our invaluable Publications Committee, we depend a great deal upon you, the members. If you look back over the past six issues, you'll find that almost all of the bylines are those of Ninety-Nines who have undertaken the sometimes arduous task of writing an article for you to enjoy. Others faithfully report on chapter activities and provide photographs in order to share their activities and accomplishments with other members. We appreciate each and every submission.

## What You're Saying About 99 News

I really love reading our magazine. That picture of Achsa Donnels on the cover of the September/October issue just stole my heart. I'm so glad you did that article on her in the previous issue.

*Jackie Savoca, Women With Wings Chapter*

The photo of Achsa Donnels on the cover of the September/October issue is beautiful! I never met her but, it seems, she was quite a character.

*Pam Saylor, Illiana Cardinals Chapter*

The new issue of the news magazine is terrific! It is full of interesting articles and stories, and it is a real "keeper." The new publications committee certainly made a difference. You should all give yourselves a big pat on the back — you did a great job.

*Eleanor Todd, Orange County Chapter*

We also recognize that you are an extraordinarily talented group of women, and we'd like to encourage you all to consider what you could contribute to the magazine. There are so many inspiring stories out there to be told, so many wonderful photographs to be taken, but they will come to life only if you make it so. And we hope you do!

They say a picture is worth 1,000 words, and in the case of the 99 News, the cover says a lot about the organization, whether it's to the mail carrier taking a quick glance or a prospective pilot considering membership. That's why we do our best to create a compelling cover for each issue — but it isn't easy. Appropriate photos are often hard to come by, so we're asking for your help. If you're going to submit a feature article, if your chapter is planning an interesting activity or if there's some other aviation-related scene just begging for attention, please, take your best shot.

A few things to keep in mind: the size and vertical orientation of the cover and also the need for high resolution photos. If you can plan in advance, pick the person who is most familiar with photography and have them take lots of photos at different angles, distances and exposures. The more you take, the better chance of getting a real knockout photo (at least that's my philosophy). Although digital cameras are fast and easy, they often don't result in photographs high enough in quality for a cover unless the photographer is familiar with the correct settings. We'll be running an article on digital camera tips next issue that will give you some guidelines.

We are also interested in illustrated covers relating to The Ninety-Nines created by artists and graphic artists, so please send us your ideas.

Keep in mind that while we try to publish as many articles and photos as possible, we are limited by space and also the magazine's editorial calendar. Articles are selected for publication based on subject, length and providing a variety of topics. For instance, if we have two "First Solo" submissions for the same issue, we would use one and save the other for future inclusion.

If you have any questions at all, please feel free to contact either Bobbi or myself through [articles99News@cs.com](mailto:articles99News@cs.com). Writers and photographers guidelines can be found on The Ninety-Nines' website at [www.ninety-nines.org/99news.html](http://www.ninety-nines.org/99news.html).

As we embark in our second year with the magazine, we wish you all a happy and prosperous 2004, and we look forward to meeting more of you through your articles and photographs.



Well, I hope you all lived through the December holidays. With the week-long trip to North Carolina, it was a push for me, I tell you. The New Year of 2004 came, and things didn't let up in my schedule.

I made a trip to Denver to see granddaughter Megan at the Denver Livestock show and then, after being picked up by longtime friend Bonita Ades, we rushed out to the Denver Antique Pilots Group banquet. Since The Ninety-Nines were there in force, with the Colorado Chapter well represented, I gave my little spiel on how wonderful we are, and everyone in the room agreed with me.

Three girls from a local school received an award from the Antique Pilots Group for building a Wright Glider. Another young lady, Heather McRoberts who has promised to become a Ninety-Nine, has an across-the-U.S. trip in a Luscombe planned. I promised her The Ninety-Nines would work with her, so you all help me keep that promise. It was a wonderful night, so thank you Colorado for inviting me out.

March brings on a host of things for all of us, starting with Women In Aviation Conference in Reno. I am sure Vicky Anderson, Susan Theurkauf and Jenny Beatty have everything in swell order. More in the next issue.

Our Spring Board meeting comes up on March 18-21. If you come in on Wednesday evening, be sure to wear green. One thing we will discuss is the ballot procedures. You should all have received your blue ballots, which are replacements for the originals. Remember to get them in the mail by May 1. Your Board of Directors, after much discussion and review, decided to reprint the ballots with the corrections in fairness to everyone, and now it is up to every member of this organization to mail that ballot in. Let's have a record number of votes returned this year. It is your organization, and how it is run is left up to your vote.

I visited upstairs in our Museum of Women Pilots last week. With the help of Nancy Lowe-Clark, things are sure beginning to happen there. Training sessions are underway on how to handle the articles and relics. Nancy even said she would set one up during the Board meeting.

A great thanks goes to the Oklahoma Chapter members, who are in the best location for helping out. Several have taken the training and understand this is an ongoing process with definite steps on who does what and when. You must make your way up the ladder, sort of like getting different ratings. Everyone will work at

## President's Message

BY JODY MCCARRELL  
Oklahoma Chapter

least in pairs, so take note, chapters — if you want a fly-in at a great place, look toward Oklahoma City. Make plans now to book a training session and help out with the Museum. From what I hear, you really will have a lot of fun while working and helping to make one of the finest women's aviation museums in the world even better.

We want to welcome two new Sections. The Mexico Section and the Russian Section are now on board. Thanks to all those who helped sponsor the Russian Section ladies. We received their application at headquarters but had to call on Elizabeth Brock to help us translate into English. According to Tonia at Headquarters, our computers just don't have those letters on the keys, but we are keeping the originals in the files as a keepsake. Elizabeth is working on trying to get one or two of the ladies to attend our International Conference in Atlantic City. And, I understand Bobbi Roe is planning to take the May trip to Russia, so we expect a very good article about that when she returns.

The Ninety-Nines are busy; it is very evident that we are being considered as an input organization to aviation today. You all keep up the good work as I am very proud of you and this organization we belong to.



Jody McCarrell

*Jody visits with Colorado Chapter members, from left, front row, Linda Horn, Bonita Ades, Joye Baker; back row, Carol Leyner, Cheryle Sullivan, Jody McCarrell, Megan Lee, Penelope Amabile, Anita Hessin, Michelle Agee, Lynn Merrill, and Jan McKenzie.*





# Celebrate The Ninety-Nines 75<sup>th</sup> Anniversary in Atlantic City!



**T**he 2004 Conference is shaping up to be one of the best – what better way to celebrate the diamond anniversary of The Ninety-Nines!

Our *Women At The Top* interactive breakfast on Thursday morning will feature a panel of women at the top of their careers in various areas of aviation. You'll hear from the following women:

**Susan Baer** is the first woman to manage an airport for The Port Authority of New York and New Jersey. She was appointed General Manager of Newark Liberty International Airport in June 1998, following four years of service as General Manager of LaGuardia Airport. As General Manager, Susan 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.

A 27-year veteran of the Port Authority, Susan began her career with the bi-state agency as a management analyst. In 1985 she was promoted from manager of the Public Services Division of the Tunnels, Bridges and Terminals Department to manager of the Port Authority Bus Terminal in midtown Manhattan, the world's busiest. She was the first woman ever promoted into these positions. In 1988, she moved from buses to planes, joining the Aviation Department as General Manager of Aviation Customer and Marketing Services.

She holds a bachelor's degree in urban studies and anthropology from Barnard College and a master's degree in business administration from New York University.

**Arlene Butler Feldman** is the Federal Aviation's Eastern Regional Administrator, an attorney and pilot who has played a leading role in aviation for many years. Her contributions have earned her a place, among many aviation notables, in the New Jersey Aviation Hall of Fame. She has also been honored by a number of other aviation, law enforcement, civic and charitable organizations.

After several years as an attorney with the United States Railway Association, Arlene was appointed to serve as the Director of the New Jersey Division of Aeronautics, the nation's first woman to hold such a position. In that role she spearheaded an

effort that resulted in sweeping changes to the laws for aviation in New Jersey and earned her praise nationally.

In 1984, she became FAA's first woman Deputy Director of the William Hughes Technical Center in Atlantic City, New Jersey and later was named to the same position in FAA's Western Pacific Region. There she managed over 5,000 employees. She went on to become FAA's first woman Regional Administrator when she assumed that position in New England in 1988. She arrived at the Eastern Region as the new Regional Administrator in July 1994.

Arlene, a senior executive, is a recipient of the Presidential Rank Award for meritorious service in the area of aviation education. She has been very active in the recruitment of women and minorities and serves as an advisor to the Philadelphia High School Academies. She is the first woman to serve as the Chairperson of the Board of Directors of the Air Traffic Control Association, an organization dedicated to the progress of air traffic control and aviation safety.

Arlene earned her BS degree with honors from the University of Colorado and her JD degree from the James Beasley Temple University School of Law in Philadelphia, Pennsylvania.

**Dr. Anne Harlan** is the Director of the Federal Aviation Administration's William J. Hughes Technical Center in Atlantic City, New Jersey. The Technical Center is one of the world's leading engineering, research, development and testing facilities for nearly every aspect of aviation. It is known for its world-class laboratories and high fidelity test facilities for aviation research.



Anne Harlan

Anne has been with the Technical Center since 1995, serving two years as Deputy

Director before being named Director in 1997. Prior to her position at the Technical Center, she served for 11 years on the FAA New England Region Management Team, holding positions in the Flight Standards Division, Civil Aviation Security Division, Regional Operations Center and Human Resource Management Division. Anne has also been on numerous Washington assignments over the years.

Prior to joining the FAA, she was a senior management consultant at McBer & Company in Boston, consulting with a variety of Fortune 500 companies on strategies for increasing corporate performance. She was also on the faculty at Harvard University Graduate School of Business where she taught in the MBA and doctoral programs.

## Conference Registration

Registration materials for the 2004 Conference can be found in the January/February issue of the 99 News or on The Ninety-Nines website at [www.ninety-nines.org/conference.html](http://www.ninety-nines.org/conference.html)



Anne holds a Ph.D. in applied research psychology from Ohio State University and is a commercial, multi-engine pilot.

**Susan K. Timmons** is President of JRA Executive Air, Inc. in Hagerstown, Maryland.

Susan began her career in the aircraft industry over 20 years ago when she accepted a stockroom position at a Certified Aircraft Repair Station. Three years later, she and a corporate officer left this company to form a similar firm, specializing in the repair of damaged or accident related aircraft. Proceeding with limited capital and working out of a home garage, minor repair jobs were solicited and the two shared all aspects of the work. She became a hands-on sheet metal mechanic, systems repairperson, surface finisher and eventually an aircraft painter.

From this initial beginning, the company began to grow in a slow and systematic manner, adding employees along the way. A maintenance hangar with administrative offices and a state-of-the-art paint and interior shop were built.

In 2001 her partner passed away, leaving Susan as the sole owner and manager of the company. She financially restructured the firm and hired midlevel managers to assist her in running the operation. A Director of Maintenance, a Chief Inspector and a Paint Shop Manager currently supervise the 20 technicians on staff. She also adopted a more aggressive vision for the growth of the company, and a major promotional campaign was formulated to target the corporate aircraft market for complete painting and interior refurbishments.

Susan, with a degree in accounting, continues to manage the financial and estimating aspects of the company. When time allows, she can be found in the maintenance shop, working alongside her mechanics. She is one of the few female business owners in this industry, and it is her goal to continue to provide the quality of work that will sustain its expected growth.

**Brigadier General Jessica L. Wright** is the Deputy Adjutant General – Army, Pennsylvania National Guard, a post she assumed May 1, 2000. Prior to this assignment, she served as the State Army Aviation Officer since February 13, 1998.

She began her military career as an enlistee in the Pennsylvania Army National Guard in 1975 after graduating from Alderson Broaddus College with a bachelor's degree in social work. Jessica also holds a master's degree in management from Webster University, St. Louis, Missouri. She attended the Women's Army Corps Officer Orientation/Officer Candidate School at Fort McClellan, Alabama and the Adjutant General Basic Course at Fort Benjamin Harrison, Indiana. In 1978 she attended the Officers Rotary Wing Aviator Course at Fort Rucker, Alabama and became the first female Army aviator in the Army National Guard.

Jessica began her service as a member of Headquarters and Headquarters Detachment, Pennsylvania Army National Guard



*Jessica L. Wright*

## Survival Course Offered by the 177th Fighter Wing

Thanks to those who indicated an interest in attending a survival course as a conference tour option, the 177th Fighter Wing at Pomona/Atlantic City International Airport will put participants through a survival experience similar to the one their pilots go through.

The maximum number of participants for each class is 20, and the length of the classes will be at least three, possibly four hours. There are three rotations in the simulator room, with two F-16 jets and a parachute jump with special goggles to give you the feeling that you are actually dropping from an aircraft with a parachute on.

Another section will cover what to do after a crash — what your first thoughts should be, what to carry with you and a few necessities to make your life in the outdoors easier, and the third area will concentrate on first aid and other technical items.

Courses will be held Tuesday morning and afternoon, Wednesday morning and possibly Friday afternoon if the annual meeting allows time. If interested, contact Barbara Para at [bhpara@att.net](mailto:bhpara@att.net), 609-965-4824 evenings or 609-485-4854 days.

in 1975. Upon completion of flight school, she joined the 228th Aviation Company as a UH-1 and CH-47 pilot and was later appointed as the adjutant of the 28th Aviation Battalion. In 1982, she joined the 1028th Transportation Company (Heavy Helicopter) as the flight operations platoon commander and in 1983 joined the Eastern Army National Guard Aviation Training Site. In 1985 she joined the 1160th Transportation Company (Heavy Helicopter) where she served as the flight operations platoon commander.

Jessica joined the Title 10 Active Guard and Reserve program in 1986 and was assigned as an assistant professor of military science at Georgia Southern College, Statesboro, Georgia. In 1989, she was reassigned to Headquarters, National Guard Bureau. She served as commander, 28th Aviation Brigade, 28th Infantry Division (Mechanized) based at Fort Indiantown Gap from March 1997. She was the first female maneuver brigade commander in the Army.

Her awards and decorations include the Legion of Merit, Meritorious Service Medal, Army Commendation Medal, Army Achievement Medal, Army Reserve Component Achievement Medal, National Defense Service Medal and Armed Forces Reserve Medal. Additionally, Jessica is a Senior Army Aviator and is a recipient of the Army Staff Identification Badge, the Order of St. Michael, the Order of St. Joan de Arc and the ATHENA Award. She is a member of the ATHENA Foundation Board of Directors.

She received federal recognition in the rank of Brigadier General on June 7, 2001. She is the first female general officer in the history of the Pennsylvania National Guard.





*Terry Queijo, left, proudly wears Donna Miller's necklace that contains a small piece of the original Wright Flyer. Terry was one of the pilots who flew a replica of the Flyer on December 17 at Kitty Hawk. The Flyer is shown in the background, above, where it was on display at the EAA pavilion at Kitty Hawk prior to the reenactment.*

## The Road Back to Kitty Hawk

BY DONNA MILLER Ambassador Chapter

A treasured gift holds the history of flight and the memories of a special friend and mentor.

Like all pilots, I have aviation heroes who introduced me to flying and others who kept me there when times got tough and it would have been easier and more financially viable to do something else. Along that aviation airway, I have been blessed to know some truly amazing people.

One of them was Captain Elrey Jeppesen. He's the name behind the charts that you dread every two weeks and pay someone else to file for you. I got to know him in the early '90s when the terminal at Denver International Airport was to be named for him. He was in his mid-eighties, a soft spoken and sparkly-eyed gentleman. I helped him catalog his memorabilia for the display at DIA, a project that we finished in six months;

however, other projects that we had started on the side continued until his death six years later.

During my time working with Captain Jepp, I learned about aviation history firsthand from a man whose pilot license was signed by Orville Wright. Some days we were very productive and we got his correspondence out, ran errands and filed papers. Other days, we would just sit quietly and he would tell stories about flying the airmail from Cheyenne to Salt Lake and the friends he had lost during bitter winter storms. As he flew, he kept meticulous notes on farmers' fields and the best routes. That's how the airway manual started.

In 1993, he received a special gift from his dear friend Gerry Weller, who lived in Dayton,



Ohio and who was the president of the National Aviation Hall of Fame. It didn't look like much really, a postcard-sized piece of brown cloth, yet we both held it gingerly and with reverence and awe. For us, this was a religious experience, the shroud of Turin for pilots. This was fabric from the original Wright Flyer.

Our next project was to figure out what to do with it. He had two sons he wanted to share it with, friends who would really appreciate it, and he wanted to keep a small piece for himself. In the end, the postcard-sized fabric became eight stamp-sized pieces that we framed and Captain Jepp presented to the chosen recipients on the holy day of aviation: December 17th.

To my great surprise, he gave one to me. The gift left me speechless as I held a piece of history in my hand. I loved it, for all it had been through and for the friend who had given it to me. I cut a small piece from the fabric and mounted it in a clear locket attached to wings Captain Jepp had given me several years before. The wings were gold and had three diamonds on the bottom, given to employees for each five years of service back in the days when he ran the company.

"You've done more than 15 years of work in my basement," he told me when he presented the wings to me.

The necklace became my favorite treasure. It holds great meaning for me, and I am rarely without it. In 1995, I met astronaut Eileen Collins at a convention for women pilots. She had just returned from a space mission and shared pictures from space. She gave a casual presentation, much like watching a family slide show of the Grand Canyon, except with amazing pictures I had never seen before. I was in awe.

After the presentation, I approached her, and for some unknown reason, the words tumbled out of my mouth, and I listened to my thoughts for the first time. I asked her if she would take my necklace to space with her on her next mission. She looked at the necklace and said that she would. Her next mission would be in two years. I left that evening amazed at what was about to transpire.

"Had I really been that bold?" I asked myself as I touched the necklace around my neck.

During those two years, I left the Jeppesen Company and worked for another one of Captain Jepp's early employers, United Airlines, in the flight training center. I continued to fly on my own and worked on new ratings. Captain Jepp and I had a pact that he would always be the first to know the outcome of my aviation endeavors.

In October of 1996, I completed my multi-engine rating and headed straight to his house to proudly show him my temporary certificate. A month later, he passed away. I wrote a short note on the back of my certificate, which I tucked into his jacket pocket during my final farewell to him. The necklace became even more precious to me, and brought me strength when I really missed Captain Jepp the most.

In 1997, Eileen Collins became the first woman space shuttle pilot and requested my necklace as promised. I took it to the FedEx office and filled out the paperwork. Insurance? Value? I couldn't even imagine, so I just trusted FedEx and sent it.

I flew to Orlando to witness the launch. It was beautiful, the lift-off illuminating the night sky for miles around. And my necklace was on board. After I got home I followed the mission via the Internet, watching as the shuttle docked with the Russian space station MIR.

Nine days later, I returned to Orlando to watch the landing. It, too, was an amazing sight. I was able to talk to Eileen's parents and could only imagine their pride. Eileen sent my necklace back with a certificate she had made with the STS 84 emblem on the top. At the bottom were the statistics of how fast and how far my necklace had gone.

I realized then that I was living vicariously through this inanimate object. It had gone from

I cut a small piece from the fabric and mounted it in a clear locket attached to wings Captain Jepp had given me several years before.

*Donna shares the excitement of receiving her multi-engine rating with Captain Elrey Jeppesen.*





*Donna with Eileen Collins after her historic shuttle flight.*

After roaring to life with a sound all its own, the Flyer lifted slightly from the rail and then settled just a few feet beyond. Some called it a failure.

Kitty Hawk to outer space and back again. I realized how far we had come in our relatively short aviation history.

I left United to fly freight to Mexico and then flew for a commuter airline, hoping to become the airline captain that Captain Jepp believed I would one day become. When times got tough, I'd look down at the necklace and knew that if the Wright Brothers had given up, I wouldn't be flying at all. And I kept going.

American Airlines hired me in the summer of 2001, and I felt like my dream was coming true. I finished my checkride in the 737-800 and completed international training on September 10. I flew to Chicago to begin my initial operating experience, and the next day the world changed forever. I flew three trips and was furloughed two days later.

For a year, I looked for a job in aviation, flying as much as I could on my own. Whenever I thought of abandoning aviation and putting my MBA to work, I would look at the necklace and refuse to give up. Eventually, I found a job as a charter pilot in Denver. I flew air ambulance mostly and was amazed when we carried patients who were over 100 years old. "They were born before the Wright Brothers ever took off!" I marveled to myself as we carried them across the country at .78 mach.

Once in awhile I flew charter trips. I was thrilled to fly Harry Combs, former president of Learjet and an old friend of Captain Jepp, to the centennial festivities in Dayton, Ohio last sum-

mer. He had written the book *Kill Devil Hill*, considered by many to be one of the finest books written about the Wright Brothers. And I was sitting in the right seat of his own Lear 35, N261PG, which Mr. Combs affectionately called Pretty Girl.

I had high hopes that I would be able to fly Harry to Kitty Hawk for the Centennial of Flight celebration in December, and sure enough, the stars aligned and I was chosen to once again pilot Pretty Girl. I decided that the necklace, which had started life in a flight at Kitty Hawk and had been to space, should fly there one more time, so I contacted American Airlines pilot Terry Queijo, one of the pilots who would be flying the reenactment flight. She agreed to wear it, and we made plans to meet in Kitty Hawk.

The day before we left to take the Combs party to Kitty Hawk, the company flight planner called to say we had another flight scheduled once we got there.

My heart sank. We would miss the festivities in Kitty Hawk that I had planned for so long to attend. Then he told me we would leave Kitty Hawk to go to Cincinnati to pick up Mr. and Mrs. Neil Armstrong and bring them back to the festivities! Neil Armstrong? The Neil Armstrong? First-man-on-the-moon Neil Armstrong? This was getting really good!

The weather on the 17th was less than ideal flying weather. The rain started in the morning and persisted on and off during the day. I found Terry and ceremoniously put the necklace around her neck. The attempt to recreate the Wright brothers' flight at exactly the same time they had flown 100 years before had to be postponed due to the downpour of rain.

The attempt later in the day demonstrated just how vulnerable the fragile aircraft was to the wind. After roaring to life with a sound all its own, the Flyer lifted slightly from the rail and then settled just a few feet beyond. Some called it a failure. Previous successful test flights proved that it was flyable. I found Terry and we talked about the day. She put the necklace in my hand.

Later that day, I sat on the monument hill marveling at how far aviation has come. I imagined the wind and the sand and the jubilant success of the day before a gust of wind destroyed the first controllable manned flyer one hundred years ago. I thought of Captain Jepp and of the airmail pilots. I watched the crowds disperse and planes circle the monument on their way out of town.

I touched the necklace around my neck and looked as far as I could into the wintry sky.



# Celebrating 100 Years of Flight

Ninety-Nines throughout the world honor the event that gave birth to their passion — powered flight



*Diane Welch, Wisconsin Chapter Co-Chair, Mary Lou Schroeder, Wisconsin Chapter Secretary, Bryan Voss, son of Carol Voss, and Carol Voss, Wisconsin Chapter Co-Chair, visit the EAA Museum.*

## WISCONSIN CHAPTER

The Wisconsin Chapter of 99s celebrated the 100th Anniversary of powered flight by visiting the EAA Museum in Oshkosh, Wisconsin on Saturday, December 13, 2003. Those in attendance were given a wonderful tour by a very knowledgeable docent. Diane and Perry Welch and Mary Lou Schroeder were able to “fly” a simulator of the Wright Flyer. It was one of the highlights of the day. They have a great children’s area that was the favorite of nine-year-old Bryan Voss, son of Carol and Mark Voss.

It is truly a great museum to spend the day visiting. We highly recommend a fly-out to this tremendous treasure of aviation history. There is so much to see that a one day visit may not be enough. Do not wait for the annual Airventure fly-in. The Wisconsin Chapter wants you to come visit and spend the weekend with us any time!

—Carol Voss & Diane Welch

*(Editor’s note: The 99s have a tent at the EAA AirVenture Convention and welcome members and guests to stop by.)*

## LAKE CHARLES CHAPTER

The Lake Charles Chapter worked with Vision Aviation at Lake Charles Regional Airport and sponsored an essay contest on the impact of aviation and a projection of what aviation will be like in the future.

Ninety-Nines served as judges, and Vision Aviation awarded the winners with a free flight.

—Sandra Leder

## FIRST CANADIAN CHAPTER

December 17 dawned windy and cold as the temperature hovered around zero, and dense snow squalls persisted all day west of the Hamilton Mountain and sporadically as you looked east to Brampton and Lindsay. Nat McHaffie sat on the ground at Kitchener in her Pitts talking to the tower and waiting for an opening. Just before 10:30 the ceiling lifted off the ground — 600 feet was enough to get airborne, make a couple of defiant circuits and return before the sky closed for the rest of the day.

We logged 10 flights in our Centennial Flight Log Book this day. Pat Thunich managed to fly her Cherokee into Brampton, with her complete Burlington crew in tow. Anna Pangrazzi, Laureen Nelson and Dee Birchmore lifted off from Buttonville and buzzed Joy Parker Blackwood’s place near Preston Lake. Anne Starret and Katherine Nazarian were seconded to fly CBC-TV Reporter Jim Michaeljanis over Georgetown, and Terri Garrison managed to log a flight at Lindsay. That night we made the six o’clock news.

Fly or drive, 27 Ninety-Nines, including Jocelyn Lecluse and Julie-Anne Pelland from the Maple Leaf Chapter (35 in all with guests), met at Brampton and we were certainly excited and in high spirits just to be together and marvel at the gift of flight from two heroes, Orville and Wilbur, only a hundred years ago. Even as we land on Mars, this day the Wright Flyer replica in rain and only 5 knot winds, failed to lift off the rail and nose dived into the mud at Kitty Hawk, as if to remind us just how remarkable flight is regardless of the year.

—Suzanne Wiltshire



*Some of the Ninety-Nines in the hangar just before Anne Starret’s December 17 flight. From left, Katherine Nazarian, Anne, Rose Carruthers, Corinne Shalley, Akky Mansikka, Bev Bakti and Natasha Gluhushkin.*





*Donelle Lockhart, her daughter Catherine, Kathryn Flynn (Gov.) Jane Ramsey and Claude Collins celebrate the centennial in Australia.*

### AUSTRALIAN SECTION

Australian 99s celebrated the 100th Anniversary of the Wright Brothers flight in many and varied ways.

Nancy Bird Walton flew to Adelaide as a guest of the Governor of South Australia for an Aeropec convention there. In New South Wales, Cathy Salvair flew with Margaret Fisher, the NSW president of AWPA to Wollongong to celebrate the day.

In Western Australia's capital Perth, a large flypast with 190 aircraft taking part was organized over the city. It was possibly the largest flypast to ever occur in Australia!

In Darwin I flew with friend Alan Robson in his Cherokee 180 at 6:30 a.m. to the ultralight airfield south of Darwin, and we followed 12 ultralights as they flew at 500 feet around the coast of the city and then to Crab Claw Island in the harbour, where we all enjoyed a wonderful breakfast together after landing on the dirt airstrip.

— Kathryn A. Flynn

### OKLAHOMA CHAPTER

Phylis Hensley, Chairman, Oklahoma Chapter Ninety-Nines and Amy McCue, President of Oklahoma Pilot's Association, were invited to represent general aviation at the Oklahoma Aeronautics Commission's 40th Anniversary and the Oklahoma Celebration of the Centennial of Flight.



*Celebrating the Centennial of Flight are Phylis Hensley, Chairman, Oklahoma Chapter Ninety-Nines, Oklahoma Governor Brad Henry, First Lady Kim Henry and Amy McCue, President of the Oklahoma Pilot's Association.*

### COACHELLA VALLEY CHAPTER

On December 17, the Coachella Valley Chapter participated in an Aerial Parade over the cities of Imperial Valley to celebrate the 100th Year Centennial of the Wright Brothers' first powered flight at Kitty Hawk, North Carolina.

The Fly-Around was planned and sponsored by the Imperial Valley So-Lo Chapter, and about 30 airplanes participated. We flew in a loose formation at 1,000 feet at a speed of 120 mph. As a result of the excellent media coverage, we were cheered by hundreds on the ground at various designated locations, including primary and high schools and Imperial Valley College.

At the end of our one-hour flight, the Imperial Valley So-Lo Chapter hosted a barbecue lunch with a celebration cake and all the trimmings. It was a fun, memorable and successful day.

— Carol Hamilton



*Eastern Ontario Chapter member Felicity McKendry with Air Commodore Len Birchall.*

### EASTERN ONTARIO CHAPTER

At the aviation night November 29 in Kingston, Ontario it was suggested that as many of the 130 in attendance should plan to be airborne on December 17. A video of the re-enactment of the Wright Brothers homecoming for Christmas 1903 was not available. This had been presented at the Ford Museum at Dearborn, Michigan last summer.

About 30 turned up at Kingston Flying Club in spite of the inclement weather — including the local TV and newspaper reporters. But hangar flying was the only flying that was done.

The picture above is 99 Felicity McKendry who was the first female commercial pilot graduate and first female instructor at Kingston Flying Club in 1953. She is holding a painting of a Fleet 80 Canuck, a Canadian-built trainer and is wearing Astronaut Dave William's shirt as well as astronaut Marc Garneau's 1984 Challenger pin. Beside her is Air Commodore Len Birchall, whom Sir Winston Churchill called "The Saviour of Ceylon" because while on patrol he sighted the approaching Japanese aircraft and sounded the alarm. The aviation montage in the background, painted by Don Connoley, depicts Kingston aviation history even before the founding of KFC in 1929.

—Felicity Mckendry



## LAKE ERIE CHAPTER

### *Celebrating the Centennial of Flight in December*

Lake Erie Chapter participated in several events to help celebrate the Centennial of Flight. The first event occurred on December 4, 2003 when members attended PHIL-AN-THRO-PIA, the third annual benefit luncheon held at the Corporate Club at Landerhaven, Mayfield Heights, Ohio. Admission was a tax-deductible check made out to a 501c3 organization in the Cleveland area.

In honor of the Wright Brother's first flight, Lake Erie members Meigs Adams, Cris Takacs, Ruth Becherucci, Helen Sammon and Dorothy Sturman indicated that their donations be given to the International Women's Air and Space Museum at Burke Lakefront Airport.

In a second Celebration of Flight activity, Helen Sammon, Cris Takacs, Meigs Adams and Dorothy Sturman attended the Volunteer and Friends Luncheon at the International Women's Air and Space Museum at Burke Lakefront Airport, Cleveland, Ohio, on December 16. It was learned that the museum was officially given \$30,000 from Alcoa for its youth education program. Lake Erie chapter members have actively participated in this youth education program in the past. Plans were announced for a Youth Mentoring program to begin March 9.

### *The Drive to Fly*

December 17, 2003, the day of the Wright Brothers' first flight, found Delores "Dodie" Jewett and 49½ Harlan Jewett in Dodie's Piper 28-160, flying over Lake Erie on a Coast Guard MDAPAT (Maritime Domestic Awareness Security Patrol). Their flight took them from Wayne County Airport in Medina, Ohio, to the Detroit River above Toledo, Ohio, where they turned in a southeasterly direction to fly the shoreline to Cleveland, Ohio, also flying over the Lake Erie islands on the way.

## MICHIGAN CHAPTER

The Michigan Chapter has been celebrating the Joy of Flying all year long!

The Chapter has been involved in a few special things this year to specifically commemorate the 100 Years of Powered Flight. In July, during an awards banquet for the Michigan SMALL Rally, our then Chapter Chair put on a short theatrical presentation of the Wright Brothers.

In our December Chapter Newsletter, we published an article on the history of powered flight. On December 6, we hosted a Chapter Christmas Celebration with many of Our Greater Detroit Chapter sisters attending where we toasted the 100 Years of Powered Flight and encouraged everyone to take to the air on December 17.

On December 14, several Michigan Chapter members attended an Open House hosted by the EAA Chapter 1093 and the Aviation Education Center at Midland Barstow Airport (3BS) to Celebrate the 100 Years of Powered Flight and the holidays.

—Rebecca Duggan



Meigs Adams, Martha Taylor and Darlene Grant host a table at the Great Lakes Science Center.

### *Helping with the Wright Stuff*

Lake Erie Chapter participated in the Centennial of Flight Celebration on December 27 at the Great Lakes Science Center in Cleveland, Ohio. Chapter members handed out informational literature about The Ninety-Nines organization, women pilots, the Wright Brothers and flying—as well as affording the public a chance to experiment with activities relating to flying.

At two passport tables in the Gund Wintergarden Promenade, chapter members Darlene Grant, Meigs Adams and Martha Taylor directed the production of straw airplanes, wind socks and sled gliders by children and adults. Discussions were also held about how the Wrights developed and flew their first airplanes. According to some of the children, "You lady pilots had the funnest table of all."

—Martha C. Taylor

## INDIANA DUNES CHAPTER

Almost half the total chapter members and their friends celebrated not only the Christmas season but also toasted Orville and Wilber Wright just three days before the actual 100th Anniversary date of December 17. Christine Murdock read the lovely poem *Kitty Hawk Revisited* by Marion Brimm Rewey. Our last year's scrapbook, which was dedicated to the Wright Brothers, was displayed.



Indiana Dunes Chapter members toast the Wright Brothers.



## LAKE TAHOE CHAPTER

In an ongoing effort to build public awareness and a positive image for general aviation, the Lake Tahoe Chapter created



Lake Tahoe Chapter members Judy Mayorga, Laurel Lippert and Chairman Bonnie Seymour celebrate the Centennial of Flight event at the Truckee Tahoe Airport.

and hosted a Centennial of Flight celebration at the Truckee Tahoe Airport on December 17. The Chapter invited the public to attend the event through newspaper articles and announcements in Truckee and Lake Tahoe publications. In addition, the Truckee Tahoe Airport sent flyers to 200 hangar users. They also provided hors d'oeuvres, sparkling cider and a commemorative cake.

Nearly 100 people came to pay tribute to the Wright brothers and share their stories with

other pilots and aviation enthusiasts. Members of the Lake Tahoe Chapter introduced local aviation organization leaders, as well as the oldest and youngest pilot in attendance (Bert Jensen, 87, with over 30,000 hours, and Pam Bohner, at 17 an enthusiastic student pilot).

The walls of the airport terminal were lined with copies of the original blueprints of the Wright Brothers Flyer, and local artist Mark Phillips displayed his 24K-gold exact replica (1/80<sup>th</sup> scale) of the aircraft. A follow-up story and photo ran in the local paper about the successful event.

— Laurel Hilde Lippert

## CHICAGO AREA CHAPTER

The big event in our area in culmination of the 100th anniversary of powered flight was the fabulous Wright Day Dinner on December 17. Spearheaded by the Palwaukee Pilots Association, over 20 area pilot groups representing Chicago's aviation community were invited, including The Ninety-Nines.

Attending from the Chicago Area Chapter were: Rita Adams, Deanna Close, Diane Cozzi, Camille Dejorna, Nita Fineman, Joan Kerwin, Cynthia and Ralph Madsen, Sue Murray, Kim Sailor and her new husband, Sharon and Frank Schorsch, Marge Sundmacher and her son, and Madeleine Monaco, who was instrumental in planning this entire event. It was the next best thing to being at Kitty Hawk on this day!

## SEDONA RED ROCKETTES CHAPTER

The Sedona Red Rockettes chose December 17 to pick the winning ticket for our raffle of the original oil painting, *The Wright Brothers Moment of Flight*. We are happy to announce that the winner was one of our own members, Lois Neville. All proceeds of the raffle go towards our annual \$1,000 scholarship award to a deserving female flight student, which will be presented in January.

As for myself, representing the chapter, my husband and I both took memorial flights around our airport valley in my 1946 Aeronca Champ.

The *Verde Valley Newspapers* devoted a two-page spread on December 17 to flight. Included were features on the regional airports, Cottonwood, Sedona, Rimrock and Montezuma Airpark, as well as noted pilot Doggie Kline (age 85), and some history of the Wright Brothers. The article about our Ninety-Nines chapter included photos of me by my airplane and quotes from members Jean McConnell and Nell Bright, WASP.

—Bette Bach Fineman

## LONG ISLAND CHAPTER

Our chapter organized a Centennial of Flight Celebration, which took place at the Cradle of Aviation Museum at Mitchell Field on December 13th.

After a guided tour of the museum, we enjoyed a dinner buffet and raffle, which included a grand prize of two round trip tickets from JFK to San Juan and Peltor headsets. Many other prizes included gift certificates, and Nippon Cargo Airlines donated many items such as model aircraft, coolers, portable chairs and beautiful briefcase type bags as well as duffle bags. After the raffle we were treated to the preview of the *Women With Wings* video by Mary Scott and Abby Press in the IMAX Theater.

—Christina Fry



Long Island Chapter members, from left, Mae Smith, Doris Abbate, Madeline Steiner and Jill Hopfenmuller gather around the plaque commemorating The Ninety-Nines first meeting at Curtiss Field, Valley Stream, New York on November 2, 1929. Now on loan to the Cradle of Aviation Museum, it was dedicated in 1979 to The Ninety-Nines as a permanent marker for Long Island.



## MONTEREY BAY CHAPTER

Ten planes and 26 pilots and guests from four different chapters joined the Monterey Bay Chapter on December 17, 2003 in celebration of 100 years of manned flight. The plan was to meet at Watsonville airport to match up planes and passengers for a local tour of the gorgeous Monterey Bay, possibly see some whales and then land at the Salinas Airport for lunch at the newly opened restaurant.

Although we didn't see any whales, we had a nice formation flight of two over the coast and north of Santa Cruz while other members cruised over the Salinas Valley. After landing and tying down at Salinas, we were very pleased to see that tipping off the local television station to our Chapter activity had paid off. Two seasoned pilots and a future woman pilot were interviewed as to what the Centennial of Flight meant to them. All of the interviewees mentioned their thankfulness for the gift of flight and managed to get in several plugs for The Ninety-Nines. Everybody admitted that the Centennial celebration also served as a fine reason to take a day off from work, to get together and fly and to recognize all the efforts that have been put forth to advance the concept of flight.



*Monterey Bay chapter members, back row, from left: Donna Crane-Bailey, Jeanne Hendrickson, Kryss Crocker, Mary Saylor, Jill Smith, Alicia Marquez, Theresa Levandoski-Byers, Erin Hay, Erika Carter, Sarah Chauvet. Front row, Candy McCartney, Mary Doherty, Anandi Heinrich, Ann Walker.*

All 26 of us managed to be seated in one big room for lunch at The Landing Zone. Members, family and friends from the Santa Clara Valley 99s and two members from the Santa Maria Chapter joined our Monterey Bay Chapter. Towards the end of lunch, and in addition to toasting the Centennial of Flight with our iced teas and diet cokes raised high, a SCV member passed around cupcakes she had made for her father who accompanied her and who was celebrating his birthday that very day. His comment, "I couldn't have asked for a better time than to spend my birthday with such a special group of women."

Later that day, film footage of members landing, taxiing and deplaning at Salinas Airport and interviews from our members were run during the 5, 6 and 11 o'clock evening news television broadcasts. The newscaster said that although the Kitty Hawk flight did not succeed as expected earlier in the day, a Centennial celebration by a local group of women pilots did indeed get off the ground.

—Mary Saylor, Chairman



*Kathy Walker introduces kids to the tradition of the Wright Brothers at the Kids Aviation Day at the Tri-Cities Airport in Pasco, Washington.*

## MID-COLUMBIA CHAPTER

The Mid-Columbia Chapter celebrated the Centennial of Flight by putting on a Kids Aviation Day at the Tri-Cities Airport in Pasco, Washington. We had to limit our program to 75 kids, and we even had some on a waiting list.

Everyone received a Centennial of Flight folder which we obtained from the local NASA education center. The folder was filled with wonderful posters and other items celebrating 100 years of flight. We took groups of 15 through five units: Pre-flight, Communications, Weather, Navigation and Flight Controls. In the Flight Controls unit, everyone was able to put together a model airplane and fly it.

With the help of the local FBO (Bergstrom Aircraft) and the local CAP unit, the whole event went smoothly. It felt good to introduce a whole new generation to the tradition of the Wright Brothers.

—Mary Cooke

## SANTA ROSA CHAPTER

Braving chill winds and an extra long lunch hour, eight of us – 99s and companions – took to the skies for the 20 minute flight to the Petaluma airport. We celebrated at the local restaurant, the 49er Diner, and browsed the nearby pilot shop.

It was a quick two hours, stolen from an otherwise busy and all too ordinary work day. But in the end we were left with that indescribable feeling — how lucky we are to be able to fly with the eagles and soar above the earth-bound.

Here's to you, the early pioneers and innovators of what is now a vast and incomprehensible field of aeronautics, from your devoted followers, The 99s and friends.

—Linda Z. Thomas



*Ninety-Nine Valerie Suberg with Bob Broddas and Catherine Shanahan with their Arrow.*





Bev Sharp and artist Greg Kavalec with his concept drawing of Orville and Wilbur Wright for the Hall of Fame painting.

### WASHINGTON DC CHAPTER

We enjoyed six days of continuous celebration, arriving at Manteo, North Carolina on Saturday afternoon. The temporary tower handled the onslaught of traffic smoothly even with over 400 visiting aircraft and multiple fly-bys. Event Coordinator for Dare County Airport volunteered her assessment, "No airplanes touched and nobody got hurt. I'm happy."

On Saturday evening the opening reception for the Icarus International Art Show was held. A stunning portrait of Harriet Quimby won the Beverley Sharp Award for Best Depiction of Women in Flight. Sunday evening brought a reception honoring Greg Kavalec, the artist selected by Icarus to paint the portrait of the Wright Brothers for the Hall of Fame.

We introduced Chapter Chairman Christine Sleeper and Bob and Carol Leyner from Colorado to many of the locals.

Our friend, David Fox, arrived on Monday from Rhode Island bearing a gift Lego model of the Wright Flyer. We spent the evening with a quiet supper at home and began construction of the model. Tuesday brought the traditional Men Will Never Fly Society Dinner, an evening of irreverence and hilarity.

Wednesday morning we headed to the festivities after stopping at the Kitty Hawk Post Office to mail Christmas Cards with the Wright Flyer Stamp.

We had an Open House in the afternoon attended by 99s, 49½s and locals. Glen and Elaine Morrow came from Minnesota; several 99s from Colorado and members of the Virginia Chapter rounded out the crew. The finished model was a big hit, although its propellers turn in unison, not opposed.

Before sundown, we dispersed to get ready for the banquet and dance. On the way home we stopped to show David the Icarus International Monument. A majestic though somewhat eerie sight on a blustery night.

We headed north on Thursday. A heady week and many memories to add to the log.

—Beverley D. Sharp

### LAS VEGAS CHAPTER

Las Vegas Chapter held a fly-in with the Utah chapter on October 18 for our 100 Years of Flight celebration. We had a "Wings of Time" luncheon at The Painted Pony restaurant in St. George, Utah. Thirteen members attended and four chapters were represented. Mardell Haskins made a printed program for the occasion and gave each attendee a selection of antique Golden Age Luggage tags as a memento.

### VENTURA CHAPTER

It was a clear, crisp and *windy* morning, but 30 knot winds would not keep the likes of us from celebrating the exact moment that would mark 100 years since the birth of powered flight.

Eight airplanes with 17 excited pilots were in the air by 7:35 a.m. Ninety-Nines participating included Judy Phelps, Marie Fasano-Ramos, Della Abernathy, Pamela Simpson and me. Most of us headed to the coast where I soon found myself in the lead of a formation flight of five. We flew to Carpinteria, made a slow turn back and flew over Santa Paula together.

We then broke ranks and landed back at SZP. Judy surprised everyone who had rented a CP plane with the news that the flight was "on her." We then went to Logsdon's where Judy's spirit of giving continued as she rearranged tables and poured coffee for everyone (including those in the restaurant who had no idea what we were celebrating). We drank a toast (of water) to Orville, Wilbur and Judy and had a good time talking about flying while we ate breakfast.

Some had to get back to reality by returning to work, but not me. I went flying with a friend in his T-28 where we did a low pass over New Cuyama followed by a 6000 fpm climb, landed at Fox Field, did a touch and go at Mojave then back to Santa Paula for a low pass before landing. And the fun was still not over. I got to end the day with a flight in Bruce Dickenson's beautiful Howard, "White Bear." It was a day to remember!

—Dianne Williams



Ventura Chapter members Marie Fasano-Ramos, Della Abernathy, Dianne Williams and Judy Phelps enjoyed a morning in the air on December 17.



## RENO HIGH SIERRA CHAPTER

If I were to speculate the number of hangar doors opening simultaneously on the morning of December 17, 2003, I'd guess that there was a lot of racket from hinges and creaking doors. Airplane owners were called from around the world to fly in recognition of a day that deserved special attention — the 100<sup>th</sup> Anniversary of Flight.

The Reno High Sierra 99 Chapter celebrated together as 14 members flew in, one by one, to Yerington Airport for breakfast. There is nothing like looking up and seeing a bunch of your friends lined up downwind to land at an airport with better-than-airport type of food. The Hangar Café brewed more than their regular amount of coffee that day. Amongst the traffic were aviators from all around Nevada and California sharing the same joy of leisure flying.

I felt lucky to fly in a polished aluminum 1947 Cessna 140, *Fiametta* (little flame in Italian) named by her equally spirited owner, Kate Flynn of Minden. The simple panel of this well loved airplane hasn't changed in years. I felt a bit closer to the sense of amazement of being airborne than being in a Cessna 182. As we whisked through the air over 8,000-foot mountains, I was filled with the joy of flight.

The friendships within The Reno High Sierra 99s has fueled my passion for flight, and I know that I am not alone with the belief that our group is a catalyst for going after your wildest flying dreams. During breakfast, Linda Odell shared a photo album of her recently acquired Private Pilot Certificate. I would guess that Linda exuded at least as much enthusiasm of becoming a pilot as the Wright Brothers did upon stepping successfully out of their airplane and long sought after dream.

Within our chapter are many levels of experience and reasons to fly. The inspiration, the celebration and the fun of getting together via the airplane was widespread on December 17, 2003.

—Katie Writer



Enjoying their flight on December 17 are Reno High Sierra Chapter members and friends, front row from left, Eileen Gay, Maryan Tooker, Elizabeth Collins, Katie Writer; back row, Joan Hubbard, Kate Flynn, Linda Odell, Kay Lynn Marble, Lynn Meadows, Candy Whitfield, Kay Bennett, Ellie Compardo, Cathy Krozier and Alanna McClellan.



Lynne Barber lands her 1941 Ryan PT-22.

## SANTA BARBARA CHAPTER

For over 18 years I have owned, polished, worked-on and flown my 1941 Ryan PT-22, and I could not imagine a better way to celebrate a hundred years of flight than to roll her out, prop her and fly all over the Santa Ynez Valley in California, taking a new friend aloft to celebrate the moment, the day and the wonderful sense of freedom that our airplanes afford us.

The large birds of prey joined us as we entered their airspace. Not a vacant strip was left unbuzzed, nor a friend on the ground unnoticed. We circled, swooped, spiraled and did wing-overs to demonstrate our joy. It was a special day, indeed!

—Lynne Barber

## MAPLE LEAF CHAPTER

The Maple Leaf Chapter joined the First Canadian Chapter in their Centennial Celebration of First Flight. Julie-Anne Pelland and Jocelyn Lecluse attended the luncheon that was held at the Brampton Airport on December 17, 2003. Unfortunately, we were unable to fly as the weather did not cooperate, but it was wonderful to share the special day with so many other aviators.

—Jocelyn Lecluse, Chapter Chair

In addition, four members of the Maple Leaf Chapter celebrated the 100th anniversary of powered flight as follows:

- Maple Leaf Chapter Charter Member Patricia Crocker conducted air education demonstrations at the London Children's Museum's Open House on December 14.

- Jane Atkinson-White shared this droll report: My Dad and I braved the elements, which there were plenty of at the Tillsonburg Airport at 10:35 a.m. as we lifted off of the snowy, icy runway for about 12 seconds and put her back down again sliding to a stop way before the end of the runway. It was really special and quite exciting. It was also the shortest flight I've ever had! Once we were tied down and back in our cars ready to head home, the snow slowed up improving visibility, and the ceiling went up significantly. Isn't that always the way?

**DON'T FORGET!** the 99 News deadline will be the first day of the month preceding publication rather than the ninth day.

# Charter Member Mary Goodrich Jenson 1907-2004

BY PEGGY LOEFFLER, Connecticut Chapter



Mary said she didn't know which was more exciting — being the first female pilot [in the state] or having a front-page byline.

Mary Goodrich Jenson was born in Hartford, Connecticut on November 6, 1907. As a young woman, Mary fell in love with flying the first time she rode in an airplane as a passenger. After Lindbergh crossed the ocean in an airplane in 1927, "it was really big news to fly during that period," Mary would recall. Soon, at the age of 20, Mary began taking flying lessons at Brainard Field in Hartford "just for fun."

Her real love, though, was journalism. She applied for a job at *The Hartford Courant* newspaper. "They laughed at me and thought it was funny that a girl should come into the city room and ask for a job. It was definitely a man's province." At that time, the rival *Hartford Times* had a female employee who was trying to get a pilot's license. Mary had no newspaper experience or

college degree, but, she told the city editor, she was trying to get a pilot's license. He told her, "If you get the first license, come back and I'll give you a job." And he did.

On October 9, 1928, *The Courant's* front page listed her as Connecticut's first female pilot. Mary also became the first by-lined female news columnist and first aviation editor for *The Courant*. Mary said she didn't know which was more exciting — being the first female pilot or having a front-page byline.

"My first solo was the thrill of a lifetime. Getting up in an airplane by yourself, I think, all fliers have to express a feeling of wonder and achievement. It's a wonderful feeling to be up in the air by yourself the first time. It was magnificent."

Mary's first assignment at the paper was to



Mary Jenson  
circa 1929.



write a 10-article series called, "A Women Learns to Fly." Subsequently, she was the paper's aviation editor for more than three years. "I wrote a daily column so my name was well-known, and in those days, everybody was so interested in the development of aviation." She also covered air shows and traveled all over the East.

Mary purchased a used Fairchild KR-21 open cockpit plane in August, 1930 for \$2,400. At one point in her flying career her pilot's license was suspended for 30 days because she took off from a Long Island airport in her plane when a storm was pending. "The weather looked fine to me when I left," she once recalled. She had to follow railroad tracks to get home in the fog.

Another interesting aviation experience was a trip from Frankfurt, Germany to Lakehurst, New Jersey aboard the ill-fated dirigible, the Hindenburg. "That was one of the slowest trips they ever made due to the headwinds. It seemed that for hours we just stayed above the clouds, not moving backwards or forwards." Mary saved her ticket from that trip as well as a menu from a dinner served on board.

Mary was also a director of the Betsy Ross Corps, a group of female pilots organized to assist in national defense during emergencies.

In 1929, she attended the organizational meeting of The Ninety-Nines at Valley Stream, Long Island. Mary and another pilot from Connecticut, Irene Chassey, are pictured in the back row of the photograph of that historic gathering.

By the early 1930s, Mary had to give up her pilot's license because of problems with her depth perception. She sold her plane, but its new owner crashed it shortly afterward. "I still think it committed suicide because it missed me," she would say.

Traveling to California in the late 1930s on a writing assignment, Mary became ill and was advised not to travel back East for a while in her condition. She took a secretarial job at the Walt Disney Studio where she assisted with the making of the movie Fantasia and met Walt Disney himself. Later, she started the studio's story research department and worked in close contact with Mr. Disney.

At the Disney Studio, Mary met Lt. Col. Carl Jenson, a publicist. They married in 1940 and soon moved back to Connecticut. They were married for 53 years and raised a son and a daughter.

Mary Jenson died on January 4, 2004. Her friends from the Connecticut Chapter 99s recall her candor and great wit. When discovering she was listed as 'deceased' in a recent 99 directory,

Mary delighted in calling up headquarters and announcing "This is a spirit calling." Once, while discussing the fact that she was one of only a few charter members still living, Mary remarked, "How is it that I've outlived the others, after a lifetime of carousing!"

A visit with Mary in her lovely Wethersfield home filled with antiques had to be scheduled well in advance, as she often entertained her 'bowling girlfriends' as well as her many friends and family, including four grandchildren.

Mary's 96<sup>th</sup> birthday was on November 6, 2003. Her 99 friends visited her the day before, presenting Mary with a fall flower arrangement and cards. Surrounded by her admirers, she recalled stories of riding her pony cart to flying lessons at Brainard Airport and her experiences at the Walt Disney Studio.

In 1999, Mary was inducted into the Connecticut Women's Hall of Fame. During a newspaper interview before the induction ceremony, Mary said, "I've been blessed with family, friends and great jobs—work that has kept me active all these years. Now that I am slowing down, I'll have the time to just remember and be grateful for all that I have been given."

Mary's humor and adventuresome spirit, sustained through a long and rich fulfilling life, will be missed by all who knew her.



*Mary's pilot certificate, dated April 26, 1930, was signed by Orville Wright.*

*Mary Jenson at Brainard Airport, Hartford, Connecticut circa 1929 with New England Aircraft instructors Percival Spencer, left, and Ralph Barrows.*





# Jean Ross Howard Phelan

## Aviation Pioneer Extraordinaire Lifts Off to New Horizons

BY SHERRY KNIGHT ROSSITER  
Whirly Girl #295

One of the founding Whirly Girls, Jean focused her life on the promotion of women in aviation and especially in the helicopter industry.

On January 29, 2004, one of the truly “grand dames” of aviation, Ninety-Nine Jean Ross Howard Phelan, flew on to New Horizons. Her indomitable spirit, witty retorts and significant contributions to the advancement of women in aviation will live on forever, especially in the hearts of those who had the privilege of knowing her.

At age eleven, Jean leaned over the balcony railing to listen to a speech given by Charles Lindbergh at the Mayflower Hotel in Washington, DC after his historic Atlantic crossing in 1927, and she knew then that she *must* learn to fly. While still a high school student, Jean skipped class one day and used her Christmas money to pay for her first airplane ride. Being an honest child, she immediately told her mother what she had done, and there were no reprimands. Soon after, on a trip with her mother to Southern California, Jean took her second airplane ride – this time in a Sikorsky flying boat. Thus, began Jean’s life-long love affair with flying.

Jean fulfilled her dream of learning to fly airplanes when she enrolled in the last Civilian

Pilot Training (CPT) class conducted at George Washington University during World War II. Later, when Jackie Cochran came to Washington to recruit female pilots for the Women Airforce Service Pilots (WASP) training program, Jean was selected as a trainee. Jean immediately quit her \$1,800 per year job that she described on more than one occasion as “dull as dishwater,” and headed for Houston, Texas. If Jean were telling this story now, she would say, “There are three ways to fly: the right way, the wrong way and the Army way.” When Jean didn’t make it through WASP training, she was incredibly disappointed, but it was not Jean’s style to feel sorry for herself.

Cochran asked Jean to stay on “to help run the school,” and she did that until her class graduated. For the remainder of the war, she served as a program director for the American Red Cross and was stationed at an Army Air Corps rest camp on the Isle of Capri.

After the war, Jean returned to Washington where she’d grown up and where her former boss had a job waiting for her. This was with the Aeronautical Chamber of Commerce, which ultimately became the Aerospace Industries Associa-



tion. Jean worked there for 41 years until retiring as Director of Helicopter Activities in the mid-1980s.

As part of her job responsibilities, Jean was sent to the world's first helicopter air show in Bowie, Maryland in 1947. There she experienced an intriguing helicopter flight demonstration. Immediately, something stirred within her, and she knew she must learn to fly one of these challenging yet utilitarian machines. Six years later Jean was at an industry dinner with Larry Bell, president of Bell Helicopter. In talking with Bell, Jean remarked that she could be more effective in her current job of promoting all forms of flying if she knew how to fly a helicopter. Bell immediately invited Jean down to the Bell factory in Fort Worth, Texas, and 18 days later Jean became a rated helicopter pilot. When she landed after her check flight, her instructor said, "Well, Jean, you're a real whirly-girl now." This was in 1953.

Two years later, Jean decided to find out just how many women helicopter pilots there were in the world. In her research, she discovered there were 12 other women helicopter pilots in the Free World besides herself. Jean invited these women to a meeting, which was really just a casual social gathering on the mezzanine of the Mayflower Hotel in Washington, DC on April 28, 1955.

Six of the 12 women invited attended the gathering. These were Hanna Reitsch (Germany), Dr. Valerie Andre (France), Ann Shaw Carter (USA), Nancy Miller [Livingston Stratford] (USA), and Madame Jacqueline Auriel (France). Jean later told author Henry Holden, when being interviewed for his 1994 book *Hovering: A History of the Whirly-Girls*, that "from the beginning our instant rapport was amazing, and it continues today."

In comparing the dates that each woman earned her helicopter license or rating, it was discovered that Hanna Reitsch of Germany had really been the first woman in the world to fly a helicopter. Therefore, she became WG #1 and Jean became WG #13. A unique feature of the Whirly-Girls organization is that each member is assigned a number upon joining that is hers for perpetuity.

Jean was selected to be the "corresponding secretary" and to keep the group organized, which she did mostly single-handedly for many years. At this first meeting or "hovering," as such gatherings are now called, the group decided their main purpose in coming together should be to offer flight training scholarships and emotional

support to other women desiring to obtain helicopter ratings. When it came time to name the group, Jean suggested "The Whirly-Girls," and there were no objections. In 1974, the Whirly-Girls Scholarship Fund, Inc. was established as a separate non-profit organization for the express purpose of awarding helicopter flight training scholarships to women desiring a career in the helicopter industry. In 2003, Whirly-Girls, Inc., the original membership organization, and the Whirly-Girls Scholarship Fund, Inc. were combined through a structural reorganization. Now, with 1,265 members in 41 countries, the group operates under the name Whirly-Girls Scholarship Fund, Inc. dba/ Whirly-Girls International and awards more than \$30,000 in training scholarships annually.

In spite of Jean's natural gregariousness, she was an incredibly private person, and perhaps more so as she grew older. Jean never talked about her own accomplishments unless pressed to do so. Some individuals, who have known her for years, may still be unaware that Jean held a master's degree in history from American University or that she once wrote a book called *All About Helicopters*. In addition, Jean was a member of the Aviation/Space Writers Association, past president of the American Newspaper Women's Club (now the American News Womens Club) in Washington, DC and the author of numerous aviation-related articles.

Jean was a proud and active member of the Old Dominion 99s chapter, and she participated in three transcontinental air races and one international air race. Also, Jean was a longtime



*Jean, in the middle, with her mother Georgette, older sister Mildred Francis and brother Bobbie in 1919. Her mother "Georgie" was a much-heralded Washington D. C. columnist and traveller during WWI and WWII. She took her children to Europe almost annually and let them experience life there, including Nazi Germany a decade later. Photo courtesy Lisa Di Giovanna.*

*Jean at her desk, which displays her helicopter memorabilia.*



The Whirly-Girls upcoming 50<sup>th</sup> anniversary celebration in Washington, DC in April 2005 will be dedicated to the memory of Jean Ross Howard Phelan

member of the Aero Club of Washington, the Army Aviation Association and the Helicopter Association of America (now Helicopter Association International).

Besides providing primary care for her mother and aunt in their later years, Jean's life focus centered on the promotion of women in aviation and especially in the helicopter industry. Jean was a U.S. Judge at the first World Helicopter Championships in Bueckeburg, West Germany in 1971, a U.S. Delegate and Judge at the second World Helicopter Championships in Middle Wallop, England in 1973 and a U.S. Judge at the third World Helicopter Championships in Vitebsk in the former Soviet Union. Through her participation in these international aviation events, Jean was able to forge friendships with pilots and dignitaries all over the world, all the while recruiting more Whirly-Girls – her favorite pursuit.

When Henry Holden was writing *Hovering* in the early 1990s, he was having trouble getting Whirly-Girls to talk to him about their aviation accomplishments. Over and over, Holden would get the same response from the Whirly-Girls he contacted: "Well, I haven't really done anything

in aviation. There isn't much to tell." Finally, in frustration, Holden called Jean and explained the reaction he was getting to his requests for interviews with Whirly-Girls. Jean told Holden not to worry; she would make a few phone calls. Soon, Whirly-Girls were contacting Holden saying, "Jean told me to contact you about a book you are writing." As Dave Barry quipped in a 1993 newspaper column, "You don't defy a direct order from a Whirly-Girl." By the same token, no Whirly-Girl was about to ignore a direct request from Jean, our beloved founder and "den mother."

Jean remained Chairman of the Board of the Whirly-Girls organization until her death.

The Whirly-Girls upcoming 50<sup>th</sup> anniversary celebration in Washington, DC in April 2005 will be dedicated to the memory of Jean Ross Howard Phelan. Without Jean's natural curiosity, pioneering spirit and desire for women to have a more prominent role in aviation, the Whirly-Girls organization would not be what it is today.

Thank you, Jean, for encouraging women in aviation to set personal goals and break world records, to not be afraid to ask for help along the way and to never stop having fun in the process.

The highlights of Jean's life in aviation and examples of her ready wit have been magnificently captured in the 1997 Smithsonian book, *Women and Flight*, by Carolyn Russo







## CAREERS:

# The 99s Professional Pilot Leadership Initiative

BY JENNY T. BEATTY  
International Careers  
Committee Chairman

The International Careers Committee has launched a new mentoring and leadership development program for women pursuing professional pilot careers... *and we need your help!*

The 99s Professional Pilot Leadership Initiative (PPLI) aims to pool the collective knowledge and experience of 99s members to accelerate women's advancement in pilot careers while deepening their involvement in our organization. The PPLI will help participants to learn about mentoring, including how to take the initiative in getting help, be a worthwhile guide to others, and carry these skills forward; advance in career skills through guided goal-setting and practice; and develop as leaders through active participation in aviation community activities.

"Captain" is our term for the participant being mentored, reinforcing that she is pilot-in-command of her career. The first session began February 1 with Captains in the Bahamas, Canada, India, and the United States, from seven different 99s Sections. Career goals range from becoming a B777 captain to corporate pilot and FBO owner. Having a specific pilot career goal is not a requirement, however, because the PPLI can help women explore their options.

Dedicated 99s are helping this program take flight. Linda Mae Draper, Mary LaMoy, Tracy Leonard, Donna Miller, Linda Morrison, Carol Rayburn, and Evelyne Tinkl stepped forward to take the mentor role as "Navigator" in the first session. Their combined experience includes aerial firefighting, operating a flight school, FAA management, passing an airline checkride just weeks before giving birth, surviving furlough and harassment, and being a Master CFI, while flying everything from single-engine pistons to B747s.

The Navigators gave these motivations for volunteering: "I have gained so much tangible and intangible support from the 99s and other aviation people that I'd like to return whatever I can." "I am particularly good with flight students who have had setbacks or who are discouraged." "I would be satisfied with the knowledge that I helped someone along in their career and was a positive influence in their life."

With Captain Laura Smith as Program Leader, the PPLI Coordination Team includes Jenny Beatty, Captain Elizabeth Clark, Tracy Leonard, and Evelyne Tinkl, representing airline, corporate, and fractional ownership aviation.

Here's how *you* can get involved:

- **Apply to the PPLI!** This program is for all 99s members (including FWPs) who are currently in or want to pursue any pilot career. Successful applicants are highly motivated self-starters with the willingness to learn, help others, and get involved in the aviation community through The Ninety-Nines.
- **Be a Navigator!** We need 99s from all pilot professions and in all regions to help mentor tomorrow's leaders.
- **Support the PPLI participants in your 99s chapter** by helping them develop leadership skills in chapter activities and encouraging their involvement in our organization. Your chapter can also sponsor a Captain with a donation towards expenses such as the mentoring guide and phone charges.
- **Learn all about it:** The PPLI Fact Sheet and applications are on the 99s website at [www.ninety-nines.org/careers/mentoring.html](http://www.ninety-nines.org/careers/mentoring.html). Program materials are in the Members Only area. Email inquiries: [Mentoring@Ninety-Nines.org](mailto:Mentoring@Ninety-Nines.org).
- **Next Application Deadline: JUNE 20!**

## PRO 99s PROFILE: Captain Laura Smith

By Betsy Jordan Donovan, International Careers Committee

Captain Laura Smith's aviation career began after college in Sanford, Maine. While flight instructing, Laura received the Amelia Earhart Memorial Scholarship which enabled her to get her multi-engine rating. Later she was a charter pilot on the Beechcraft 1900, and in 1999 Laura was hired by SkyWest Airlines where she is a captain on the EMB-120 Brasilia.

In her aviation career, Laura has been involved with five different 99s chapters, one of which she help found, the Katahdin Wings Chapter, and two of which she served as chapter chair. Presently she is treasurer and scholarship chairman of the Utah

Chapter, and a member of the International Careers Committee, where she leads the new 99s Professional Pilot Leadership Initiative (PPLI).

"The most substantive value of the PPLI program is to help our members get mentored by and develop a more extensive network with women professional pilots," Laura says. "The encouragement and enthusiasm of amazing women pilots in The Ninety-Nines made a big difference in my own career, and I want to pass that on to others."



Laura Smith

## RATINGS AND WINGS

### RATINGS

**Jill Hopfenmuller** – Commercial  
Long Island Chapter, New York/New Jersey Section

**Renee Whitton** – CFII  
(eight months pregnant and an AE Scholarship Winner)  
Reno High Sierra Chapter, Southwest Section

**Katie Writer** – Instrument and Commercial  
Reno High Sierra Chapter, Southwest Section

**Marsha Taylor** – Private Pilot  
Katahdin Wings, New England Section

**Shadow McGorrill** – Private Pilot  
Katahdin Wings, New England Section

**Anna Retzler** – Instrument  
Houston Chapter, South Central Section

**Rio Downs** – Instrument  
Utah Chapter, Southwest Section

**Laura Laster** – Commercial SEL and MEL  
Texas Dogwoods Chapter, South Central Section

**Esther Topham** – CFI and MEI  
Texas Dogwoods Chapter, South Central Section

**Cheryl Kazemek** – Instrument  
Minnesota Chapter, North Central Section

**Trudi Amundson** – Commercial Multi-engine, Instrument  
Minnesota Chapter, North Central Section

**Deb Thompson** – Commercial Multi-engine, Instrument  
Minnesota Chapter, North Central Section

**Lynn Soucie** – Commercial  
Minnesota Chapter, North Central Section

**Laura Herrmann** – Taildragger endorsement  
Minnesota Chapter, North Central Section

**Sarah Rauth** – Private license, float plane rating and  
taildragger endorsement  
Minnesota Chapter, North Central Section

**Theresa Johnson** – Instrument  
Minnesota Chapter, North Central Section

**Cynthia Madsen** – CFI, Instrument  
AE Scholarship winner  
Chicago Area Chapter, North Central Section

**Brittany Bertrams**, Private Pilot  
Chicago Area Chapter, North Central Section

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

### WINGS

**Lori Plourd** – Phase IV  
Katahdin Wings, New England Section

**Billie Head** – Phase XVII  
Houston Chapter, South Central Section

**Sophie Thibodeaux** – Phase VIII  
Houston Chapter, South Central Section

**Laura Laster** – Wings III  
Texas Dogwoods Chapter, South Central Section

**Trudi Amundson** – Phase X  
Minnesota Chapter, North Central Section



**PLANE MERCANTILE**  
*Vintage Aviation Gifts*

original prints  
collectibles

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

## ELECTION REMINDER!

Don't forget to vote for your International Officers.  
Mail in the blue ballots with a postmark date  
no later than May 1. If you have not received a  
blue ballot, please call 99s Headquarters at  
1-800-994-1929.



## ALASKA CHAPTER

### *Alaska Chapter Turns 50!*

The Alaska Chapter of 99s in Anchorage was chartered by eight women pilots on January 19, 1954. Within a year they had 17 members. On the evening of January 17, 2004, 80 people turned out to celebrate the anniversary, along with three charter members including Pat McGee, Margo Cook and Ruth Jefford.

Pearl Laska Chamberlain flew in from Fairbanks and was recognized as the "senior" Ninety-Nine at age 94. (Pearl also soloed at 83 in an ultralight!) Each of these astonishing women was presented a plaque by Chair Angie Slingsluff, who began the presentations with, "I am awed and amazed by the experience in this room tonight."

Margo Cook, charter member and former WASP, spoke about being a test pilot for Stinson Aircraft in the 1940s and how she preferred to fly upside down. Alaska Chapter member Patty Wagstaff, who was unable to attend the 50 year party, is known worldwide for flying upside down. Charter member Ruth Jefford, first woman to own an air taxi operation in Anchorage, spoke about the U. S. Mail route she flew to and from Skwentna, Alaska for 20 years, rain or shine. Pearl Laska Chamberlain, also a WASP, talked of flying a VIP from Fairbanks to Nenana in an airplane outfitted with skis in the 1940s. Pearl had never flown on skis before, but she made a perfect landing.

In the 50-year history of the Alaska Chapter, they also helped launch four other chapters in the state including Midnight Sun in Fairbanks (1981), Mat-Su in Palmer/Wasilla (1984), Cook Inlet in Homer (1978) and Southeast in Juneau (1995). Recapping the history of the first chapter, the chair talked about air markings across the vast State of Alaska, an air show in 1976, ongoing flying companion seminars, providing scholarships,



*Alaska Chapter Charter Members Pat McGee, Margo Cook, Pearl Laska Chamberlain and Ruth Jefford celebrate the chapter's 50th Anniversary.*

plus exhibits commemorating the women in aviation in Alaska throughout the Centennial of Flight in 2003. One such exhibit is still on view at the Loussac Library in Anchorage and another is going to be available for viewing at Ted Stevens International Airport in Anchorage in early February. A permanent exhibit will be housed at the Alaska Aviation Heritage Museum in Anchorage by the summer of 2004 that will include 99s and other women in aviation across Alaska.

United States Senator Lisa Murkowski sent a congratulatory card, writing, "One can only imagine what the next 50 years will bring forth."

—Sandi Sumner



*Mentoring student Whitney Patterson, third from left, talks with the Coast Guard Dolphin crew, from left, pilot Lt. Polly Bartz, Lt. Paul LaRoche, Whitney Patterson, Martha Taylor, co-pilot Lt. B. Keith.*

## LAKE ERIE CHAPTER

It was one very excited mentoring student who met a woman helicopter pilot and then was allowed to sit in her Coast Guard Dolphin at Ashtabula County Airport (HZY). Whitney Patterson, a shadow student of CFI Martha Taylor (Lake Erie Chapter) through the Mentorship Program of Ashtabula County Growth Partnership, met three members of a Coast Guard helicopter crew on December 6, 2003.

Whitney was invited to sit in the helicopter and discuss the flight characteristics and systems with pilot Lt. Commander Polly Bartz, co-pilot Lt. Commander B. Keith, and Lt. Paul LaRoche from Air Station Detroit, Selfridge Air National Guard Base, Detroit, Michigan. Martha is in the Coast Guard Auxiliary and flies under CG orders issued by Lt. LaRoche. After Lt. LaRoche called to indicate that they were on the ground at HZY, Martha brought Whitney to meet the helicopter crew. It was a mentoring opportunity not to be missed. The aircrew explained in detail how a helicopter flies and what fun it was to operate to a very absorbed and observant future pilot.

—Martha C. Taylor



### CHATTANOOGA CHAPTER

The Chattanooga Chapter held its monthly breakfast in Collegedale, Tennessee. We now sponsor a fly-in and had about 75 aviators participate. It was a great success with lots of fun and money towards our chapter.

Our love of flying has brought back the old pilots and their wonderful stories. The Ninety-Nines mission of promote, provide and preserve works!

We have scheduled our first golf tournament for April 23 at the Bear Trace Golf Course in Chattanooga.

—Judy Wilson, Vice Chairman

### FIRST CANADIAN CHAPTER

First Canadian Chapter's annual Christmas dinner was held at the home of Henry and Akky Mansikka in Toronto, December 13, 2003. It was one of the best attended chapter events — witness the large number of people squashed in one end of the living room.

The potluck dinner was wonderful with its appetizers of shrimp, a caviar cake, sushi and more; main dishes of chicken, meatballs and ham, salads including a Caesar salad, a broccoli salad and more; and desserts consisting of fruit along with cakes, pies, trifle and an assortment of other baked goods.

Dinner was followed by some good conversation and catching up with friends, a magic show by Corinne's husband Terry Straker and carol singing accompanied by Marilyn Dickson on the piano.



Attending the First Canadian Christmas dinner are, front row: Gwen Hems, Bev Bakti, Patricia Lee, Deborah Logan, Akky Mansikka, Barbara Santamaria, Jackie Giles; second row: Noriko Date-Moss, Marilyn Dickson, Shirley Macdougall, Nat McHaffie, Jean Franklin Hancher, Anna Nosko, Dee Birchmore, Julie-Lynn Wong; third row: Daphne Schiff, Suzanne Wiltshire; fourth row: Margo McCutcheon, Jacquie Perrin, Linda Kiff, Lisa Aalto, Susan Ball, Corinne Shalley, Adele Fogle, Lyn Bredin, Mary; fifth row: Ron Smith, Marc Boutet, Terry Straker, Niel Macdougall, Les Hems, Linda Kiff's husband Arthur, Walter Giles; back row: Laureen Nelson-Boutet, Henry Mansikka, Pat Thunich.



Yavapai 99s Lauri Kellerman, Ginny Martin and Marji Hanson talk to visitors at the Love Field Air Fair.

### YAVAPAI CHAPTER

Yavapai 99s were so busy enjoying flying that we did no special events for the year. However the picture above shows some of the fun we had.

Love Field Air Fair was a celebration of flight for Prescott. There was a flight line showing planes from the Wright Flyer replica to the most modern Cirrus 20. The 20, owned by a Yavapai 99, attracted a crowd as well as three marriage proposals for the owner (a 73 year-old and very married). Our chapter booth was hidden, so we moved it in front of the Cirrus wing and reached thousands of visitors to the Air Fair.

—Joyce Hilchie

### OKLAHOMA CHAPTER

Sunday, December 14 was chosen as the date of the annual Oklahoma Chapter's Christmas Party. Again this year, we accepted Rita and Leonard Eaves' gracious offer to hold our party in their hangar attached to their second home on Cole Airport. This grass strip private field is just southwest of Will Rogers International Airport and home to many local plane owners.

As predicted, the snow began falling Friday afternoon at 3:30 and continued lightly into Saturday. Sunday dawned a bright sunlit day revealing a true winter wonderland of roads and homes bedecked with pristine, glistening snow. This was not a good incentive to fly into a grass strip, so everyone drove. (The previous year with the same venue several planes did fly into Cole.)

We still had our potluck feast at 2 p.m. followed by Phylis Hensley reading her original script about Santa and his Wright Jet delivering Christmas gifts to Oklahoma 99s; we passed brown paper bags containing Christmas ornaments to the right or left, whichever direction was perceived to be heard. Our skill at hearing the correct direction improved over last year, because only about 20 times were participants left holding no bags or two or three. Each person took home the donated ornament, and nary a one was the one each had brought. This fun game will assuredly become our new Christmas party tradition, replacing Dirty Santa. By the time the party ended, all the snow except that tucked into the north side of buildings and hills had disappeared, and a marvelous warming trend continued for the rest of 2003.

—Carol Sokatch



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

### WOMEN WITH WINGS

Back in November, Sharon Fraleigh fulfilled a dream. As a private pilot, she flew to a Chapter meeting. Her husband Jerry was in the right seat. Some of the chapter members were there to meet her plane. Cheers, applause, hugs and picture taking helped to make the event special.

The first through third graders in the Greentown Elementary School program learned about various aviation pioneers and took a pretend flight to Disney with the help of Gaye Wohlin's Airbear Program. The Airbear program was loaned to Patricia Harmon, Charli Heilman and Leigh Anna Rice to help their school celebrate the 100th anniversary of flight.

The younger children took an imaginary plane trip to Disney. Pat, Charli and Leigh reported that a few of the children took their roles very seriously. The little boy who was screener called his teacher over and asked, "My wand is beeping, what do I do now?" Once the flight was underway, one of the teachers noticed a little girl appeared not to be enjoying the flight. When she was asked if everything was okay, she replied, "I'm afraid to fly!"

The older children each made a replica of the Wright Flyer. All of the replicas were hung in the hallways of the school.

On Tuesday evenings, if you are looking for Diane McCort she is at her home base Skypark. That evening the airport teaches instrument ground school until the end of April. Diane is helping in the kitchen. When things are not busy, she is able to listen in on the lecture.

The chapter continues to grow. Sheryl Gessner and Devon Halbert joined as FWP in December.

In January, Laurie Siers passed the chapter "Atta Girl Award" to Jackie Savoca. The award is given to a chapter member who has given above and beyond to the chapter in some way.

### TENNESSEE CHAPTER

We are planning several things to do to earn money. First we'll have a yard sale at Morristown Airport. We hope to earn enough for a one-time scholarship to honor the memory of Fran Davis and Bertha Marie Jones who died in 2003.

The January meeting was held at Morristown. Ann Crossman of New York who has just had her book *Young at Heart* published, was guest at our luncheon meeting. She made a good presentation and sold several books.

—Evelyn B. Johnson

### PHOENIX CHAPTER

During December 2003 several members of the Phoenix Chapter made a flight to a small village in Mexico taking toys to all of the children. Several other members flew for Flying Paws delivering animals to new homes. Members were also busy flying patients and picking up or delivering blood for Flights for Life. Many members participated in flying cookies and candy to the towers at many of the airports.



Oregon Pines Chapter members Kimberly Lansdon, Kathy Cheval, Marcia Noell, Mary DeCanter participate in Girl Scout Day at the Evergreen Aviation Institute.

### OREGON PINES CHAPTER

On January 17, four members of the Oregon Pines chapter were part of "Girl Scout Day" at the Evergreen Aviation Institute (The Spruce Goose Museum) in McMinnville, Oregon.

Kimberly Lansdon, Kathy Cheval, Marcia Noell and Mary DeCanter gave a presentation about The 99s and women pilots in history, 100 years of flight and how airplanes fly. They demonstrated aerodynamics with a funnel and ping-pong ball, and explained Bernoulli's principal. The "Update on NASA" video was also shown. The girls were enthusiastic and had questions about what it takes to become a pilot.

The scouts and their leaders also had a tour of the museum, a scavenger hunt, and made and flew paper airplanes. The chapter is working with the local Girl Scout council to develop a program to help them earn their aerospace badge.

The Chapter is sponsoring a safety meeting on February 12, presenting the AOPA Air Safety Foundation "Never Again" seminar-in-a-box, with local pilots invited. Ron Hanna, 49½ to Northwest Section Governor Trish Hanna, will be the presenter.

—Kimberly Lansdon, Chair

### SHREVEPORT CHAPTER

On December 17 Shreveport Chapter members attended an FAA meeting at Downtown Airport in celebration of 50 years of Flight. Among those pilots honored for having flown for 50 years and more were Ninety-Nine Dot Lindsey, 49½ Ben Boss and Bud Ports and Amy Pilkinton's dad Ray Pilkinton. The spouses were also recognized with tie tacks or lapel pins designed with small wings. Approximately 20 people were in attendance.





*Greater Seattle Chapter members enjoy "island living" including a hot tub soak. From 12:00 clockwise are Kathleen Torchia, Sarah Hauschka, Marilyn Emery, Elise Hoit, Linda Morrison, Karen Anderson, Andrea Chay and Eva Parks.*

#### GREATER SEATTLE

Your Northwest Section convention committee was "hard at work" over the weekend of January 17 and 18. Doreen Keyes invited us to come to her home at Roche Harbor, and we spent a hard weekend slaving over the details of our September Convention! We were going to drive/ferry it, but at the chapter meeting on the previous Wednesday, Andrea said

she could check with Kenmore Air to see if a good deal could be worked out.

We did get a good airfare on Kenmore and took the float plane up to Roche Harbor from Lake Union in Seattle. The two flights were fantastic and such smooth water landings! We were in an Otter for the flight up and a turbine Beaver for the flight back. VFR both ways, and at about 400-500 feet for the trip back. Fun!

Doreen picked up Linda Morrison at Port Townsend, so altogether we had nine of us: Andrea Chay, Elise Hoit, Eva Parks, Linda Morrison, Doreen Keyes, Sarah Hauschka, Karen Anderson, Marilyn Emery and Kathleen Torchia. We had a quick trip around the island and stopped at the Alpaca Farm where we dropped some dough before adjourning to Doreen's fabulous waterfront home.

After spending time "thinking" in the hot tub, we had dinner and then commenced our meeting. Member Teresa DeGraaff who lives on Friday Harbor dropped by also. We enjoyed Doreen's hospitality and the "island lifestyle."

The next morning we had breakfast and then went shopping in town — you know 99s love to shop! It was a fantastic weekend, topped off by flying on floats, and we actually got a lot of work done. Our convention in Port Angeles will be fabulous, so put it on your calendars now, September 9-12.

—Andrea Chay

#### ALBUQUERQUE CHAPTER

The Albuquerque Chapter of Ninety-Nines celebrated the 100<sup>th</sup> anniversary of the first flight by giving Laguna Pueblo Elementary School students a taste of our excitement for flying. Members of the ABQ chapter planned the project as a holiday celebration that was centered around our favorite subject — flight. It was planned for Wednesday December 17 to give extra attention to the commemoration going on all over the world.

During the month before the event, we collected toys, stickers, school supplies and jewelry that fit our aviation theme. Then at our chapter Christmas party we stuffed and decorated gift bags for 160 children. Our chapter chair, Sonia Ortega, was in contact with teachers at the pueblo school and made arrangements for our visit. Our visit was particularly special because the teachers and students were Native Americans and many of them haven't interacted directly with pilots before.

On the day of our presentation/celebration, five Ninety-Nines took a day off work and traveled from Albuquerque to Laguna Pueblo to meet with third, fourth and fifth graders. We split into three groups and rotated between groups of students. Anna Taylor shared information about Native American pilots who made a difference in the field of aviation. Sonia Ortega tied the day to the Wright Brothers' flight 100 years ago. Joan Granger told a brief history of flight by naming important milestones. Kathy Hancock taught about the physics of flight with demon-

strations using toys from the gift bags. Tina Jenkin shared about her love of flying and the steps to becoming a pilot. Kathy Hancock, an elementary teacher from Albuquerque, brought flying posters made by her own students as gifts for the Laguna students. We presented the gifts at the end of our presentation.

Our goals were to celebrate the anniversary of flight, create a spark of interest in flying in young people, teach aviation facts and to have a good time with the children. I think we accomplished all this!



*Albuquerque Chapter members Kathy Hancock and Tina Jenkin teach fifth graders about the physics of flight.*





Chicago Area Chapter members make a group "toast" (the champagne glasses are actually candles) to celebrate the Chapter's 70<sup>th</sup> anniversary.

## CHICAGO AREA CHAPTER

### Chicago Area Chapter's 70th Anniversary Celebration

The Chicago Area Chapter celebrated its 70th anniversary in January with the admittedly contrived theme: *Pilots, Rubies and Pearls* — rubies for a 40th anniversary, plus pearls for a 30th anniversary equal a 70th anniversary, of course! Special guests included Elaine Morrow, International Vice President and North Central Section Governor, and Charlene Falkenberg, Amelia Earhart Memorial Scholarship Committee Chairman. Members of Chicago's spin-off "daughter" chapters, Aux Plaines and Illiana Cardinals, were also in attendance.

Anniversary Chairman Diane Cozzi emceed the event and choreographed the fun, along with committee members Rita Adams, Cynthia Madsen and Sue Zurcher. Chapter member Julie Murray created an outstanding 55-page keepsake booklet with chapter history and highlights recorded in an interesting and easy-to-read manner.

Numerous pictures, including one of Amelia Earhart wearing (appropriately) a pearl necklace, and several old group photos of the chapter were particular highlights.

Party favors were ruby red gel candles in seven-inch champagne glasses decorated with a sprig of tiny pearls and featuring

a picture of a playful little airplane — wearing pearls! The base of the glass was imprinted with *Chicago Area Chapter 99s – 70th Anniversary, January 2004*. Many cameras were on hand to record the event, and some of the pictures have been placed on our chapter web site — check it out at [www.chicagoareachapter99s.org](http://www.chicagoareachapter99s.org). The best photo op picture for the next booklet? All of us "toasting" the chapter with our party favors, the red gel champagne glasses. We are now all primed and ready to celebrate the International Ninety-Nines 75<sup>th</sup> anniversary coming up later this year.

—Diane M. Cozzi

### Chicago Area Safety Seminar

The Chicago Area Chapter's annual safety seminar, Aviation Expo 2004, organized by The Ninety-Nines with support from the FAA FSDO and IDOT, garnered attendance of over 250 participants. There were separate programs for IFR, VFR and Flying Companions, as well as a vendor and exhibitor area.

Our IFR/VFR speakers were perennial favorite Al Englehardt (airline captain & FAA examiner), Clyde Ericson (former military, airline and all around GAG pilot, speaking on GPS), Gary Stevens (IDOT), Scott Landorf (FAA DPA FSDO), John DeJors (Aircraft Propeller Safety), Scott Embury, Hermes Miller and Terry Schreiber (ATC, Gary Tower), and Kankakee FSS personnel.

Also receiving raves was the Flying Companion Program conducted by Carol Para and Barb Muehlhausen; it was just about at capacity as one high school teacher brought his entire class to attend. Special thanks go to Beverlee Greenhill, seminar chairman, and Chapter safety education chairman Sharon Schorsch for all their work in making this such a successful event. Many other chapter members attended the seminar, manned the registration table and 99 exhibit booth and assisted at the Flying Companion program.

The Chicago Chapter meeting was held directly following the safety seminar.

## OLD DOMINION CHAPTER

The Old Dominion Chapter 99s completed a Compass Rose at the Culpeper Airport in Virginia. Many members contributed time and labor. Charlee Haskell did a spectacular job spearheading the project, from organizing the required materials, contacting the FBO, surveyor, coordinating members, painting to providing delicious nourishment to workers.

After completion, Charlee even sent her incredible artwork on a thank-you note to all involved. She is a very special person.

—Marge Shaffer, Secretary

Right, Charlee Haskell sits in the middle of the compass rose that she and other members of the Old Dominion Chapter painted at the Culpeper Airport.





## NEW HORIZONS

### ALETA M. GRILL JOHNSON

Central New York Chapter

Aleta M. Grill Johnson died on July 4, 2003. As a veteran of WWII, Aleta flew B-25s with the Women Airforce Service Pilots (WASP). She also belonged to the Central New York Chapter of The Ninety-Nines.

One of her favorite duties was talking with school children about flying and how it was in the "olden days," as she called it. She was a great supporter of women in aviation, belonging to several organizations helping women achieve their dreams of aviation and donating aviation history books to libraries.

She was a member of the Women's Hall of Fame in Seneca Falls. She contributed generously to causes helping women in the third world countries and was also a member of many quilting guilds. She was a teacher for many years after graduating from Eastern Michigan University at Ypsilanti, Michigan. She was one of the early pilots who had a pilot's certificate before a driver's license. She is survived by four daughters. She is sorely missed.

—Mardi D. Drebing

### GALINA KORCHUGANOVA

Russian Section

Galina Korchuganova, born March 22, 1935 and died the second week of February, 2004, was Governor of the brand new Russian Section chartered February 17, 2004. She was a member of The Ninety-Nines originally from 1991 to 1994.

She was a former Soviet test pilot and the 1966 World Aerobatic Champion. Galina also was the founder and president of Aviatrissa, a Russian women's pilot association. A graduate of the Moscow Aviation Institute, Korchuganova held 42 world records piloting Yak-32, Yak-40 and An-24 airplanes and had more than 4,000 hours in the sky, 1,500 of them in test flights.

### JEAN ROSS HOWARD PHELAN

Old Dominion Chapter

Old Dominion Chapter member Jean Ross Howard passed away January 29 at age 87 of sepsis. We will miss her lovely smile and warm friendship.

After 18 days of lessons, in 1954 Jean became the eighth American woman, and 13th worldwide, to receive her helicopter accreditation.

Almost immediately, she began to contact other female helicopter pilots, and the Whirly-Girls, an international organization of women helicopter pilots, was born in 1955. The group got its name from Bell's nickname for her, and its financial support from Howard Hughes. Whirly-Girl lore has it that Hughes made only 150 pins for the group, mistakenly assuming that there would never be the need for more than that. Today, the group has 1,265 members in 41 countries. Jean also flew in the 1951 and 1952 Transcontinental Air Races.

Her photo and story were among 38 subjects in the 1978 *Women in Flight* photography exhibit at the

Smithsonian Institution's National Air and Space Museum.

— Marge Shaffer

(Please see page 20 for more about Jean Ross Howard Phelan.)

### KATHLYN VOGEL STEARNS

Greater Seattle Chapter Charter Member

We are sorry to report the death of long-time member Kathlyn Vogel Stearns. She was born on April 13, 1917 in Attalia, Washington and passed away December 23, 2003 at her home in Seattle. A lady of exceptional style and grace, she was admired and respected by all who knew her and will be greatly missed.

Kay was preceded in death by her husband, George and her daughter Susan Stearns. She is survived by her three sons, George Kenneth, Gregory Edgar and Geoffrey John Stearns, 10 grandchildren, two-great grandchildren and her best friend, Rhea Buck. Kay was devoted to her church, her friends and her family. She was truly a matriarch, with exceptional wisdom and perspective. Her gentle presence will be missed by all.

—Marion Hartley

## BOOK REVIEW



### *The Flying Housewife*

By Dorothy "Dottie" Rungeling  
(First Canadian Chapter)

Soft Cover

U.S. Funds \$13.70 ppd

Canadian Funds \$16.70 ppd

ISBN: 0-9731800-1-3

132 pages

BY JACQUE BOYD

Rio Grande Norte Chapter

It's always a joy to recommend a "fun read" particularly when it was written by one of our own members. (For more on Dorothy, see the May/June 2003 issue of the 99 News.) *The Flying Housewife* chronicles Dorothy's exploits in aviation. She was a consummate air racer, and much of the book is devoted to those stories. However, one of the things I found most enlightening was her Canadian "perspective" of The Ninety-Nines and flying. I think we often forget that there are pilots outside the borders of the United States!

Before anyone gets riled about the title, you have to see the cover. It's a photo of Dottie and her co-pilot during an air race. Both are wearing aprons that say: "To hell with housework." Now that's my kind of housewife!

The book is available from Dorothy. Contact her at [dottie@computan.on.ca](mailto:dottie@computan.on.ca) or mail a check to her at: 403-B Lookout Village, Ridgeville, Ontario, Canada L0S 1M0.



## THE NINETY-NINES WELCOMES THESE 58 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**FUTURE WOMAN PILOT:** BROWN, Monique, Sacramento Valley Chapter • CINCO, Blanca E., Santa Clara Valley Chapter • COFFEY, Sherry D., Dallas Chapter • DEMPSEY, Kim Gorton, Eastern New England Chapter • DOHERTY, Mary, Monterey Bay Chapter • ELMENDORFF, Kristina Kay, Florida Goldcoast Chapter • FAIN, Suzanne, Houston Chapter • HARRIS, Kirby C., Monterey Bay Chapter • KING, Trisha Marie, All-Ohio Chapter • MATTSO, Jolene K., Bay Cities Chapter • MCINTYRE, Jennifer Brigid, Member at Large • MOON, Krista, Intercollegiate Internet Chapter • PLUMMER, Margot Ann, Colorado Chapter • PREBLE, Alison Kay, Colorado Chapter • ROBERTS, Tiara A., Golden Triangle Chapter • RULLI, Victoria, Women With Wings Chapter • STOLLAK, Brandi R., San Fernando Valley Chapter • THOMPSON, Carol Loraine, Chicago Area Chapter • WESTERN, Roxanne, Tennessee Chapter • **NINETY-NINE:** BARNWELL, Kristina Marie, San Gabriel Valley Chapter • BEEUWKES, Nancy Jean, Eastern New England Chapter • BIBA, Susan J., Nebraska Chapter • BLAOM, Thyra, New Zealand Section • BROWN, Krys M., Wisconsin Chapter • BRUMFIELD, Audre Hopson, Jackson, Gold Dust Chapter • BUCHANAN, Heather S., Dallas Chapter • CAREY, Ronnie J., Yavapai Chapter • CASTLEBERRY, C. Leigh, Tennessee Chapter • CHASE, Jennifer Margaret, Idaho Chapter • CHU, Amy Huiok, Long Island Chapter • CRUSE, Vicki Louise, Ventura County Chapter • DION, Melanie A., Monterey Bay Chapter • GHORAM, Whitney Jean, San Diego, Mission Bay Chapter • GORRILL, Marion I., "Shadow" Katahdin Wings Chapter • KAY, Margo Poduska, North Jersey Chapter • KLANDERUD, Kathy Jane, Colorado Chapter • KOLLAR, Phyllis, North Jersey Chapter • KOVACH, Colleen Ann, Greater Detroit Area Chapter • KRUGLYAK, Regina, El Cajon Valley Chapter • LEBLANC, Anne-Marie, Las Vegas Valley Chapter • LEYNER, Carol J., Colorado Chapter • LOGAN, Helen Allen, Coyote Country Chapter • MATHISEN, Jacqueline Cercek, Reno High Sierra Chapter • MEYER, Judith Wilk, Chicago Area Chapter • NEAL, Paula S., Garden State Chapter • NIES, Connie Lynn, Southeast Section • PELTON, Patricia Diane, New York-New Jersey Section • PLATT, Sherri J., North Georgia Chapter • RAVLIN, Reudean Sulton, Florida Spaceport Chapter • RHODA, Dianna, Mt. Shasta Chapter • RICE, Leigh Anna, Women With Wings Chapter • SCHACHER, Jeniene Anne, West Canada Section • SCHUMER, Tracy Ann, Florida Suncoast Chapter • STENKAMP, Ute Andrea, North Jersey Chapter • TEMPLE, Peggy Lynn, Inland Empire Chapter • THOMPSON, Anna M., Alberta Chapter • TORRES-GRANT, Michelle Celeste, San Luis Obispo Co. Chapter • VAN VLEET, Joy Ann, Northwest Section • WALSH, Janet Mary, Placer Gold Chapter.

# 99s INTERNATIONAL CONFERENCE



**JULY 6-11**  
**ATLANTIC CITY NEW JERSEY**



**Tours • AE Scholarship Banquet**  
**Awards Banquet • Fly Market • Seminars**  
**Survival Course • Boardwalk • Casinos**  
**Post-Tour to New York City!**

Laurie Zaleski Johnson



*Visit [www.ninety-nines.org](http://www.ninety-nines.org)  
for full agenda and  
registration forms.*

**Join in the fun!**