



99 NEWS

INTERNATIONAL WOMEN PILOTS

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



July/August 2004



99 News

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

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Online Form:

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

On The Cover

During their trip to New Zealand in preparation for the 2005 conference, Ninety-Nines visit The Sign of the Kiwi. Top row: Susan Larson, International Treasurer; Pat Prentiss, International Director. Bottom Row: Jody McCarrell, International President; Donna Crane-Bailey, Southwest Section Vice-Governor; and Pam Collings, 2005 International Conference Coordinator. The Sign of the Kiwi is one of three road-houses built during the Depression in the 1930s along Summit Road in the Port Hills. In the background is Christchurch, the Canterbury Plains and the Southern Alps.

PERPETUAL CALENDAR

2004

AUGUST

- 1 **99 News Deadline – Sept/Oct issue.**
- 6-8 **The 35th 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.
- 20-22 **Wings Over Wine Country 2004**, Sonoma Airport, Santa Rosa, CA. Volunteers needed. Contact Mary Henig, dc8av8rx@aol.com or Betsy Taggart, napaloan@aol.com.
- 28 – **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 are available at www.us-airrace.org.

SEPTEMBER

- 9-12 **Northwest Section Meeting**, Port Angeles, WA, Red Lion Hotel. Hosted by the Greater Seattle Chapter. For information email doreenk@seanet.com or evaparks@hotmail.com.
- 15-19 **Powder Puff Derby Reunion** combined with Silver Wings Convention in Cincinnati, OH. Contact Barbara Evans, 925-736-1795, email QuailR@aol.com, or Lindy Boyes, 925-943-2435, email lindy@silcon.com.
- 16-18 **National Championship Air Races and Air Show**, Stead Field, Reno, Nevada. Contact www.airrace.org.
- 24 -26 **South Central Section Meeting**, Santa Fe, NM. Hosted by the Rio Grande Norte Chapter. For more information contact Ginny Boylls: vboylls@comcast.net or Susan Larson: sjlarson99@msn.com.
- 24-26 **Small Rally**, Roben-Hood Airport (QB), Big Rapids, MI. The Michigan Chapter sponsors this annual proficiency rally. Contact: Rebecca Duggan at rebdpilot@wideopenwest.com.
- 30- **Women Airforce Service Pilots WWII (WASP) Reunion**, Williamsburg, VA. Contact Shutsy Reynolds, shutsy@sgi.net.

OCTOBER

- 1 **99 News Deadline – Nov/Dec issue.**
- 7-9 **National Business Aviation Association (NBAA)**, Orlando/Orange County Convention Center (OCCC), Orlando, FL. Contact: www.nbaa.org.

- 8-10 **Southwest Section Fall Meeting**, Solvang, CA/Santa Ynez Airport. Hosted by the Santa Barbara Chapter. Tie down-free. Hotel is the Royal Scandinavian, Solvang. Contact Michelle Leiphart, leiphart@aol.com.

- 21-23 **AOPA Expo 2004**, Long Beach, CA Convention Center. Jacquie Sprague, Volunteer Coordinator, 562-596-6902. Ninety-Nines Breakfast 8:15 am, Saturday, Oct. 23 at Hyatt-Regency immediately adjacent to Convention Center. Make reservations early as there is limited space.

- 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.

NOVEMBER

- 4-6 **Fall Board of Directors Meeting**, Oklahoma City, OK.

DECEMBER

- 1 **99 News Deadline – January/February issue.**
- 5 **Mr. and Mrs. Santa Claus Fly-In**, MAPS Air Museum, Akron/Canton (CAK) Regional Airport), Canton, Ohio. Contact Patricia Synk, 330-945-7518, FlyerDreams@aol.com.

2005

MAY

- 13-15 **Spring Southwest Section Meeting**, Van Nuys, CA. Contact Maureen Kenney at mkenney@sdsio.jpl.nasa.gov.

AUGUST

- 21-26 **International Ninety-Nines Conference**, Christchurch, New Zealand. Go to the International website starting in August, 2004 for contact information and a description of the exciting tours of New Zealand offered in conjunction with the Conference. Information will also be available in the September/October issue of the 99 News.

2006

JULY

- 5-9 **International Ninety-Nines Conference**, Washington D.C.

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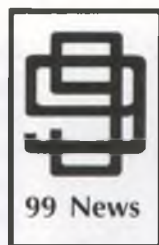
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July/August 2004

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President's Message

BY JODY McCARRELL
Oklahoma Chapter



Jody McCarrell

I have slept in my own bed a total of about eight nights in about a month now. Wayne will hardly speak to me, and my dog Magnum growled at me when I came in last. For those of you that have seen me, you know I have a smile plastered all over my face, a result of the most fantastic trip to New Zealand.

Pat Prentiss, Donna Crane-Bailey, Susan Larson and I rendezvoused in Christchurch, New Zealand to lay the groundwork for the 2005 International Conference. We met with New Zealand Section member (and now Conference Coordinator) Pam Collings. After all of us had a little session with a meeting planner, the color arrived back into Pam's face and she started breathing normally. The next day Pam picked us up at the hotel, and we were treated royally to a homemade soup lunch prepared by the chef of the house and Pam's 49½, Cecil.

We had lunch and an afternoon meeting with Helen Beard (some of you who worked the WPFC in Fort Worth will remember Helen) and Pat

Attending the Asia Pacific Women's Conference, held every three years in New Zealand, are Ninety-Nines Peggy Chabrian, Jody McCarrell, Robbie Taylor, Mardell Haskins and Susan Larson.



Campbell, who asked about several of you, especially the ones who made the trip to New Zealand after our Australian Conference several years back. We proceeded to do a little planning and asked them to come up with a logo and other details so we could go about marketing the conference in Atlantic City.

That group turns out the work, as we now have in hand the logo, and you can plan on buying a fanny pack or neck pillow for your trip to New Zealand. We are working hard with Air New Zealand and additional information was available in Atlantic City. We stayed in the Crowne Plaza Hotel, and from those few nights I assure you all that you will be very pleased. The service was great, the people are wonderful and the food, well we didn't even go out somewhere to eat. That about says it all. Many of you were lucky enough to be able to visit with Pam Collings in Atlantic City and learn more about New Zealand.

Pat and Donna returned to the U.S., and after a few days in Queenstown over the Easter weekend, Susan and I couldn't get any work done, you know. The stay was absolutely wonderful, a jet boat ride, a trip over to Wanaka, the largest air show in New Zealand, and then an airplane trip to Milford Sound over and through the mountains where the Lord of the Rings films were shot.

Meanwhile, Susan was doing a great job of driving on the left side of the highway. I am certainly glad she has had some experience at that. We then left and proceeded toward our next destination, Taupo, NZ where the Asia Pacific Women in Aviation Conference was being held and the target of my trip. We stopped and checked out some native Maori villages and diggings that would be of interest on a tour next year in the Rotorua volcanic region.

We finally arrived in Taupo where the Conference was located and hooked up with Mardell Haskins who had flown the New Zealand Air Race. I gave my talk promoting The Ninety-Nines and encouraged them to apply for some of our scholarships next year when we have our 2005 conference in their region. Susan and I must have been a hit, this time I just loaned my jewelry, as when I started to give some of it away there were just too many choices. Susan did give her opportunity for a 10,000-foot skydive away to a brand new just-signed-up 99 – PR at its best, I tell you.

Susan made a trip to town (I think she just knew I would not be able to drive on the left side of the road and didn't want to take a chance) to download more Ninety-Nine applications, and together we just about doubled the size of the ac-

tive New Zealand Section. They are looking forward to us all coming to their country in 2005. It was very important that we met with the New Zealand girls, and with four of us there they knew we really cared. It was a sign of real support from International toward the 2005 conference. We are going to have a great time, come 2005. Make plans, ladies, you won't want to miss it. Yes, after 17 days Susan and I are still speaking.

After my arrival back in LA, I missed the plane to Little Rock, so Pat Prentiss picked me up and I went out to visit our Past President Thon Griffith DeLong since she has been under the weather. We had a wonderful time laughing and talking about past events and people, so if your ears are burning, there were only good things and laughter.

Back in Arkansas, I ran up to Headquarters to check that out and then on Friday was off to the South Central Section Meeting, having to drive after I missed the plane at Texarkana. Our meeting went off great, and our speaker was astronaut Linda Goodwin, who attended with her family.

Came back on Sunday and was off on Monday to wear my other hat as Senior Chief Judge at the NIFA National Meet held at the Middle Tennessee State University in Murfreesboro. There were many Ninety-Nines helping as always. The Ninety-Nines give the Women's Achievement Award and the Top Woman Pilot Award. I want to thank all the Ninety-Nines that give their time and money to come participate in this event.

I was no sooner back home than off again on Thursday to visit with many old friends in the Southeast Section and to meet new ones. Thank you, Cheryl Cichocki, for putting on a nice show



and for treating me so warmly.

With one more to go...I just had to get to the Southwest Section Meeting. I couldn't believe it, they had about 140 registered. The trip was well worthwhile; this Section gave \$10,000 to the Fire Suppression System for the Museum and Headquarters. I thank them all and for all their hard work and participation in just about every project The Ninety-Nines comes up with. Had a chance to visit again with some old friends and really enjoyed meeting the young Ninety-Nines from the Santa Barbara Chapter who carted me around and took me shopping. Everyone needs to visit the Southwest Section one time in their Ninety-Nines lives.

This marks the end of my era and the start of a new administration. It has been a pleasure serving you as your President.

Receiving awards for the Around New Zealand Air Race at the Asia Pacific Women in Aviation Conference are: Event Flying Competition International Team from left: Best Pilot: Anna Stolk, Holland and New Zealand; Best Navigator: Mardell Haskins, U.S.; Best Observers: Elizabeth Derrick Australia; and Cathy Salvair, Australia.

INTERNATIONAL ELECTION RESULTS 2004- 2006

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99s Endowment Fund: Vicki Lynn Sherman, Gayl Henze
and Carolyn Van Newkirk

99s Museum of Women Pilots: Bonita Ades and Marjorie
Richison

Amelia Earhart Birthplace Museum: Kay Alley, Nelda Lee
and Nancy Miller

Amelia Earhart Memorial Scholarship Fund: Jenny Beatty



A Tribute to the South Louisiana Chapter

BY PAT WARD, Texas Wildflower Chapter

As the South Louisiana Chapter retires after a glorious 38 years, members gather to recall fond memories.

This is the last time you will ever read a report from the South Louisiana Chapter, so I hope you will indulge us with a little latitude on its length.

South Louisiana Chapter members, some of whom chartered the Chapter on Mother's Day 1966, met in Baton Rouge at Lisa Cotham's house on June 6 to bid our old friend, our Chapter, farewell. Lisa and Pat Ward went to the Wedell-Williams Memorial Aviation Museum in Patterson, Louisiana, to retrieve for the occasion our six scrapbooks filled with memories and other artifacts which for years had been on loan to the museum.

Attending, in addition to the Chapter's founder Pat Ward, were Dr. Sandra Leder and Gladys Strean, now in the Lake Charles Chapter, Marion Baltzer and Fran Taylor of Baton Rouge, and Shirley Penton (now Bonfiglio) of Ocala, Florida. Pat, Shirley and Lisa visited with Cal Meredith, too physically impaired to travel from her home in Baton Rouge, and Beverly Titzer now of Ponchatoula, Louisiana at Cal's home.

"Remember" was the byword of the day as members perused the 38 glorious years of the Chapter. Photos showed members in red pajamas

at Section meetings, in our smart blue poplin jackets and fashionably short skirts standing behind the Blue Angel pilots in their smart blue jumpsuits at an air show, in paint-spattered jeans at airmarkings, in swimsuits at one of our camp-outs, in Halloween costumes and cocktail dresses and miniskirts with fashion boots and our hair piled atop our smiling young faces in the bouffant style of the day.

Starting with 15 members and occasionally boasting as many as 20, South Louisiana Chapter ignited a spark for local aviation in Baton Rouge and surrounding communities. Then-President Alice Roberts admonished the 1,600-member international organization that we were a Chapter to watch. Whatever we did was headline news, providing local pilots with educational programs and precision flying events.

Staging the first ever Pilots Poker Run, which attracted 50 airplanes from four nearby states, South Louisiana Chapter also moderated a meeting of the minds between pilots and air traffic controllers when that situation became tense and unsafe for both.

From that meeting evolved PATCO. We staged a mock FAA violations trial at which a

local aviation attorney and an FAA attorney from the Dallas Regional office served before a real judge, also from Dallas. We flew penny-a-pound flights for charity, staged dealer demonstration shows and ferried Cessnas from Wichita for the local distributor.

When the Goodyear blimp paid a visit to Baton Rouge, it was The 99s who were put in charge of scheduling VIP flights for local dignitaries, giving us the opportunity to add another unique flying experience to our logbooks alongside gliders and sailplanes, seaplanes, ultra-lights and hot air balloons.

We held our membership drive meetings in the Governor's mansion. We were granted permission by the U.S. military to land at the Ft. Polk Army base to tour the Vietnam training facility in New Orleans and observe the then-new C-130; at the air base at Alexandria for lunch; and at the then super secure NASA facility in Stennis, Mississippi to tour the space craft being assembled there, a privilege rarely granted in those days that required several months of security investigation of us all.

At our request, Dr. Jerry Brown, a brilliant young NASA scientist, developed NASA's educational program on "Sex and Reproduction in Space," using Barbie and Ken dolls in his slide presentation to give at a South Central Section meeting. The program went on to become one of the most popular of the NASA educational programs.

We instituted an exhibit on women pilots at the only museum at the time in Louisiana dedicated to aviation. In 1989, we served in Baton Rouge as administrative staff for the first hot air balloon national competition ever held outside of Iowa, an aviation sport that became a new industry and continues to thrive today. We developed a safety seminar that insurance companies recognized with discounts for their insured. We held the first dual Section meeting for SES and SCS in 1976. We created the format for the Pilots Poker Run now profitably enjoyed by many chapters and sections.

Pat Ward founded the Aviation Association of Louisiana which ultimately succeeded in amending the constitution in the Louisiana legislature to irrevocably dedicate aviation fuel tax receipts to airports throughout the state. There had been no funding in the state budget for aviation for more than a decade.

Dr. Sandra Leder developed an aerospace education program now taught in the public schools nationwide and has served as consultant

to curriculum administrators in public schools across the country.

It was in 1969 that South Louisiana Chapter was asked to host the 1971 terminus of the 25th Silver Anniversary Powder Puff Derby. We raised the \$5,000 AWTAR fee and captured the imagination of the entire community for the next 21 months. The major sponsor of the race was Virginia Slims. Their motto "You've come a long way, baby" took on a personal meaning for the 12 members with a total Chapter treasury of \$15 in 1969 to a \$75,000 food and entertainment budget, alone, for the record-breaking 200 competition airplanes. More than 1,000 visitors and race contestants enjoyed our "Terminus Gumbo" for a week, and one of the race pilots even got married at one of our evening events at the historic Pentagon Court near the state capitol.

We staged the now-famous Krewe of Puff awards banquet as a fully functioning south Louisiana style Mardi Gras Ball with an elaborately decorated hall, from carnations hanging from helium balloons in the cathedral ceiling to authentic New Orleans Krewe costumes valued in the hundreds of thousand dollars on manikins stationed throughout the hall.

The old scrapbooks, again in the hands of members, will be disassembled, and the priceless collection of photographs and newspaper articles will be distributed among our members who were there, invaluable and lasting mementos of the days when we were "lady pilots" and commanded awe-inspired attention for both our ability as pilots and our dedication to the art and science of flight.



Photo opposite page: South Louisiana members celebrate the Chapter's charter on May 8, 1966 at Ryan Airport, Baton Rouge, LA. From left, Yvonne Ryder, Brenda Burley, Jan Phillips, Helen Hooks, Nita Delaroderie, 1966 International President Alice Roberts, Charter Chapter Chairman Pat Ward, Dionne Comeaux, Moly Stockwell, Mary Jean Presridge, Norma Spence, Jean DeJarnette, Gerri Wilson, Barbara Teer, Foymae West, Gloria Ward Holmes.

Photo left: Enjoying the chapter's scrapbook are from left, seated, Glad Strean, Sandra Leder, Shirley Penton and Lisa Cotham.



Above, Karl Sutterfield, Gretchen Jahn (husband and wife), and Mardell Haskins enjoy a spectacular view from The Remarkables above Queenstown, South Island, New Zealand on a rest day during the race.

Flying in the “Around New Zealand” 2004 Air Race

BY MARDELL HASKINS, Las Vegas Valley Chapter
and GRETCHEN JAHN, Colorado Chapter

Ninety-Nines take on the challenge of flying 3,000 miles over the varied terrain of New Zealand.

The Around New Zealand Air Race was a flying tour rather than a race. Every day was an adventure and a wonderful way to see New Zealand (or any other country for that matter). The race was an international event, including five teams from Australia, four from the U.S., three from England, one from Switzerland and one from Hong Kong, with a lone German and Frenchman who were both teamed with New Zealanders.

The mix of airplanes in the race varied substantially from a two-place Piper Pacer that flew a swift 80 mph, to a New Zealand Air Force entry flying a Beech King Air at 400 mph. There was just about everything in between, including a helicopter piloted by a female team. There were 155 pilots and a dozen members of the race committee in six chase planes that also accompanied the racers.

Altogether, there were four emergency landings and numerous breakdowns, including our sightseeing boat during a cruising tour of Milford Sound. Sixty-two airplanes were registered, 60 started and 57 finished.

In the true spirit of pilots around the world, when Team 15 (Mardell Haskins and Danielle Boven) made the first emergency landing of the race the day before registrations, Team 21 and Team 59 came to their rescue. Mardell Haskins (Las Vegas Valley 99) went with Gretchen Jahn (Denver 99) and husband Karl Sutterfield, while Danielle Boven (New Zealand 99, an American married to a New Zealander) teamed up with Denise Waters (99 member at large) and her partner Martin Pine.

When Team 42 was forced to land on the beach, the airplane in front of them – that had an engineer (mechanic) on board – turned around, landed and gave them assistance. On another occasion, local pilots split their teams up and rode with the inexperienced teams to help them fly through the narrow, rugged, glacier mountain canyons. In a show of the true spirit of race pilots around the world, when yet another team had mechanical problems on the next to last day of the race, they arrived at the finish airport on bicycles!

The race was not flown like the typical race in the U.S. There were two categories: speed and precision, and you could fly either one. All the airplanes flew at the same time, on the same leg, to the same place. Each team had a set starting sequence that was followed the entire race. There were 16 legs, flown over eight days (two legs per day), with four rest days scheduled every third day. There were also three pre-race days, three post-race days and two travel days needed just to take care of necessary logistics and requirements.

The racecourse was over 3,000 miles long, with the entire group flying over 180,000 air miles. It was a very long race requiring three weeks to complete.

The race covered most of both islands. Each leg consisted of a series of checkpoints, with di-

rection and altitude changes at each one. After the briefing before each leg, we were given a set of questions to answer at each check point, which helped to verify that we actually got there. Many checkpoints were lighthouses (New Zealand has a lot of coastline, in fact more than the U.S.), but some were tiny towns in the middle of the bush.

Since some legs were as short as 14 NM, things got very busy trying to locate checkpoints in unfamiliar country, to fly by at the correct altitude and heading, to answer the questions, to take the time and to head off in a new direction, all at the top speed a Cessna 182 or Piper Warrior could muster. It took three people to do all this, and we were glad that we had three on our teams. As Americans we had an extra handicap in that we needed interpretation of New Zealand slang to understand the questions and multiple choice answers (What is a flash bach anyway?) Learning how to pronounce Maori names over the radio was equally daunting and entertaining, such as Whenuapai (Fen oo a pie).

In the true spirit of pilots around the world, when Team 15 made the first emergency landing of the race, Team 21 and Team 59 came to their rescue.

Racers line their aircraft up for takeoff after a lunch stop in Invercargill New Zealand on the tip of the South Island.



New Zealand is stunningly beautiful, very diverse, very dramatic and quite awesome. It met all our expectations and was a flight of a lifetime!

The weather was a major factor as it was constantly changing, by the hour, usually for the worse, requiring adjustments to almost every one of the 16 legs. Mixed with the awesome views were some scary moments flying up narrow glacier canyons.

This was especially true when Arthur's Pass got snowed in and the planes were flying in both directions up the valley on the south side and then back down on the north side when they had to turn around and come back. This resulted in an unexpected night's stay in Hokitika and missing a banquet at Wigram, AFB, in Christchurch.

Navigating was very difficult, due mostly to the newly issued NZ charts and lack of nav aids. We were not allowed to use a GPS, and the very few New Zealand VORs were no help. The charts had numerous errors and *no* topographical definition, among other things, and were a constant source of aggravation. To put it mildly, the charts were terrible!

The camaraderie and spirit among the race teams was memorable. Team 13, the Borneo Pirates, came dressed as pirates, complete with eye patches, hook hands and a parrot. We had the

Yahoos, Team 61, in pink tails, the Southern Men, No. 19, in leather Aussie hats, and the Blues Brothers in shades. Each team had a team name and developed their own style and team spirit. We were *The Coriolis Force*, and Denise, Danielle and Martin were *Team DXL*.

The logistics of the race to transport, feed, and shelter almost 200 people and to fuel 66 aircraft over 4,800 kilometers were substantial and no small endeavor.

A travel agent accompanied the race, making sure that food, lodging, transportation and sightseeing tours ran as planned. Lunch and dinners were provided by local airport aero clubs and were quite good.

The race was well organized and ran very smoothly. Race Director was 49½ Mat Wakelin, and New Zealand 99 Dee Bond Wakelin was Handicap and Safety Chairman. Along with their Race "Bored," they did an excellent job of planning and running the race.

Gretchen and Mardell agreed that this was the hardest race they have ever flown. New Zealand is stunningly beautiful, very diverse, very dramatic and quite awesome. It met all our expectations and was a flight of a lifetime!



The snow-capped Minarets is a picturesque, multiple-peaked mountain on the South Island.



CAREERS:

Failing to Succeed — A Path to Success

BY JENNY T. BEATTY
International Careers
Committee Chairman

Our focus on the achievements of Pro 99s role models sometimes obscures the fact that their road to success is paved in failure and rejection. This was my road.

My 1989 decision to become an airline pilot met with immediate, unwavering resistance. Mesa Airlines absolutely would not interview me, even though I was a local Albuquerque pilot with an ATP, turboprop time, tons of night IFR mountain flying experience and beaucoup letters of recommendation — far exceeding their new-hire qualifications. Only much later did they hire a woman pilot (not me).

American Eagle turned me down, too, and my airline pilot career began in 1991 at Northwest Airlink flying the SAAB 340. Then I joined the very large club of women pilots rejected by United Airlines. Delta Airlines said they only hired pilots with 20/20 vision.

In early 1993 I interviewed at United again, and at American Airlines, and got job offers from both! My job search was over! My successful airline pilot career was in the bag! Before getting a class date, however, the hiring cycle did an abrupt 180. United put their job offer on indefinite hold; American threw everything in the trash; both began furloughing pilots.

Life goes on. FedEx wasn't hiring. Note to self: It is not a good idea to get your first-ever speeding ticket on your way to a job interview with a trucking company like United Parcel Service. I landed a job as captain and check airman on the Beechcraft 1900 for Arizona Airways.

Despite no funds, I decided to pursue a 737 type rating to apply to Southwest Airlines. My first Amelia Earhart Memorial

Scholarship application was turned down, probably because it was three times more than the highest awards given at that time. The following year, my application was disqualified due to my error. Then Southwest offered a type rating scholarship for minorities; I heard about it after the deadline.

Eventually the economy turned around, and United Airlines called to re-interview me for the job previously offered. Don't worry, you're even more qualified now, everyone said. A mere formality, you're already hired, everyone said.

Except that I wasn't.

Onward I trudged. American and Continental Airlines weren't hiring. I was the lone woman at the Phase I cattle-call at Northwest Airlines, then not invited to Phase II. My telephone interview with Midwest Express went poorly. Then I did so well on the written exam at Airborne Express that they accused me of cheating.

I felt like a punching bag. Even so, my career track record was one of continuous employment and steady advancement to larger aircraft and greater responsibilities. I never failed a checkride, got fired, or was furloughed.

In early 1995 the wheel of fortune turned, the stars aligned, and my ship came in. I was hired at RenoAir to fly the MD-80, and, with my third AE Scholarship application, was awarded a United Airlines Type Rating Scholarship — all on the same day.

"Failing to succeed" means that persistence through failure is the path to success. And with all the blood, sweat, and many many tears I shed in overcoming failure and rejection, I cherish my achievements all the more.



PRO 99s PROFILE: Kristen Mansel

By Betsy Jordan Donovan, International Careers Committee

Kristen Mansel's aviation inspiration came at an early age from her grandfather who flew L-5s during WWII, her father who was a pilot, and her brother who was learning how to fly in Concord,

California. Riding along in the back of the airplane during her brother's lessons, Kristen felt a sense of freedom.

Her own career took wings on her 15th birthday when her family gave her an introductory flight as a gift. Soloing at 16, Kristen never looked back. Today she flies as a charter pilot for Berry Aviation on the Fairchild Metroliner in Southern Califor-

nia and is a member of the Mount Diablo Chapter. Kristen is grateful to The Ninety-Nines for the scholarships from the Sacramento Valley Chapter and the Amelia Earhart Memorial Scholarship for her multi-engine instructor rating.

Kristen's advice for pilots just starting out is to obtain the flight instructor certificate and ratings for the experience of teaching people how to fly because "you learn from watching others." She recommends "getting involved with and giving back to the aviation community by joining groups, mentoring and networking." She is also a 2004 Amelia Earhart Scholarship winner for her B-737 type-rating — congratulations, Kristen!



FELICITY MCKENDRY

She Had The Dream of Flight

BY DOROTHY RUNGELING
First Canadian Chapter

Born the same
year in which
The 99s was
formed, Felicity
McKendry was
destined to fly.

Photo above: Felicity, an eleven year old in 1941, launches her rubber powered flying model, a "Trail Blazer" that she built. In 1995 this picture was on display in the Canadian National Aviation Museum's special exhibition "HIGH FLYERS" which recognized Canadian women pilots.

When one looks at how Felicity Bennett McKendry developed into the great pilot that she became, it seems that there is no doubt that flying was her destiny. Step by step from the time she was old enough to talk, it could be seen that she must be in the air to be totally happy. Perhaps it was the year in which she was born, 1929, the same year that The Ninety-Nines was formed.

As a child she got an allowance of 25 cents a week, the normal amount given children at that time. For this she had to do certain chores around the house and barn. When she got enough saved up she would immediately purchase a model airplane kit and build models powered by rubber bands. She never missed a radio program she listened to after school called Captain Sparks and Orphan Annie.

When she was 12 she started her own "poul-

try business" sponsored by a Rotary Club promotion. A Rotarian provided her with 50 chicks which she was to carefully nurture with the understanding that four choice, oven-ready birds would be returned to him in the fall. She, herself, had to do all the work that was necessary to raise them, then in the autumn choose four chickens from her flock and get them ready for roasting. If she succeeded in doing her part she was entitled to keep the rest of the chickens as her own. Then she could gather the eggs they laid and have a little income of her own from then on.

However there were still a couple of roosters in her flock, which of course did not add to the coffer by laying eggs, so she sold one of them to her Aunt Helen. It was money she realized from this sale that paid for her first airplane ride. This ride stimulated her to push on all the more to achieve her goal. She was heading straight for it without a waver.

She dreamed of being a stewardess, but by the time she finished high school she had shot up to a model's height of 5 feet 9½ inches, which was considered too tall for that job according to airline standards. Five feet 6 inches was then the maximum height. She even tried to get a job flying with an airline, but at that time ladies were supposed to be ladies, and the cockpit was not a place for ladies. A female then always had two sure choices for a vocation, that of a nurse or a teacher, so Felicity chose the teaching profession and attended "normal" school, as it was called then, and started on her job of teaching.

By 1950 she had enough money to join the Kingston Flying Club and take lessons. In 1951 she obtained her private pilot licence, and what a day that must have been after all the years of climbing the ladder, to actually hold it in her hand and memorize the number of her license. She had done it. She was a pilot! However she was not about to put the licence in a drawer thinking, "Well I did it" and slowly forget about flying. The star she had been following for years was still just as bright as ever. Now she had the tools so she could finish the job.

In 1952 she became a member of The Ninety-Nines. Doug Wagner, the CFI at Kingston Flying Club, could see the potential Felicity had and offered her a job as a full-time instructor if she could manage to get her commercial licence and an instructor rating by the spring of 1953. She had no qualms about resigning her position as a teacher to have the time to achieve this. To her it was a dream come true. Not only had she become a pilot, but now she would have the opportunity to teach others what she most loved.

So she flew, practiced all the maneuvers she might be asked to perform, studied her "patter book," and by 1953 she was ready. She was not only the first woman instructor at Kingston Flying Club but also the first woman member of that club to receive a commercial licence. When September rolled around, Felicity tells of the relief of not having to get to school to teach on that "first day of school." Rather, she was at the airport refueling a Fleet Canuck. It was the first time since the age of six that she was not returning to a classroom in September. As she remarks: "What a sense of freedom!"

This was to be a year of two loves. She was instructing a pupil named Spence and soon they found that their mutual love of airplanes turned into love for each other. Spence had his sights set for a job as an air traffic controller. Under

Felicity's guidance he obtained his private licence in 1954. From there he attended the Air Traffic Control course and was slated to begin work at Ottawa.

In 1955 when I was instructing at Welland, I invited Felicity to be my co-pilot in the All Woman Transcontinental Air Race. She was flown to Welland by this chap named Spence. Little did I know they were to marry in a few months time, but when they kissed goodbye I thought it must be more than just a free ride to Welland. At the time I had no idea of her background. I didn't even know she had an instructor rating. She had been recommended to me as someone who would jump at the chance just to get the experience of a long distance race.

So I was extremely surprised when I found that she was an excellent map reader, could handle the controls efficiently and above all was marvelous company. Later on I found that we had both obtained our instructor rating in 1953! We very soon formed a bond which I am sure will never be broken. The next year I had no hesitation as to who I wanted as co-pilot, and again we were flying the skies together. Then Nature took its course and Felicity started her family, giving flying a holiday for a few years.

Sitting on old crates we looked at each other rather despairingly wondering what we would do if we couldn't get gas and no one rescued us.

Felicity and Dorothy, out of gas in Blythe, California, wonder if they are going to melt in the 117-degree heat.





Above, Felicity with her husband Spence. She holds her International Forest of Friendship induction certificate presented to her by the late Fay Gillis Wells.

Photo far right: Dorothy and Felicity flew together in the 1955 Transcontinental Air Race.

Now when I look back at our birthdates, hers in 1929 and mine in 1911, I was really old enough to be her mother, but it never felt that way. She had a great sense of humour. One year we had landed at Blythe, California to refuel on our way out to the AWTAR start. It was 117° F on the ground, and we could find no one around to gas us up. Not being able to stand it out in that blazing sun we entered a hangar expecting to see someone. Not a soul in sight. We knew there must be someone on the airport, but where?

Sitting on old crates, we looked at each other rather despairingly wondering what we would do if we couldn't get gas and no one rescued us. Then we started to laugh at our predicament. For some reason (perhaps the heat), we found it exceedingly hilarious that we could fly all those miles over desert and mountains and now just die of the heat because no one was around. I jokingly said of California: "What kind of a state is this?" Her humour came to the fore and she replied: "The State of Hysteria!" Luckily we had a self timer camera with us so we set it up on something we found around the hangar, sat back down on our crates and took a picture of ourselves! If we died in the heat we would at least leave a record of why!

Felicity and Spence were married in 1955 and started a new life in Ottawa. This meant that she had to give up her job at Kingston, but she soon found a place at Bradley Air Services where she instructed in 1956 and part of 1957. Then her flying had to take second place to the birth of her son David. In 1961 a daughter, Sandra, joined them. By 1967 the children were in school so Felicity decided it was time to get back in the air and accepted a job with Margaret Carson's Ottawa Aero Services and later with Rockcliffe Flying Club. It was here that she obtained her Class 1 instructor rating and Designated Flight Test Examiner status.

Eastern Ontario Chapter members attend the Forest of Friendship "Party" in July 1993 at Felicity's home celebrating her induction into the Forest. Back row, from left: Judy Nicholls, Lorna deBlicquy, Felicity, Kathy Lutley Borland, Sue Begg, Gladys Toffelmire, Debbie Russel, Gerda Ruckerbauer; Front: Barbara Collins, Peggy Beeman, Cathy Fraser, Carolyn Thomas and Dorothy Berthelet.



One of her most memorable times was in 1986 when she gave Marc Garneau [Canadian astronaut] the flight test for his private licence. Spence retired on the same day. What a milestone to record! Felicity and Spence had by now decided to spend their retirement years in Kingston so Felicity instructed part-time at her old stomping ground, Kingston Flying Club, until 1988.

With all her fulfilled dreams and experiences now behind her, Felicity let her licence lapse in 1992. However, she treats herself every year to an airplane ride—just to take another look at the star she followed for so long.

Felicity's Footnotes:

It was indeed a distinct honour when my "Alma Mater" Eastern Ontario 99 Chapter sponsored my induction in the International Forest of Friendship on June 19, 1993 and to receive my certificate from Fay Gillis Wells. From that contact I continued to communicate with Fay, and it was a pleasure to work with her as the East Canada Section liaison to the Forest of Friendship. Among others I arranged to have Margaret Carson and Dorothy Rungeling inducted in the Forest. On June 16, 2001 I was there when Margaret was inducted, posthumously, and there on behalf of Violet Milstead Warren when I accepted her certificate.

THE NINETY-NINES WELCOMES THESE 95 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

ACADEMIC: HARTLAUB, Christina Marie, Wisconsin Chapter • HEINS, Maria Christina, Mid-Columbia Chapter • MITCHARD, Agnes Marie, Greater Pittsburgh Chapter • PEREIRA, Shannon Deolinda, Intercollegiate Internet Chapter • REKSC, Magdalena, Hampton Roads Chapter • SKAGGS, Kaleena Ann, Kentucky Bluegrass Chapter • SLOAN, Amanda Rae, San Gabriel Valley Chapter • **FUTURE WOMAN PILOT:** ALEXANDER, V. Maurine, Lake Charles Chapter • ALLEN, Rebecca Mari, Albuquerque Chapter • AMERSON, Kayleen M., Nebraska Chapter • BARBER, Lisa Anne, Virginia Chapter • BARNA, Tenley K., Intercollegiate Internet Chapter • BECKER, Darlene E., Wisconsin Chapter • CHARLES, Constance E., San Diego Mission Bay Chapter • ELLIOTT, Norine S., San Luis Obispo Co. Chapter • EWING, Darlene A., Idaho Chapter • FAULKNER, Lynette R., Alaska Chapter • FLORIO, Kate, Rio Grande Norte Chapter • FRIESE, Patricia Lena, Minnesota Chapter • MEREDITH, Carol Ann, San Gabriel Valley Chapter • MINDOCK, Jennifer Ann, San Fernando Valley Chapter • NUSSELDER, Christina Audrey, Carolinas Chapter • ORIGER, Deborah F., Oregon Pines Chapter • POWELL, Lisa, San Diego Mission Bay Chapter • PROBST, Laura Lynn, Wisconsin Chapter • SIEBE, Sally Jo, Greater St. Louis Chapter • SIEMSEN, Pamela A., Aloha Chapter • SORENSEN, Sherry Ann, Willamette Valley Chapter • ST. CLAIR, Mary A., Santa Rosa Chapter • STIMSON, Mary-Jane, Santa Rosa Chapter • TINCH, Lora R., Greater Cincinnati Chapter • VANDER GRAAF, Adriana E., Ventura County Chapter • VELTE, Margaret J., Palomar Chapter • WORKS, Sara Anne, Arkansas Chapter • **NINETY-NINE:** ANDERSON, Christy Ann, Arkansas Chapter • ARNOLD, Janet E., Eastern Pennsylvania Chapter • BLOW, Sharlee M., Coachella Valley Chapter • BOBEK, Janice C., Cook Inlet Chapter • BOWSER, Judy Mae, Southeast Section • BROAD, Glenda Carolyn, Eastern Pennsylvania Chapter • BROOMFIELD, Robin Elizabeth, Alaska Chapter • BROWNE, Dorothy Jeanne, Rio Grande Norte Chapter • CAMPBELL, Joan Anne, New Zealand Section • CANNON, Janet Mansfield, Indiana Dunes Chapter • CLOTHIER, Cathy Colebrook, Kansas Chapter • COMEAU, Carole Gene, Alaska Chapter • COMPTON, Patricia Anne, Florida Goldcoast Chapter • COOMBES, Margaret Lillian, Finger Lakes Chapter • CROZIER, Catherine Bridget, Reno Area Chapter • DRYSDALE, Karen British Columbia Coast Chapter • EDWARDS, Lori N. Northeast Kansas Chapter • RALEIGH, Sharon Louise, Women With Wings Chapter • FRANK, Leslie McMahon, Pikes Peak Chapter • FRUEHLING, Gudrun Rogge, Coachella Valley Chapter • GARBINI, Florence Emily, Colorado Chapter • HARRIS, Mary-Jane Frances, Garden State Chapter • HARROD, Dianah Lynette, Oklahoma Chapter • ISBELL, Eva M., Fort Worth Chapter • KNAPP, Lorena Anne, Alaska Chapter • KNIGHT, Wendy Sunday, Colorado Chapter • KOLASA, Caroline, First Canadian Chapter • KRAEMER, Cheryl Small, New Orleans Chapter • KRASS, Teresa Brayson, Florida Suncoast Chapter • LAWRENCE, Christine Ann, Oklahoma Chapter • LONG, Pamela L., Santa Rosa Chapter • LUCK, Marceline Dorothy, Member At Large • MCKENNA, Tricia M., Montana Chapter • MCKINLEY, Sarah Jane, Greater Kansas City Chapter • MCNAMARA, Lynn Kathleen, Alaska Chapter • MEENGs, Ann Louise, Section North Central Section • MULDER, Marianne E., Florida Suncoast Chapter • MUSTERS, Rosemary C.A., New Zealand Section • NAUMAN, Marion Elizabeth, Southwest Section • NIELSEN, Monica Anne, Colorado Chapter • NILSEN, Natalie Ann, Sacramento Valley Chapter • NOLAN, Jamie Skoff, Chicago Area Chapter • PEEBLES, Molly Elizabeth, Western Washington Chapter • PIERSCIONEK, Julie Michelle, Kentucky Bluegrass Chapter • PRENTICE, Jacey Deann, Northwest Section • PRIOR, Lynda Joy, New Zealand Section • RECKER, Terri D., Tucson Chapter • ROMAN-AMADOR, Becky, Washington DC Chapter • RUSSO, Sadie Jean, Colorado Chapter • SANDHAGEN, Sheryl Jean, San Gabriel Valley Chapter • SAPERSTEIN, Linda G., Phoenix Chapter • SCHNEIDER, Mary-Ellen, North Central Section • SHUEY, Laura Suzanne, Colorado Chapter • STARK, Christina Catherine, North Central Section • SUTTLE, Penny Lindon, Women With Wings Chapter • SWANN, Linda Kay, Albuquerque Chapter • THOMAS, Julie Ann, Washington DC Chapter • TINKLER, Sharon W., Colorado Chapter • WALSH, Shannon Elizabeth, Greater St. Louis Chapter • WHITE, Marilyn J., Arkansas Chapter • WONG, Jennifer T., Mid-Atlantic Section.

From Russia with Love – and Gracious Hospitality

BY ELIZABETH BROCK, Finger Lakes Chapter
and BOBBI ROE, Greater Seattle Chapter

Ninety-Nines
and friends
enjoyed visiting
the newly
formed Russian
Section and
meeting famed
women pilots
of World War II.

The new Russian Section of The Ninety-Nines was formed in February 2004. In May of this year, Vicki Rulli (FWP and Treasurer, Russian Section) led a diverse, 15-person group on a special aviation-themed tour of Moscow and St. Petersburg.

In addition to exploring Russia's cultural and aviation heritage, a major purpose of the trip was to build relationships between pilots and aviation organizations of both countries.

We were a diverse group of aviation enthusiasts, including Ninety-Nines Elizabeth Brock, Finger Lakes Chapter; Bobbi Roe, Greater Seattle Chapter; Judy Stiles, Finger Lakes Chapter; and Vicki Rulli, FWP and Russia Chapter



Enjoying a tour at the Monino Air Force Museum are Valentina Kotlyar, Russian 99s Section Governor, retired Aeroflot pilot; Tatiana Sorokina, glider pilot; Nadezhda Vasilievna Kuzhelnaya, 99, cosmonaut, Tu-134 pilot; Veronica, singer and niece of Liubov Rylova; Svetlana Kapanina, world aerobatic champion; Vicki Rulli, Russian 99s Section Treasurer; Liubov Rylova, 99, retired Aeroflot pilot; Olga Borisova, glider pilot.

Treasurer. Other travelers were Trish Beckman, Naval Commander (ret.) and currently a Flight Test Navigator for Boeing's Commercial Airplane Group; Vicki's brother Dino and her father Bob; Pat and Bob Wagner; Eileen and Michael Smyser; Richard and Sue Packer and their son Rich; and Laina Reeves, aircraft mechanic for Goodrich.

The new members of The Ninety-Nines Russian Section, along with other members of Aviatrix (Russian aviation organization for women), welcomed our group with exceptional hospitality. Valentina Ivanova Kotlyar (retired Aeroflot Pilot and Governor of the Russian Section), along with her son Vova, spent many hours planning our activities in Moscow.

Veronica Stanislavovna Aistova (FWP, 99s Russian Section) traveled 2,000 miles from Novosibirsk to meet our group and help escort us around Moscow. Khalide Khusyainovna Makagonova (champion aerobatic pilot, 99s Russian Section), who is the current president of Aviatrix, and Galina Pavlovna Brok-Beltsova (WWII Navigator on the PE-2 dive bomber), helped to organize a special reception with Aviatrix and veterans of the women's air regiments of the Great Patriotic War.

Galina Gabitovna Dmitrukova (retired Aeroflot pilot, 99s Russian Section) met us at the St. Petersburg train station and again saw us off with a delicious gift of Russian cakes. Liubov Alexandrovna Rylova (retired Aeroflot pilot, 99s Russian Section) escorted us to many sites and had friends who arranged a special visit to Star City, where the cosmonaut training center is located. Russian Test Cosmonaut Nadezhda Vasilievna Kuzhelnaya (Aeroflot pilot, 99s Russian Section) met us at both the Monino Russian Air Force Museum and at Star City and made us feel welcome.

Our trip was packed full of wonderful people and amazing experiences. In Moscow we stayed at Hotel Alfa, one of four separate blocks of the Ismailovo Gamma-Delta Hotel Moscow (other blocks are Beta, Vega, and Gamma-delta). During the 1980 Moscow Olympics the hotel complex was used to accommodate many of the athletes attending the games. The hotel overlooks Ismailovskiy park of Culture and Leisure and Moscow's new residential area. On two evenings we watched fireworks along the river from our rooms.

Our first day in Moscow, we were met at the Monino Aviation Museum by several of the Russian women pilots, including Galina Brok-Beltsova and Nadezhda Kuzhelnaya. The museum

director gave us a tour of the museum, and later we walked along the flight line of the static display and took photographs of the Russian women in front of their airplanes. We later had lunch at Traktir, a western style saloon.

On Victory Day we met WWII veterans in front of the Bolshoi Theater in Red Square. The Russian WWII women pilots and navigators gave us long-stemmed flowers as we all walked to the Kremlin to place flowers on the grave of Marina Raskova behind the Lenin Mausoleum. In World War II, Marina had organized three all-women combat aviation regiments (fighters, night bombers and day bombers). Since the Chechen President was assassinated on May 9, 2004, Red Square was closed to most people.

As we were escorted from the Kremlin, we stopped and waited by a large iron gate until we were taken to view the eternal flame of the Unknown Soldier. The impressive military changing of the guard was accomplished with a traditional high-stepping march, and after the new guard took position, the Russian women placed flowers on the memorial.

Next was our tour inside the Kremlin to view The State Diamond Fund – a dazzling exhibition of diamonds, gold, pearls, crowns, jewelry and state regalia primarily from Tsarist times. Entrance is generally restricted, but we were very privileged to be the invited guests of the Russian women and among only a few select people to be allowed on Red Square during the celebration for the Patriotic War.

The Zhukovsky Aviation Museum was opened by the director especially for our visit. Nikolai Egorovich Zhukovsky (1847-1921) is known as the Father of Russian Aviation. As early as 1891 he began to study the dynamics of flight, concentrating on lift and high speed aerodynamics. At the museum we were able to view his aerodynamics lab, models and wind tunnel – along with a glider Zhukovsky had purchased from Otto Lilienthal.

In Moscow we met with WWII veterans, military women and other Aviatrissa members at a special tea reception. Joining us at the tea was Svetlana Protasova. Svetlana was trained to fly high performance jets in the 1990s and became the first Russian woman to fly the MiG-29. Like many of the other Russian women pilots, Svetlana is finding it increasingly difficult to have the opportunity to fly in her country. At this gathering gifts were exchanged and an invitation given to return next year for their Aviatrissa meeting.

Our group was also guided through the



Gagarin Cosmonaut Training Center at Star City by an official translator for the cosmonauts. We were able to view the centrifuge, simulators and water training tanks.

The trip was exceptionally successful as we met and made lasting friendships with the Russian women pilots and the young Russian interpreters who accompanied us on our excursions. Special thanks to Vicki Rulli and the Russian 99s and their friends and family who all made the trip possible!

Future plans for The 99s Russian Section include designing an exhibit for the Oklahoma City Museum dedicated to the history and accomplishments of Russian women aviators.

If you would like more information on the new 99s Russian Section or would like to receive the Russian Section newsletter, please contact Elizabeth Brock, brockea@corning.com.



World War II veterans honor the late Marina Raskova, who during that war organized three all-women combat aviation regiments. From left: Galina Brok-Beltsova; Zamaraeva Klavdia Aleksandrovna, WWII Colonel, airport communications; and Neminushaya Valentina Abramovna; WWII Fighter Pilot.

The simulator at Gagarin Cosmonaut Training Center at Star City.

PHOTOS BY: Trish Beckman, Elizabeth Brock, Lanai Reeves, Bobbi Roe, Dino Rulli, Michael Smyser, Judy Stiles.

Please see page 32 for more photographs of the Russian trip.

The Perfect Passion

BY MARY ELLEN MORRIS
Eastern Pennsylvania Chapter



After years of
searching for her
life's passion,
Mary Ellen
finally found it
in flying.

I first met my friend Grace at a business conference in San Diego in 1992. Grace was an overworked, under-appreciated staffing director for a Fortune 100 aircraft manufacturer. Grace's husband was a pilot with a major airline and her son was just graduating from the Air Force Academy first in his class, and she was involved in all of the discussions and activities that pilots and their families share. I was in a similar job and was working through some personal issues.

For reasons that we haven't quite figured out yet, Grace and I bonded and immediately began sharing information about our jobs, our families and the best shoe stores. Best, however, were the conversations we had about what we were doing with our lives. We were pretty sure we didn't want to be full-time housewives, even if the economy and our finances allowed us to do that, yet neither of us was particularly enthralled with our careers.

We spent a lot of time talking about how jealous we were of Grace's husband. He woke up in the morning thinking about flying, and he didn't stop thinking about it until he went to bed. Flying was not only his job, it was his world. He had, said Grace, a passion for flying.

Grace and I spent a lot of time in those days trying to find our own passions. While she worked even harder at her job, I worked through my personal challenges and took a job with another company, hoping that maybe it would help me find my place in life, one that would lead me to the passion that Grace and I were still trying to find. It didn't though, and Grace and I continued to talk about and assess a lot of things that one might get passionate about – golf, writing, travel, art, cooking – but no matter how hard we tried, we just couldn't identify the perfect passion.

A few months ago, I met a new friend who, interestingly, also had a passion – flying. My friend's passion was contagious, and I was anxious to learn more. Maybe I'm a slow learner, and maybe that's why it took more conversation and

interaction with someone else about their passion for flying before I realized that there might be something there for me. Or maybe I just wasn't at the stage in my life where I could focus and spend time, attention and money on me. Or maybe it just took an introductory flight in a little Cessna, trying to figure out where we were based on not much more than blue sky around me. But whatever the reason, I started to think that I, too, had found the perfect passion.

So in August, I decided to learn to fly. Being the Type A first-born that I am, I took care of all of the preparations first. I went for my Student Pilot physical. I joined AOPA and established my new friend as a mentor through AOPA's Project Pilot Program. I joined the local chapter of The 99s as a Future Woman Pilot to give me the moral support and encouragement that I knew I would desperately need and that only other women can provide. I enlisted the help of a flying colleague at work, who responded to ongoing questions. I talked to my family about what it was that I wanted to do and how I would need their support in helping me reach my goal. And I structured my finances to allow me to indulge my newfound perfect passion and still allow me to eat.

For the next few months, I tried to fly every week at my local Part 161 flight school and studied diligently, using Cessna's *Cleared for Takeoff* multimedia ground school training system. I attended our Eastern Pennsylvania chapter of The Ninety-Nines monthly meetings and aviation events. In addition to the *Cleared for Takeoff* program, I used Sporty's *Study Buddy* for online study and to monitor my academic progress so I'd know when I reached the point where I was prepared to take the written exam.

I found it frustrating to work around the vagaries of weather and work and family demands, so after taking and passing the written exam, I decided to take a couple of weeks vacation and go to Florida to get some flying time in. I soloed in Florida and completed all of the requirements for my practical flight test. When I returned home to Pennsylvania, I continued flying weekly and eventually took my practical flight test and passed.

The past few months have provided me with challenge, camaraderie and somehow, despite the work and stress, a sense of serenity that I don't think I had before. I plan to continue my flying and my studies, and enjoy the new friendships that I have found in The Ninety-Nines; I particularly look forward to the annual International Conference in July. I can't wait to tell Grace!

I am an unlikely pilot. I don't have an aviation background, nor did I come from an aviation family. I never lived near an airport and, until last fall, had never been in a small plane. I'm a short, skinny-weenie, girly-girl. I'm high maintenance and completely self-absorbed. I highlight my hair religiously, get my nails done weekly and wear spiky heels whenever possible. My husband still puts gas in my car because I think it's, well, icky.

A nervous flyer, I took a tranquilizer to fly commercially. In fact, I was a 41-year old soccer mom of three, working happily away at a local elementary school when my phone rang, and I was offered a better job working for a guy I've known a long time: A judge and a pilot, and a newly-minted CFI.

A few years before, when he took my little boys up for Young Eagles flights in his open-cockpit Pietyenpol, I commented, truthfully, "I've always wanted to learn to fly." He recommended a few books and encouraged me to go for it. I actually went out and bought the books and promptly set them on the shelf to collect dust.

Years went by. Then one of my children died of cancer. So I left the school, went to work for the judge, and two weeks later I was holding on for dear life as we rolled down Runway 5 at Naples Municipal Airport in his Cessna 140A for my introductory flight.

As a judge, he's a student of human nature and adept at reading body language. He didn't think I'd return the following Saturday for my next lesson.

But I did. I even bought myself a new, shiny red headset for my first official lesson. I put it on backwards.

I have 17½ hours under this designer belt now. I've learned a tremendous amount, not only about flying, but about myself. I've learned that north is 0 or 360. I didn't know that before. I've learned that I should have paid much closer attention in math during high school. I've learned the proper number and configuration of pillows I need under and behind me so I can reach the rudder pedals and brakes. I've learned that carburetor ice can form in the middle of a Florida summer.

My cute pink sandals are not appropriate flying shoes – nor do I recommend short skirts. I'm a sweaty mess by the time I finish the pre-flight here in humid southwest Florida, but much to our mutual surprise, I've found a few things that needed fixing before taking off.

Oh...and I've learned that I can fly an air-

The Unlikely Pilot

BY RUTH HOLZEM
Florida Suncoast Chapter

plane. I can't land it just yet, but I can take off, figure out where I am and where I'm going, and "keep the shiny side up," as my instructor is fond of saying.

There's no aviation career in my future, and I'll never be a hotshot aerobatic pilot. I'll probably never fly anything more exciting than a Cessna 172. But I'll be competent, safe and confident with that. Not only will I love every second of it, I will have accomplished something that I never really thought was within my reach. I am better for it; my children will be better for it.

I'm lucky to have a very patient instructor who works at my pace, winding our lessons around a full-time job, my kids' basketball games, Cub Scouts and music lessons. He doesn't laugh out loud at my utter lack of aviation knowledge (or technical knowledge in general), but I shudder to think about the stories he may be tempted to share with his fellow CFIs or the "real" pilots.

My list of "things I've always wanted to do" grows shorter each year because I've learned the importance of actually crossing things off such a list. But there's no doubt that my private pilot certificate will be one of my favorite accomplishments.

I'll let you know when I'm one of the "real" pilots!

Despite being admittedly high maintenance, Ruth Holzem is learning to fly.

Ruth Holzem and her instructor Ted Brousseau.



29 Honorees Inducted into the International Forest of Friendship

BY LINTON WELLS

Co-Chair, International Forest of Friendship

This year's ceremonies at the International Forest of Friendship were held in Atchison on June 18-20. The children's events, parade of flags, induction of honorees and banquet were held on Saturday, June 19.

The theme this year was "Discovery through Flight." In keeping with that theme, the keynote speaker at the Saturday evening banquet was Astronaut Stephen S. Oswald, veteran of three space flight missions, a former Deputy Associate Administrator at NASA and now in charge of space operations for Boeing. Steve also was the astronaut who accompanied Fay Gillis Wells on her visit to the Kennedy Space Flight Center in 1999 when she went to see Eileen Collins launched as the first female shuttle commander. Steve spoke on the President's new vision for NASA and space exploration and the steps recently announced to implement it.

The morning of June 19 was clear, but chilly, as 29 honorees were inducted. Some 55 Ninety-Nines attended as well. Cindy Apple, daughter of Co-chairman Pat Carrigan and granddaughter of founding Co-General Chairman Joe Carrigan, read the honorees' biographies, while Lin Wells, Fay's son, handed out the certificates.



Twenty of the 29 honorees are shown in this picture: Front row: Nellie Reynolds, Athena Masson, Bernita Nickell (for Roger Nickell), Betty Tackabeny Blake, Deanie Bishop Parrish. Second row: Kehinda (Kay) Adeduji, Alice Katherine Henry, Lisa Anne Cotham, Linda Mae Draper (for Francis Dias Gustavson), Judith Anne Bolkema-Tokar, for Francis Powell, Martha Middendorf Taylor, Nancy Hecksel (for herself and Warren Hecksel). Third Row: Della Abernathy, F.G. Shutsy Reynolds for Hazel Ying Lee, Connie Luhta (for Elizabeth Toedt), Arnold Zimmerman. Back row: Stephen Oswald, Elgin Long for Marie K. Long, Lynne Salton for Laurel Blair Salton Clark, Lin Wells (co-charperson).

It was a busy weekend in Atchison with the city's 150th anniversary celebrations underway at the same time, and the dedication of a new riverfront park along the Missouri. Over the Fourth of July weekend, Atchison also hosted events related to the 200th anniversary of Lewis and Clark's "Corps of Discovery."

Next year's theme will be "Forests and Flying," followed in 2006 by the Forest's 30th anniversary events built around "World Friendship Through Flying." We look forward to having a significant international dimension to the 2006 celebration.

We appreciated the strong Ninety-Nines turnout this year and look forward to even more participation in 2005.



Fifty-five Ninety-Nines attended the 2004 International Forest of Friendship ceremonies June 18-20 in Atchison, Kansas.



From left, Ninety-Nines Pat Waldrop, Barbara Sierchio and Nancy Wright serve as Grand Marshals of the Sun 'n Fun parade.

Thirty Years of Sun 'n Fun: A Salute to Volunteers

BY BARBARA SIERCHIO
Florida Suncoast Chapter

The Florida Suncoast Chapter helped prepare for Sun 'n Fun in March by repainting the compass rose in front of Sun 'n Fun Headquarters Building and repainting "Sun 'n Fun" on the taxiway. Nancy Wright and Barbara Sierchio attended the planning meetings in January, February and March.

Sun 'n Fun opened on Tuesday, April 13 with cool, rainy and windy weather. We even used the heat in the building for several mornings. However, by the end of the week the weather had turned sunny and balmy.

Attendance at The Ninety-Nine building this year included 100 guests, one of whom was the great-nephew of Nancy Love Harkness. There were 150 Ninety-Nines and fifty 49½s. Marja-Sisko Kiuas of the Finnish Section visited and took 99 brochures home to recruit more members. Southeast Section Governor Cheryl Cichocki attended one day and Vicki Sherman gave seminars in the forum tents and worked in the FAA building. We signed up four new Future Woman Pilots, three new full members and had three reinstatements.

The WASPs and Tuskegee Airman Charles McGee shared our building. Nancy Wright arranged the joint luncheon, and 54 people including 99s, guests, WASPs and two Tuskegee Airmen attended. The following WASPs introduced themselves and told a little of their history: Ethel Finley, Caro Bosca, Leonora Anderson, Ruth Hubert, Ruth Fleisher and Fran Sargent.

We hosted 29 fifth graders from the Skycrest Elementary School in Clearwater, along with their teacher Earnest Johnson and Suncoast Chairman Marie Grein. These children are in "My First Wings" program that Marie created and puts on at the school every Friday. The Florida Suncoast chapter paid for the bus expense with money from a NASA grant for their work in aerospace education. Sun 'n Fun provided passes and gave them a tour. The children got a lesson in aviation history by meeting the WASPs and Colonel Charles McGee. They were buzzing with excitement on the bus home, according to Marie.

The balloon launch went off without a hitch on Sunday morning with over 30 balloons. Just after the launch The 99s had the honor of being Grand Marshal of the volunteer parade. We led the parade around the perimeter of the campground and back to the reviewing stand where we were presented a trophy. Nancy Wright drove the golf cart without a mishap and Pat Waldrop and Barbara Sierchio tossed beads to our admiring crowd. Robert Waldrop, 49½, had enhanced our cart with wings and a tail and eight pinwheel "engines." We had our usual flags and blew air horns to wake up the campground.

Volunteers in the building were Rita DeBeer, Dina deLuise, Marie Grein, Elinor Kline, Jane Oparowski, Barbara Sierchio, Pat Waldrop, Nancy Wright and Barbara Yeninas. Special thanks to 49½s Jim Pappas, Steve Kline and Robert Waldrop.

RATINGS AND WINGS

RATINGS

Lyndsay Asmussen - AGI, Gold Seal Flight Instructor
Utah Chapter, Southwest Section

Janet Baker - Private Pilot
Finger Lakes Chapter, New York/New Jersey Section

Laura Conover - Multi-Engine Instructor
Old Dominion Chapter, Mid-Atlantic Section

Angelee Conroy - Multi-Engine
Ventura County Chapter, Southwest Section

Sara Esterline - Private Pilot
Three Rivers Chapter, North Central Section

Betty Huck - CFI
Greater Cincinnati Chapter, North Central Section

Martha Anne G. Hull - Commercial & CFI
Finger Lakes Chapter, New York/New Jersey Section

Linda E. Leach - Private Pilot
Oregon Pines Chapter, Northwest Section

Amy McNaught - CFII
Nebraska Chapter, South Central Section

Erica Muse - CFII
Aloha Chapter, Southwest Section

Shane Otis - Private Pilot
Utah Chapter, Southwest Section

Pam Palmieri - Private Pilot
San Fernando Valley Chapter, Southwest Section

Linn Steward - Multi-Engine
All-Ohio Chapter, North Central Section

Kari Wehb - CFI & Multi-Engine
Utah Chapter, Southwest Section

Terry Hulzar Trimmer - CFI
Old Dominion Chapter, Mid-Atlantic Section

Elizabeth Collins - Private Pilot
Reno High Sierra, Southwest Section

Kate Flynn - Instrument
Reno High Sierra, Southwest Section

Katie Writer - CFI & CFII
Reno High Sierra, Southwest Section

Jackie Schrempp - Private Pilot
Reno High Sierra, Southwest Section

Suzi Swim - Commercial Single & Multi-Engine instrument
Aloha Chapter, Southwest Section

Kathleen Veatch - Commercial, Multi-Engine Instrument
Aloha Chapter-Southwest Section

WINGS

Mayetta Behringer - Wings XVI
Santa Clara Valley Chapter, Southwest Section

Beverly Clark - Wings I
Oregon Pines Chapter, Northwest Section

Lila Elliott - Wings III
Florida Firstcoast Chapter, Southeast Section

Mary Lou Hagan - Wings VI
Delaware Chapter, Mid-Atlantic Section

Kimberly Lansdon - Wings IV
Oregon Pines Chapter, Northwest Section

Karen Ness - Wings VI
Chicago Area Chapter, North Central Section

Sharon Sweeney - Wings VI
Santa Clara Valley Chapter, Southwest Section

Carol Theiler - Wings VIII
Blue Ridge Chapter, Southeast Section

FIRST SOLO

Blanca Cinco - First Solo
Santa Clara Valley Chapter, Southwest Section



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JULIELYNN WONG: ONE OF CANADA'S BEST AND BRIGHTEST



Julielynn Wong

In May, Maclean's magazine selected 25 of the "best and the brightest" young Canadians, and Julielynn Wong, Ninety-Nine Section Member-At-Large, was among those honored.

The magazine had asked universities across Canada to nominate their brightest stars, both current students and recent grads under the age of 30. The top 25 were picked from more than 400 young achievers.

The following is the magazine's profile of Julielynn, who is 29 and a medical researcher:

Malaria stalks 40 per cent of the world's population — 2.5 billion people — and kills about 3,000 victims a day. In fact, there are more acute cases of malaria each year than tuberculosis, AIDS, measles and leprosy combined. "It's a preventable and treatable disease," says Julielynn Wong, a third-year medical student at Queen's University in Kingston, Ontario. "But despite control efforts, there has been a resurgence in recent years."

In 2002, Wong, who has garnered more than 10 academic awards totalling almost \$55,000, attended the International Space University in Pomona, California. Wong was the lone medical student in a group of 53 peers from 20 countries who collaborated on a project called HI-STAR — which stands for Health Improvements through Space Technologies and Resources. Their idea: malaria could be squelched by using telecommunication satellites to relay data on the disease, global positioning systems to correlate cases with their exact location, and remote-sensing equipment to track rainfall and humidity that affects mosquito breeding.

Last year, Wong and a fellow ISU student presented the idea in Vienna to the United Nations Committee on the Peaceful Uses of Outer Space. Wong continued her research into HI-STAR last summer under NASA's Healthy Planet program, showcasing the project at a number of conferences in Germany last fall.

Now, the UN's Office of Outer Space Affairs has endorsed HI-STAR, and the European Space Agency has asked to see a proposal for a pilot project.

"It's hard to say what motivates me to help other people," says the Toronto native, recently nominated for the Canadian Medical Association award for excellence in health promotion. [Editor's note: Julielynn just received word that she is the sole medical student recipient of the 2004 Canadian Medical Association Award for Young Leaders.] "I just feel that when you give of yourself, you always get back so much more."

Article by Ann Dowsett Johnston, May 24, 2004
reprinted courtesy Macleans

DOROTHY POOLEY RECEIVES TOP BRITISH AWARD

Dorothy Pooley, member of the British Section, has been awarded the Jean Lennox Bird Trophy, the highest women pilots award in Britain. It was given in recognition of her outstanding contribution to aviation and presented by the Women Pilots Association.

The Jean Lennox Bird Trophy is presented each year in memory of Pilot Officer Jean Lennox Bird who, in 1952, became the first woman to receive RAF pilot's wings.

STATE APPOINTMENT FOR MARY LOU HAGAN

Mary Lou Hagan, Delaware Chapter, has been appointed to the New Jersey State General Aviation Advisory Council by Governor James McGreevey.

NEEDED: ONE ARTIST

PROJECT: Cover art for our new 99s Recruitment and Retention Handbook

IDEA: I have it but just can't draw it.

PAY: Donation for the good of The 99s.

Interested? Contact Andrea Chay, International Membership Chairman at 253-638-1679, andrea40@juno.com

BOOK REVIEW

Letters Home 1944-1945

by Bernice "Bee" Falk Haydu
Florida Gulf Stream Chapter

TopLine Printing and Graphics
www.waspletershome.com
Soft Cover \$16.00/\$4.00 shipping
ISBN: 0-9747675-0-6
189 pages



BY JACQUE BOYD
Rio Grande Norte Chapter

Thanks go to Bee Haydu's mother for having the tremendous foresight to save Bee's letters!

Bee's book not only chronicles her experiences through WASP training, she goes beyond to her travails in trying to remain a professional pilot after the war. Her account concerning working with Senator Barry Goldwater in obtaining official recognition from Congress for the WASP further heightens knowledge of that process.

One of the attention-getters about this book is the inclusion of more than 100 pictures. There are many of the WASP photos that I'd never seen before. It makes for a very fresh read concerning a subject that's so integral to the historical progression of women in aviation.

CAROLE DEPUE **Las Vegas Chapter**

Longtime Las Vegas Chapter Ninety-Nines member Carole Depue died in the early morning on May 19, 2004 after a long battle with cancer. Her family has asked that donations be made to the 99s Museum of Women Pilots in lieu of flowers. Their hope is that her name will be put on the Wall of Wings.

Donations can be sent in Carole Depue's name to: 99s Museum of Women Pilots, 3200 Amelia Earhart Road, Oklahoma City, OK 73159-1140

—Mardell Haskins

JOHN EVANS 49½ **All-Ohio Chapter**

John Evans, beloved 49½ of Helen Linn Evans, was 92 when he flew to New Horizons on December 3, 2003. John was an aircraft owner, pilot, Ohio State Trooper, flight instructor for Foster Lane at Port Columbus, flight instructor for the U.S. Army Air Corps, Flight Inspector for the FAA in the U.S. and South America, transport pilot for the OSU School of Aviation, photographic pilot for the Ohio Department of Transportation and a member of OX5 Aviation Pioneers.

—Margaret Hazlett

EVELYN HART GRINDELL **All-Ohio Chapter**

Evelyn Hart Grindell, 91, died December 7, 2003. She received her pilots license in 1942 and was a member of the Civil Air Patrol during WWII. She was a teacher and shared her love of aviation by teaching it to her third grade students. Her Master's thesis on Aviation in Elementary Education remains on file at the FAA Library in Washington, D.C.

PATIENCE MCARTHUR **Oregon Pines Chapter**



Patience McArthur, 1972

I am saddened to write that a Ninety-Nine member has flown to New Horizons.

Patience McArthur of Monmouth, Oregon was a charter member of the Oregon Pines Chapter when it was formed in 1980. She was our treasurer for several years.

After almost four months she received her private license in 1974. She enjoyed flying cross-country and also flew to Alaska.

She was an enthusiastic participant in the "Palms to Pines" Air Race in 1982. Patience was a true friend and we will miss her.

—Mary DeCanter

WILLIAM H. (BILL) PAYNTER 49½ **Bakersfield Chapter**

Bill Paynter, husband of Bakersfield Chapter member Joan Paynter, died on April 21, 2004 after a lengthy illness, at age 79. He was an architect who designed many prominent buildings in his hometown of Bakersfield, California.

He and Joan were familiar faces at Southwest Section and International meetings.

Services were held in Bakersfield on April 26, 2004. Memorial donations may be made to the Alzheimer's Disease Association, 5500 Olive Drive, Bakersfield, CA 93308, or to Rotary Club of Bakersfield, P.O. Box 1628, Bakersfield, CA, 93302

—Mary Lou Romagno

JOSEPHINE M. RICHARDSON **Three Rivers Chapter**

Josephine Richardson, a life member of The Ninety-Nines, passed to new horizons in Decatur, Indiana on June 30, 2003. She was born in Chicago, Illinois on March 30, 1915 to James and Helen (Zivider) Ivetch.

Josephine was united in marriage on February 15, 1959 to Alden Wesley Richardson, and he passed away on March 15, 1994. Josephine was a charter member of the Three Rivers 99s Chapter. Prior to that she was a member of the Indiana 99s Chapter.

She was a member of the Crossroads Church in Decatur, Indiana; Silver Wings; and a past member of the Aircraft Owners and Pilots Association. Josephine was the owner and operator of the Decatur Hi-Way Airport and was a Scientific-Massage and Physical Therapist.

She is survived by one niece and one nephew and was preceded in death by her brother, James Ivetch, and her sister, Anna Womack. Josephine is missed by many.

—Lewie Wiese

MARY ALTMAN SESLAR **All-Ohio Chapter**

Long time All-Ohio Chapter member Mary Altman Seslar, 83, passed away on April 1, 2004. She was an aircraft pilot, a WWII veteran, an avid genealogist, a DAR member and an active member of her church and womens' groups until her recent hospitalization in a nursing facility.

She graduated with a teaching degree from Bowling Green State University and later received her master's degree from Kent State University. She taught school for 28 years, beginning in a one-room school on North Bass Island when the only winter access was by ferry plane.

She is survived by her husband Richard and two children, David and Barbara.

NEW HORIZONS

YVONNE CELESTE (PAT) PATEMAN U.S. Air Force Lt. Col. (Ret.) Orange County Chapter

It is with deep sadness that I inform you that our beloved, dedicated member "Pat" Pateman "flew her last flight" on Sunday, April 4, 2004. She had Parkinson's disease for a number of years, as well as several small strokes recently. She was 84. Now, for her story, and what a story she could tell.

Born in Seawaren, New Jersey in 1920, Pat grew up with 12 siblings. At 22, she was working at Western Electric Factory in New Jersey when a female coworker, who was taking private flying lessons, talked her into going for a plane ride. Pat was instantly hooked and from then on lived for flying. She has said, "The first time I was ever alone in my life was when I soloed. It was so peaceful."

At 22, she soloed on an ice runway in Wurtzboro, New York in a ski-mounted J-3 Piper Cub. A few weeks later, Pat saw a newspaper article describing the Women Airforce Service Pilots (WASP), a new civilian program under the direction of Jacqueline Cochran. During a meeting with Cochran in New York, Pat was offered a spot in the program. Pat had shown she had the "right stuff." One of 1,074 out of 1,830 women who entered the program, Pat earned her wings at Avenger Field in Sweetwater, Texas, graduating in September 1943. She served as a ferry pilot and an engineering test pilot until the WASP disbanded in December 1944.

Following service in the WASP, she pumped gas at Monrovia Airport for awhile, but then was hired by AeroTrans, Inc. piloting civilian aircraft out of Monrovia Airport to buyers elsewhere in the country. Later, Pat became Chief Instructor Pilot at Culver City Airport in California. Then, in 1949 she accepted an Air Force Reserve Commission as a First Lieutenant and was recalled during the Korean War to active duty in March 1951 and was assigned to the 78th Fighter-Interceptor Wing at Hamilton Air Force Base. Because the Air Force did not have women pilots at the time, Pat became an intelligence officer and served in the Philippines and Japan.

In 1969-70, during the Vietnam War, Pat was Chief of the 7th Air Force Warning Division at Tan Son Nhut Air Base in Saigon. During her 22-year Air Force career, she was awarded many honors, including the Bronze Star for exemplary service in Vietnam. Before her April 1, 1971 retirement, she was Chief of the China Air and Missile Section of the Defense Intelligence Agency.

"Pat Pateman had a path-breaking career in both aviation and the military, fields not traditionally open to women," said Deborah Douglas, curator of science and technology at the MIT Museum in Cambridge, Massachusetts. "One can't really imagine how difficult that was." Douglas said that unlike other women who served their country during the war, "Pateman was in the vanguard of women who came out of the WWII experience and did not go back to the 'normal expected roles of women in society,'" preferring to work bringing recognition to the achieve-



Yvonne Celeste (Pat) Pateman

ments of women flyers, particularly the WASP and those in the military services.

In 1976, Pat diligently worked on the passage of Public Law 95-202, which recognized WASP WWII service as eligible for Veterans' Benefits. Pat went to work making sure all living members of the WASP filled out the appropriate forms and papers that got them into the Veteran Administration system.

She was one of the first directors on the board of Women in the Military Service for America (WIMSA) and served for 14 years. She was WASP Chair for Military and Veterans Affairs for 10 years and National President of the WASP from 1990-92. She was also instrumental in the preservation of WASP records, many of which are now housed at Texas Woman's University in Denton, Texas. She was the author of *Women Who Dared*, a nonfiction book which recognizes the women who were military test pilots. Pat also produced a video, *We Were WASP*, to provide an accurate story for use in school classrooms. She was a popular speaker to such groups as AAUW, DAR, Zonta, NOW and The Ninety-Nines.

Pat kept current in single engine aircraft. She logged approximately 6,000 hours by her last flight out of El Toro Marine Base in Orange County in 1998.

Pat originally joined The Ninety-Nines on January 20, 1955 and belonged to several chapters before joining the Orange County Chapter in 1987. She is survived by her longtime companion, U.S. Air Force Maj. (Ret.) Martha (Marty) Stanton, and 20 nieces and nephews. What a blessing she was to all who had the privilege of knowing her. Pat will be greatly missed.

—Mary Van Velzer

WOMEN WITH WINGS CHAPTER

An Air Bear flight with 400 students took place for two days in December at Vienna Elementary School in Vienna, West Virginia, as grades one through six took an imaginary flight to Toyland at the North Pole with Wilbur Wright as their guide.

Wilbur (Dave Stephens) guided the students through the history of the Wright Brothers flight at Kitty Hawk. Pat Stephens, a teacher and pilot, coordinated the program as part of a school-wide celebration of the Wright Brothers' first flight on December 17, 1903. She was assisted by members of the Women With Wings chapter Pat Harmon and Leigh Anna Rice.

Many of the students have never actually been on an airplane, so it was an opportunity for them to gain a little familiarity with how everything works. They randomly drew job assignments such as pilot, controller, flight attendant and passenger; each passenger paid a \$30 play money fee for a ticket to toyland. Next they went through a security check and boarded the aircraft where the flight attendants explained safety procedures like seat belts, oxygen masks and life vests. Before the flight could leave for the North Pole, the plane had to be fueled, a mechanic had to check all the nuts and bolts to be sure they were secure and the line person directed the airplane to the correct runway.

Using a yoke to steer the plane, the pilot and co-pilot monitored a poster board instrument panel while communicating with air traffic control on their headsets. About midway through the flight, the attendants handed out a snack.

The third graders made replicas of "bat toy" while the fourth graders made paper airplanes. Hanging from the ceiling in the front entrance of the school were Wright Brothers model planes made by the fifth and sixth graders.

It was a wonderful, informative program that these children had the opportunity to be part of. I'm sure the presenters had a great time as well! The Women With Wings chapter will be presenting Air Bear programs in 10 more classrooms during April and May.

—Gaye Wohlin



San Fernando Valley Chapter members at the unveiling of their displayed photograph at the Flight Path Learning Center Museum at Los Angeles International Airport, May 1.

SAN FERNANDO VALLEY CHAPTER

The San Fernando Valley chapter has used their well-known airplane photo (previously displayed on the front cover of the 99 News) for recruiting and publicity, hanging posters in local FBOs and arranging for a photo display in the Burbank Airport terminal. Thanks to chapter member Marcia Fuller, the photo is now hanging in the Flight Path Learning Center Museum at Los Angeles International Airport.

Marcia approached Raymond Jack, head of Flight Operations at LAX, with the photo-hanging idea after his LAX presentation at our August chapter meeting. The unveiling of our photo was arranged for May 1, 2004. The chapter enjoyed a wonderful tour of the newly opened museum celebrating the history of LAX and then took a photo of the photo. On May 22, the San Fernando Valley 99s participated in an Aviation and Space Expo at Whiteman Airport put on by the Traveling Space Museum. Over 300 local children attended the event where they enjoyed flight simulators, a space station mock up, rocket demos, robotic demos and Young Eagle flights.

Our chapter had booths for The 99s as well as the two youth groups we sponsor and mentor, the Aviation Explorers and the Girl Scouts. Wally Funk spoke about her training as an astronaut and the SFV99s presented her with a Certificate of Recognition. We look forward to this expo becoming an annual event.

—Jennifer Miller

UTAH CHAPTER

Utah Chapter Hurricane Meeting/Lunch

No, we didn't have a hurricane during our meeting, but rather we held a chapter meeting/lunch on April 25 in Hurricane, Utah, which is near Zion National Park. Several members from the Las Vegas Valley Chapter joined in for the impressive spread of food and outstanding 99 camaraderie. Our hosts were Mary and Ron Santosuosso, who live on the Sky Ranch airport. Twenty-two people attended and three airplanes flew in for the event.

—Laura Smith



The pilot and co-pilot take the controls at Vienna Elementary School.

GRASS ROOTS — Section and Chapter reporters share their recent activities

SANTA CLARA VALLEY CHAPTER



99s Brigitte Iwaszkiewicz and Mayetta Behringer check in Janet Ewert Lalor and her twin girls, Allie and Maddie at the Pasta Dinner and Fund Raiser.

Santa Clara Valley Chapter's annual Pasta Dinner and Fund Raiser was held at the San Jose State Aviation Department located at SJC airport on Friday, March 19. The event was again ably chaired by Susan Worster and very well attended.

We were happy to have Janet Ewert Lalor and her twin 8- year-old girls join us for the evening. Janet is the daughter of Peggy and John Ewert who were tragically killed in an airplane accident on Mother's Day 1997. Peggy was the Governor

of the Southwest Section at the time. She left a huge void for all of us.

Our raffle and silent auction benefits The Flying Twenty at San Jose State to further their aviation education and competitive spirit. The San Jose Precision Flight team was introduced. They reported on their successful showing at the NIFA Safecon Regional in Prescott, Arizona.

The 99s have worked with the National Intercollegiate Flying Association's student flying competition since 1948 as judges, runners and teachers and also with funding assistance. Santa Clara Valley Chapter is proud to assist locally.

—Nancy Rodgers

BLUE RIDGE CHAPTER

Members of the Blue Ridge chapter assisted during the South Carolina Aviation Association's Poker Run and the visit of the Commemorative Air Force B-17, the Sentimental Journey, to Spartanburg Downtown Memorial Airport (KSPA) on May 22.

—Carol Theiler



From left, Lee Orr, Kay Taunton (new FWP) and Dot Penney assist with the South Carolina Aviation Association's Poker Run.



AUSTRALIAN SECTION

The annual meeting of the Australian Section was held in Hobart, Tasmania on April 2. Following the meeting a most entertaining talk was given by South Australian pilot Nancy Manthoyse about her time flying on DC3's Adelaide to Darwin run in the early '50s.

AMBASSADOR CHAPTER



Ambassador Chapter members Captain Aileen Watkins, left, and First Officer Donna Miller flew together for Donna's first trip on the B-737 at Pace Airlines shortly before Aileen left to take a new job as B747-400 first officer with Atlas Air. Both are also Amelia Earhart Memorial Scholarship winners.

TENNESSEE CHAPTER

A luncheon meeting of the Tennessee Chapter was held at the Morristown Airport in early March. The program was given by Ann Crossman of New York. Her book *Young at Heart* was the topic.

Completing the compass rose at Downtown Island Airport, Knoxville, Tennessee were Catherine Haight, Martha Miller, Wilma Brantley, Shelia Kidwell, Linda Meese, Jean Hammer, Ernesteen Hunt, Judy Wayman, Lynne Davis and 49½s Lee Hunt and Earl West.

This makes five compass roses that the Tennessee Chapter has completed in less than two years.

—Evelyn Bryan Johnson

KATAHDIN WINGS CHAPTER

Gray skies and damp early April weather may have prevailed, but the spirits of the New England Section 99s were soaring. Their Spring Section meeting was a resounding success. In efforts headed by Chapter Chair Jeanne Kannegieser, the Katahdin Wings treated themselves and their guests to the casual elegance of the Harraseeket Inn, located in the heart of Freeport, Maine.

The weekend started on Friday afternoon with a cozy fire-side tea prepared by the Harraseeket. It was a great warm-up to the evening where new members got to meet and get to know the veterans, while enjoying the delightful spread. Dinner at the historic Jameson Tavern followed, where everyone was entertained by guest speaker Linda Coffi's adventures of her first "real" cross-country, flying from upstate New York to California, most of it solo.

The next day brought more gray skies, but the New England Section got right down to business with Governor Pat Theberge presiding. In the spirit of the location, a New England shopping mecca, the Katahdin Wings offered aviation-related merchandise for sale before the meeting.

Highlights of the morning meeting included the presentation of the New England Section Award of Merit to Katahdin Wings member Mary Build for her outstanding efforts in promoting aviation and her inspirational interaction with everyone she meets. The Shirley Mann Memorial Scholarship was also presented to Daniel Webster student Kimberly Brennan, who graciously and enthusiastically accepted it. Installation of the new Northeast Section officers concluded the ended-on-time meeting.

Even though the weather didn't allow anyone to fly, the gathering of so many contagiously enthusiastic women pilots



Katahdin Wings member Claire Holmblad, right, mans the merchandise table while Eastern New England Chapter members Virginia Ursin, left, and Katharine Barr, center, browse before the start of the Spring 2004 New England Section Meeting.

charged everyone up for another great summer of flying to come.

At the end of this successful meeting plans were formed for a fly-out to the Hudson River Corridor and a circle of the Statue of Liberty. On April 25, 16 women pilots, including 99s and their guests, flew from Southern Maine and upstate New York to converge on Poughkeepsie Dutchess Co. Airport for lunch and a briefing before continuing to New York Harbor.

Unfortunately a low pressure system arrived early and put a damper on the second leg of the journey. One lucky Katahdin Wings member, Shadow Gorill, and her guests did get to complete the mission, which resulted in some spectacular photographs of The Lady.

— Lorena Plourd



Minnesota Chapter Members Susan Bailey Schwidt (left), first officer for Pinnacle Airlines, and Lisa Peasle, company pilot, Target Corp., share their career experiences with Girl Scouts from the Cannon Valley Council.

MINNESOTA CHAPTER

Sunny skies, a brisk wind and the smiles of Ninety-Nines members greeted 79 Girl Scouts from the Cannon Valley Council when they were hosted by Quality Aviation at the Faribault airport on April 17. Girls from seven troops, their leaders and parents enjoyed the afternoon learning about the careers and activities of women in Minnesota aviation. Best of all, the girls got to see and sit in the planes which 99s members had flown to the airport.

At four information stations, 99s presented the necessary steps for learning to fly and a basic explanation of how an airplane flies complete with a mock instrument panel. Careers were discussed by an airline first officer, a company pilot and an Air Force navigator; how air traffic control works was outlined by a controller; and a presentation about Ninety-Nines told the girls about the history of the organization, current projects, and that if they really want to, they too can someday be a pilot and a Ninety-Nine. Plans are already underway for a repeat event in 2006 when the joy of flying can be shared again.

—Nadine Sugden

GRASS ROOTS — Section and Chapter reporters share their recent activities

HOUSTON CHAPTER

Houston Chapter members graciously welcomed a large number of South Central Section 99s to the spring Section meeting. Courtesy of Woody Lesikar, the host airport was West Houston, which has been the home base for the Houston Chapter for a number of years.

Despite all the great plans generated by Cathy Wappler and her committee, weather was not cooperative for those 99s who wanted to fly in, particularly several gals from the Oklahoma Chapter who caught a Southwest Airlines flight at the last minute. San Antonio 99s and others were close enough to drive. Only four planes arrived and those a day early.

Activities included a mountain-flying seminar (the next Section meeting is in Colorado), flying to Europe and vision issues affecting pilots.

More than 120 Ninety-Nines (including guests) attended evening functions in the large hangar at the airport. Friday featured Texas barbecue and Saturday Mexican fare. Entertainment included live music, colorful, professional dancers and an informative presentation by Astronaut Dr. Linda Godwin.

The chapter is especially proud of Maybelle Fletcher, who to her surprise provided the focus for the hangar party Friday night. Maybelle was presented with the recently announced FAA's Master Pilot Award, which is given to an individual who



Maybelle Fletcher is presented with the FAA's Master Pilot Award by Paul Downs, left, and Howard Dave, both FAA representatives who were instrumental in getting the award issued to Maybelle.

has possessed a pilot's license for at least 50 years, who is current, and who has made significant contributions to aviation safety and education. We are understandably proud of our own Maybelle!

—Lu Hollander

OLD DOMINION CHAPTER

Girl Scout Day

This April's annual Girl Scout Day at the Smithsonian Air & Space Museum was held at the new Udvar-Hazy Center in Dulles, Virginia. There were 1,077 girls participating, from Daisy (the youngest) to Senior Scouts. With exhibitors from all facets of aviation, historical to modern technology, the girls had a full day of aviation to experience.

Equipped with charts and two flight simulators, our chapter



Girl Scout Day "flight instructors" from the Old Dominion Chapter are, front row from left: Betty Fisher, Morgen Reeb; (back row from left): Denise Decker, Laura Conover, Seth Van Lehn, Yvonne Egge and Charlee Haskell.

worked with the scouts on basic navigation, then gave each of them a chance to "fly." The girls showed so much interest and enthusiasm, as well as natural talent, we can only hope to see some of them become accomplished pilots and 99s. We also provided information and handouts to leaders and parents about the 99s and learning to fly.

Sally Ride Science Festival

The Old Dominion Chapter took the opportunity to represent the Ninety-Nines, Inc. at the Sally Ride Science Festival held at George Mason University on April 17.

This "Old Dominion" university campus in Fairfax, Virginia proved to be a perfect venue for the Chapter as well as Sally Ride's traveling Science Festival. Young women in the 5th-8th grades from all over Washington, D.C., Virginia, Maryland and beyond were joined by their families, Girl Scout leaders, teachers, etc. to learn of the endless possibilities for them in the vast field of science, and related technologies.

The weather cooperated fully as hundreds of young women and their chaperones participated in the workshops, explored the hands-on and interactive displays, attended lectures and perused the street fair. Contacts with Girl Scout leaders, educators, and parents were made at the Festival to be used as part of the Old Dominion Chapter's aeronautical education program inspiring young women to nurture and pursue their interests in aviation-related careers or activities...and of course, eventually become FWP's and 99s!

—Charlee Haskell

From Russia With Love...

*Please see page 16 for article and
page 31 for photo captions.*

