



99 NEWS

# INTERNATIONAL WOMEN PILOTS<sup>®</sup>

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES<sup>®</sup> INC.



November/December 2004



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

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

## On The Cover

*Gretchen Jahn, a Colorado Chapter Ninety-Nine, has recently taken the controls at Mooney Airplane Company. As CEO, Gretchen assumes day-to-day leadership of the 58-year-old general aviation manufacturer based in Kerrville, Texas.*

*Gretchen has been a pilot for 20 years and is the founder and former CEO of two manufacturing and software companies.*

*Please see page 18 for an article about Gretchen.*

# PERPETUAL CALENDAR

## 2004

### DECEMBER

- 5 **Mr. and Mrs. Santa Claus Fly-In**, MAPS Air Museum, Akron/Canton (CAK) Regional Airport. Contact: Patricia Synk, 330-945-7518, [FlyerDreams@aol.com](mailto:FlyerDreams@aol.com).
- 9-12 **Sun 'n Fun High Flying Holidays**. Families will enjoy holiday/aviation themed activities. Contact: Phone 863-644-2431 or [fly-info@sun-n-fun.org](mailto:fly-info@sun-n-fun.org).
- 20 **Deadline for Professional Pilot Leadership Initiative (PPLI) Applications**. Contact Laura Smith, PPLI Program Leader, at [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org) or [www.ninety-nines.org/careers/mentoring.html](http://www.ninety-nines.org/careers/mentoring.html).
- 31 **Deadline for submission of Bylaws and/or Standing Rules amendments**. Send to Jerry Anne Jurenka, Intl. Bylaws/Standing Rules Chair, 10 Oak Forest Drive, Longview, TX 75605, USA. Fax 903-663-5808; email [jajurenka@juno.com](mailto:jajurenka@juno.com).

## 2005

### JANUARY

- 5 **Deadline for the AEMSF application**. See [www.ninety-nines.org/aemsf.html](http://www.ninety-nines.org/aemsf.html) for details.

### FEBRUARY

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

### MARCH

- 19 **Northwest Section Board Meeting**, Bend, OR. Contact: Anne English at [aenglish@cwcmh.org](mailto:aenglish@cwcmh.org).

### APRIL

- 1 **99 News Deadline – May/June issue.**
- 12-18 **Sun 'n Fun**, Lakeland, FL. Contact: 863-644-2431 or [fly-info@sun-n-fun.org](mailto:fly-info@sun-n-fun.org).

- 26-30 **NIFA SAFECOM**, Salina, KS.

### MAY

- 3-15 **Southwest Section Spring Meeting**, hosted by San Fernando Valley Chapter, Van Nuys Airtel Hotel. Contact Maureen Kenney, [mkenney@sdsio.jpl.nasa.gov](mailto:mkenney@sdsio.jpl.nasa.gov), 818-207-6089.

### JUNE

- 1 **99 News Deadline – July/August issue.**
- 21-24 **Air Race Classic**, starting and ending at Purdue University, Lafayette, IN (LAF). See [www.airraceclassic.org](http://www.airraceclassic.org).

### JULY

- 1-3 **NW Section Meeting**, Spokane WA.
- 6-10 **EAA Fly-In**, Arlington, WA.
- 26-  
Aug. 1 **EAA**, Oshkosh, WI.

### AUGUST

- 1 **99 News Deadline – September/October issue.**
- 10-12 **WAI**, Dallas, TX.
- 21-26 **International Conference in New Zealand**. Fun and Fellowship Down Under. Pre- and Post-Conference tours of North and South Island are available. For additional information go to [www.ninety-nines.org](http://www.ninety-nines.org).



### OCTOBER

- 1 **99 News Deadline – November/December issue.**



## 2006

### JULY

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

## 2005 International Conference Christchurch, New Zealand August 21-26

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

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*Milford Sound Cruise*

# Plan on New Zealand

2005 International Conference  
August 21-26  
Christchurch, NZ



*Te Papa, Wellington*



*Christchurch*



*Traditional Maori greeting in Rotorua.*



*Queenstown, Lake Wakatipu*



**O**n November 2, The Ninety-Nines celebrated its 75<sup>th</sup> anniversary. Sadly, the last two of our charter members went on to new horizons in September of this year (see article on page 6).

When our Charter Members met over tea in 1929, they had a vision of creating a networking, charitable, historical group for women. They did it, and we are the legacy holders. This vision continues today, but the world has changed dramatically since that November day 75 years ago.

We are moving into a world that is more technology-based, one that challenges us to meet the needs of the membership while keeping costs down. We treasure each of our members, and with that in mind, we have created Internet Chapters for those members who want to be a part of The Ninety-Nines, but whose lives and jobs preclude them from having a set base of operation. We are also pursuing external fund-raising paths so we will not have to continually request support from members.

We solicit your ideas and methods to retain valued members and recruit new members in today's environment. Please share your successes and suggestions with our International Membership Chair Pamela Saylor at 219-992-2602, or e-mail pamsaylor@ureach.com so she can share them with all Chapter and Section membership chairs. (For one Chapter's recruitment project, please see page 16.)

We also lost many special 99s recently, including our 1976-78 International President Lois Feigenbaum. During her graveside service, a poem about The Ninety-Nines was read and, coincidentally, a formation of jets flew over at the same time — a fitting farewell to a woman who gave so much to our organization.

To continue the theme of "reaching out" to the membership, in September I attended the South Central Section Meeting in Santa Fe, New Mexico, followed in October by the Mid-Atlantic Section in Williamsburg, Virginia, and the New York-New Jersey Section in Long Island, New York. I participated as a judge in the National Intercollegiate Flying Association (NIFA) Region

## President's Message

BY ELAINE MORROW  
Minnesota Chapter

V competition in St. Cloud, Minnesota. I also represented The 99s at the AOPA Convention in Long Beach, California at The 99s booth so capably coordinated by Vicky Anderson, Susan Theurkauf and volunteers.

By the time you receive this magazine, it will be the holiday season. Is your Chapter or Section looking for a project? Consider reaching out to our military members —The Ninety-Nines database shows that we have approximately 300 members in the military. Last March, during an evening panel presentation by Military Women hosted by the Pro 99s, a panel member said she couldn't have done her job overseas without the local 99s Chapter because the members adopted her family. Every time she got an email or picture, she could rest easy knowing that her family's needs were being met.

May all of you have a rewarding and blessed 2005.



*Elaine Morrow*

*Elaine Morrow visits with Bonita Ades at the South Central Section meeting.*



# The End of an Era

BY JACQUE BOYD, Ph.D.  
Rio Grande Norte Chapter

The 99s said a sad farewell to their last Charter Members when Margaret Thomas Warren and Josephine Wood both took flight to New Horizons.

**R**ationally, each one of us has known that this day would eventually come. The year that marks our organization's 75<sup>th</sup> anniversary also marks the first year we have no living Charter Members.

Margaret Thomas 'Tommy' Warren and Josephine 'Jodie' Wood were both born in March 1912. They were each 17 years old that day in October 1929 and the youngest pilots to join the newly formed Ninety-Nines. At 92 years young, on August 22 and September 11, 2004, the two youngest Charter Members of The Ninety-Nines flew to New Horizons and joined their sisters in flight.

## MARGARET THOMAS 'TOMMY' WARREN

Margaret Thomas was born in Anson, Texas, in March of 1912. Soon after her birth, her parents moved to Glen Rose, Texas, and then, when she was seven, to Fort Worth. It was in Fort Worth that she would learn to fly.

Her biography, *Taking Off*, begins this way: "The chalk squeaked on, but there was another sound now, a little like mother's sewing machine, only louder. I looked out and saw something in the air, something with wings like an enormous dragon-fly. I jumped up and ran out of the schoolhouse and followed the thing flying through the air until it sank from sight toward the earth. Sharp pains stabbed my heart, but I ran on until I found it, sitting in a field. I stopped, out of breath, gasping. It was one of those moments as in an old tale: the magic lantern is rubbed, the right word is spoken, doors open, and secrets are known. I didn't know the object I stared at was an aeroplane, but I did know that, someday, I too would fly through the air."

And she would. She received her Private

Pilot license (#6180) in early 1929 in an OX-5 Travelair. She worked for Curtiss-Wright as a demonstration pilot. In early 1930, she joined the Curtiss-Wright Exhibition Company as part of their stunt team.

My "meeting" Tommy Warren grew from a project concerning the American women who flew



Margaret Thomas 'Tommy' Warren.

for the British during WWII. One of the women I was interviewing was Suzanne Humphreys, who mentioned having roomed with Tommy and Nancy Love in New York City. When Susie passed away, I contacted Tommy by telephone to see what she remembered about that time period. She reiterated what she'd written in her book, *Taking Off*, and confirmed much of what Susie had told me about the devil-may-care existence they enjoyed. Although she was almost blind at the time and unable to write anything down for me, the taped phone conversations are a vocal witness to a life well lived. She was indeed a marvel.

After an early divorce, she married Bayard Warren, also a pilot, in 1932. Tommy continued to fly until the beginning of World War II but then was unable to pass her physical to renew her license. She and her husband then moved to Texas and eventually to Maine. She had two children, Mary and Michael. She later got the urge to fly again, passed her medical examination, arranged for some instruction and, as she says in her biography, consulted the *I Ching, Book of Changes*. The coins were tossed, and the message was:

"A bird should not try to surpass itself and fly into the sun, It should descend to the earth where its nest is."

She cancelled her flight instruction and never flew as a pilot again.



After her husband's death, she moved to West Cork, Ireland, where she lived until her death on August 22. Services of thanksgiving were held in St. Barrahan's Church, Castletownsend, Ireland. Donations, if desired, may be sent in Aid of the National Council for the Blind of Ireland, Whitworth Road, Crumconra, Dublin 9, Ireland.

#### JOSEPHINE 'JODIE' WOOD

Josephine Wood, born March 28, 1912, passed away in Vernon, Texas, on September 11, 2004. The *Ninety-Nines* possesses very little information about her. The 1979 *History of The Ninety-Nines* has this information under a photo of her and her sister with their flight instructor:

"Josephine Wood Wallingford left, (license #9129) and her sister, Frances, both formerly of Vernon, TX, with their instructor, Burdette Fuller, during training at Jim Granger's operation Clover Field, Santa Monica. One of the early-day sister-flying teams, Ninety-Nines Charter Member Josephine now lives in the Dallas area."

From the 1996 *Ninety-Nines History* book comes this information: "Josephine Wallingford Wood, a charter member and a native of Oklahoma, learned to fly in 1929 and received her private license in Santa Monica, CA flying an OX5 Swallow. In 1931 she received her limited commercial rating."

Neither of these paragraphs tells much about Wood. When she died, her son contacted Headquarters. I was given his phone number and called to see what information I could find to add to this article. That hour spent on the phone was beyond enjoyable, cathartic and served as confirmation of what I believed to be the central common characteristics that define our Charter Members.

Bill gave me insight into a phenomenally good and talented woman who, as he put it, simply got caught in the cracks of the time.

She learned to fly in 1929 and stopped flying in the early 1930s due to the monetary constraints produced by the Depression. She never flew again and very rarely discussed her flying, even with her only child. She was married to Fred Wallingford and had her only son in 1937. She and Wallingford divorced, and she didn't speak of him again. He was killed in the early 1940s in an airplane crash in California.

Bill fondly related a story about what he referred to as her private pilot's check ride. Her check pilot strapped her into her parachute and sent her off for her solo flight. She taxied out but found that with the parachute she couldn't reach the rudder pedals, so she took the chute off and

continued her flight without it. When she came back in and landed, she took some extra time at the end of the runway to put her chute back on before she met with her instructor. When she taxied back to her instructor, he asked why she had taken so long at the end of the runway. Her reply was that she was "just overcome with the moment." He simply looked at her and said that must just happen with women.

The Depression made times tough for single women, particularly for divorced women. Josephine, or Jodie, as she was called, made a simple but difficult decision. She stopped flying and went home to take care of her mother and alcoholic sister. Her son said she never complained but did what it was she knew she had to do. Eventually her mother and sister passed away, and by that time she was at a stage in life where she just didn't feel that flying again was an option. Bill said, "She squared her shoulders and went down the road." She didn't torture herself about the decision or her past, and as Bill put it, "Sometimes hard times make a good person."

Bill will be taking a trip to Ninety-Nines Headquarters in Oklahoma City to visit the Museum of Women Pilots. He believes The Ninety-Nines set the stage that helped give women independence. He sounded wistful as he spoke about the trip. His mother rarely spoke about her flying life, and he knew it would be a bittersweet visit. He will visit this place and see his mother as "the pilot that would have been."

Margaret Thomas and Josephine Wood were both born in March 1912. They were each 17 years old that day in October 1929 and the youngest female pilots to join the newly formed Ninety-Nines.

*Josephine 'Jodie' Wood.*







*Exploring the Great Wall of China are, from left, Sherry Walker, Margaret Cosby, Nancy Aldrich, Judy Knaute, Cheryl Brown, Jean Reynolds, Joanne Terwilliger and Andy McCarthy.*

## Ninety-Nines on the Great Wall

BY NANCY ALDRICH  
San Antonio Chapter

Ninety-Nines,  
Flying Tigers  
take a step back  
into WWII history  
during tour of  
China.

A group of ten Ninety-Nines from the Southwest and South Central Sections recently joined the 19-day VIP Aviator's Tour of China. There were 162 people on the tour, many of whom were pilots.

In addition, we were honored to have four former Flying Tigers from the 528th Fighter Squadron with us, three of whom had been shot down. The 528th began in the 10th Air Force, which was all of India and Burma. When they were moved to China, they fell under Chennault's 14th Air Force. The 528th flew more missions than any other fighter unit in China — a total of 7,036. They received 126 Air Combat Medals, 73 Distinguished Flying Crosses, two Silver Stars, 14 Purple Hearts, two Bronze Stars, and eight Soldier Medals. They dropped over 1,527 tons of bombs and expended over 2.5 million rounds of ammunition.

The group left SFO for Shanghai, where we toured the Bund, Suzhou and Wuhan before boarding the Yangtze Pearl Cruise Ship for six nights and five days of a luxurious 800-mile river cruise. The cruise went through the five-stage lock system of the Three Gorges Dam on the way to Chongqing, the wartime capital of China and the headquarters of the China Theater under the Allied Army. At Chongqing, we toured General 'Vinegar Joe' Stilwell's former home, now a museum, dedicated to the Flying Tigers and "Hump" pilots of World War II.

After spending a day sightseeing in Chongqing, the group continued to Guilin where they were able to visit the old airport at Yangtang, which was used by the Flying Tigers during WW II between 1943 and 1945. They saw the stone tablet set up by Mrs. Chennault and engraved with the words, "The rock on which Gen.



Chennault stood to watch air combats." We also walked into the cave that Gen. Chennault used as his office. While we were there, an elderly Chinese man told of his experiences as a young man helping the Flying Tigers. We then went to Ling Qu, where the remains of a B-24 Bomber of the U.S. 14th Air Force Flying Tigers were found and are now on exhibit.

In Guilin, our guides told us not to miss the ladies room in the hotel lobby. They said it was a "6 Star" restroom. That certainly piqued our interest, so almost all of us had to try it out. Six star it was, with beautiful appointments and TV screens above the wash basins. Opposite the basins were the stalls, each with a full wooden door. However, each door had a window from waist high — in order to watch the TV while sitting on the toilet! There was certainly no doubt whether a stall was empty — you just looked in the window to see who was there.

After Guilin, we continued our tour in Zi'an, where we visited the Terra Cotta Soldiers Museum. In Xi'an, we were escorted throughout the city by the local police, lights flashing and stopping all traffic while we made our way through the city.

At every stop on the tour, the local press, both TV and newspapers, were there to interview the Flying Tigers and other members of the group.

In addition to all the normal tourist sights, we were taken to the small town (only eight million) of Shijiazhuang to see the Aircraft Indus-

trial Corporation, Ltd. Co., which produces light, general aviation aircraft designed by Xi'an Aircraft Designing Research Institute and China Civil Aviation Flying Institute. We got a close up and personal look at their new four-place trainer.

Our last three days were spent in Beijing. We had a very early wake up call in order to arrive at the Great Wall before 8 a.m. before it became crowded. The Great Wall defies description. It is 1,500 miles of awesome engineering. It is hard to imagine that every stone in the wall had to be hand-carried up the mountain. Like many things in China, it is said to have been built of the blood and tears of the people.

As typical tourists in Beijing, we spent time at Tiananmen Square, the Forbidden City, the Summer Palace, the Temple of Heaven and the many other sites in this beautiful city. And, as not so typical tourists, we went to the Beijing Aviation Museum, the largest aviation museum in Asia.

We returned to SFO, exhausted but exhilarated by all the things we had been able to see and do. The Flying Tigers with us were an inspiration as they recounted many of their exploits. The Chinese government officials treated us to four banquets along the way. It was a wonderful trip, but I think each of us returned home with hope for our future relations with the Chinese and a greater appreciation for the things America has to offer to its citizens.

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*Touring the Beijing Aviation Museum, the largest aviation museum in Asia are, in back, Sherry Walker, Margaret Sizemore, Nancy Aldrich, Jean Reynolds, and in front, Evelyn Sizemore and Margaret Cosby.*

*Pam Collings, New Zealand Section Governor, holds the certificate she earned on her first solo flight. She obtained her Private Pilot license in 1965.*



## Pam Collings: Giving Back to Aviation

BY SONAL GOPUJKAR  
India Section

Meet Pam Collings,  
99s New Zealand  
Section Governor,  
recipient of the New  
Zealand Order of  
Merit, a pilot,  
aerobat, librarian  
and winner of  
multiple accolades.

Once in a while, you come across stories so packed with accomplishments that you could be forgiven for passing them off as fiction. This story, however, is real. It is peopled by the gritty stuff of living legends and filled with insights into the creation of myth. It is the story of inspiration drawn from tough times and the struggle to survive.

Meet Pam Collings, NZOM (New Zealand Order of Merit), Governor of the Ninety-Nines New Zealand Section, a pilot, aerobat, librarian, winner of multiple accolades and a woman of many identities.

Through all these identities, though, Collings is someone whose primary defining characteristic has been her passion for all things related to aviation, so that even today, after many

years in the field, she is concerned with giving something back to it in one way or another.

Her story begins in 1963 when she started flying after winning a scholarship at Canterbury Aero Club and went on to gain her Private Pilot license in October of 1965. In 1972 came another landmark – her initiation into aerobatics, which she discovered while watching the World Aerobatic Championships while traveling through France.

This fascination led her to undertake a 10-hour course in advanced aerobatics in a Pitts Special in the United States later that year. She bought her own Pitts in 1975 and spent the next 10 months continuing her aerobatic training in the U.S. with the aim of competing at the World Championships in 1976.



When the USA pulled out of hosting the event, Collings had to return home to New Zealand with the airplane and seek sponsorship to get herself and her airplane to Kiev, Russia, the new venue. Collings flew the final leg of the journey into Kiev from Austria and competed, finishing 47th out of 68 pilots. She was the first woman from New Zealand to enter such an event.

She competed at the 10th World Aerobatic Championships in Oshkosh in 1980 after a last minute plea from the organizers. They needed three countries to compete for the women's competition, and the Eastern Bloc countries had pulled out. Collings competed using a borrowed airplane and finished 8th out of the nine female competitors. The American women awarded her a trophy for sportsmanship.

Through her membership in The Ninety-Nines, who were responsible for competitions and team selection in the United States, Collings became aware of the sport of precision flying. She instigated the formation of a New Zealand team and traveled, as coach, with the team of five pilots to the World Precision Flying Championships in the USA in 1985. New Zealand has been represented at these championships ever since and hosted the 1999 World Championships in Hamilton, which was attended by 22 countries.

What is precision flying? In general terms, it is a cross-country flight with landing tests for solo pilots in light aircraft. The purpose is to demonstrate the pilot's skill in navigation, general flying ability and a number of other tests associated with flying light aircraft. The competitions are held entirely in VMC conditions and under VFR.

A former librarian at Canterbury University, Collings joined the Civil Aviation Authority in 1984, where she is now a Senior Education Adviser and a joint editor of the flight safety magazine *Vector*. Collings has been an active member of the New Zealand Airwomen's Association (now known as New Zealand Association of Women in Aviation) since 1966 and served as President between 1995 and 1998.

She was instrumental in developing the first Asia-Pacific Women in Aviation Conference held in Queenstown in 1998. This conference attracted a number of international speakers and over 200 delegates from a variety of countries and will be held in New Zealand every six years.

She and her husband Ces have their own airfield at Forest Field and invite fellow aviators to use the field that they maintain to published stan-

dards. They regularly host a Scout Aviation Camp for the Canterbury region, and Collings still does some part-time instructing.

Her house is also the home for the New Zealand Association of Women in Aviation archives, which she has spent a great deal of her own time researching and preserving.

Collings is highly regarded within the aviation community and is currently putting something back into her chosen field through her work with aviation safety.

Her previous awards include:

1981 – The Royal New Zealand Aero Club Notable Achievement in Aviation in New Zealand; 1992 – The Nancy Bird Trophy (Australian Women Pilots' Association) for the most noteworthy contribution to aviation by a woman of Australia; 1993 – Fédération Aéronautique Internationale Paul Tissandier Diploma for Services to Aeronautics and Airports.

Collings was made a Member of the New Zealand Order of Merit (NZOM) for services to aviation in the 2001 New Year's Honors List; her investiture was at Government House in Wellington on March 6, 2001.

Here is a woman to salute — not only for her many laudable achievements, but also for the greatest accomplishment of all — a life where the journey is full of pitfalls yet marked out by passion and where success lies along the way, not at the finishing line.

*Article reprinted courtesy of  
INDIAN AVIATION*

As New Zealand Section Governor, Pam Collings invites all members to enjoy "Down Under" during the 2005 International Conference to be held in Christchurch, New Zealand on August 21-26.

*Pam receives the New Zealand national aerobatic trophy in 1976.*



# Flying in Cape Town

BY AKKY MANSIKKA  
First Canadian Chapter

First Canadian  
Chapter Member  
Akky Mansikka  
takes a Piper  
Warrior out for a  
scenic flight over  
Cape Town,  
South Africa.

*Table Mountain is partly  
concealed by a large rotor  
cloud in this aerial photo  
of Cape Town taken by  
Akky from a Piper Warrior.*



I arrived in Cape Town, South Africa, on a hot, hazy, sunny afternoon in April on Lufthansa flight 571 from Frankfurt. The flight had left Frankfurt the previous evening, and I had flown the night before that from Toronto to Frankfurt. You would think that I would have had enough of flying, but no!

Our arrival was spectacular. We flew around Table Mountain with the city nestled between the mountain and the Atlantic, then north along beautiful beaches, circling back inland near the Stellenbosch wine area to line up with Runway 19 of Cape Town International.

I was here for the World Championship Dragon Boat Competitions and hoped after the competitions to do some flying myself. What could be greater than combining my two passions — dragon boating and flying — in Africa! The flying schools had not responded to my emails from Canada, but I had been able to contact one of the Ninety-Nines in South Africa. Kym Morton lives in Lanseria near Johannesburg about 1300 km. from Cape Town. I was finally

able to connect with Sebastian Hubchen of the Cape of Good Hope Flying Club, and I booked a Piper Warrior and Sebastian for a flight.

After the dragon boat races, I had a few days on my own in Cape Town before touring around South Africa with friends. This was my chance to fly! I had considered converting my Canadian license to a South African one, but it meant taking all the written and flight tests that I just didn't have the time or money for. It would be more economical and practical to fly with an instructor.

The flying club was in a small one-story building. I walked through double glass doors into a small reception area where a woman behind the counter seemed to be expecting me. To the right of the lobby was a bar. That's right, a bar — for a cool beer *after* a flight? The atmosphere, however, felt very familiar, not unlike my own home town flying school, a smaller version of Toronto Airways at Buttonville. I felt at home here.

Sebastian soon appeared, a tall, blond man in his 40s. He helped me fill out all the forms for non-club members, including next of kin. Uh oh, I do forget there are risks. The rates for nonmembers were much higher than quoted on the phone, close to 1,000 Rand (\$200) per hour for the rental of the aircraft, a Piper Warrior, my plane of choice. The instructor was another 200 Rand (\$50) per hour. Not only does the instructor charge for the hourly flight time but also for preparation time, a pre-inspection fee, the walk around fee and tie down fee.

I paid the instructor directly. I could pay him through the flying club, but that would cost more. The Cape of Good Hope Flying Club prided themselves on having professional instructors, not just young pilots building time for the airlines. I saw no other students while I was there. The fees were almost double the cost back in Toronto. When I commented on this, I was told it was cheap and that Europeans come to Cape Town to train because it is so inexpensive in South Africa. I wondered what the cost must be in Europe.

Sebastian briefed me on the weather, which he had looked up earlier on their aviation weather website. The winds were from the south, 190/19 knots with rotor clouds building up on the windward side of Table Mountain. This meant severe turbulence. We would not be able to fly around the Cape of Good Hope peninsula that day. Our route would be westward over the city, keeping on the leeward side of Table Mountain and avoiding the rotor clouds; to Robben Island where Nelson Mandela was kept prisoner; northward across Table Bay to Blouberg Beach, the shortest



distance over water (7 Km.); to the wine areas of Stellenbosch; and back to Cape Town. It followed somewhat the route we had taken with Lufthansa, but now I would be flying it myself and at a lower altitude.

We walked across the parking lot and road, across a lawn to a hangar that had a brand-new looking Piper Warrior parked in front of it. It was white with blue trim, the same colors as the Warrior I fly back in Toronto. I really did feel at home. Sebastian did the walk around with me close behind: fuel quantity – full; fuel quality – okay; right color and feel. I did the oil check – a little dark and thick, quantity, seven quarts. The chocks and control locks were removed. Ropes were untied and in we went.

I wondered if the seating would be opposite like the left-hand driving in South Africa, but no, it was the same as in North America. I climbed into the left seat and Sebastian settled himself into the right. It was just like the Warrior at home but better equipped. It had leather seats with no head rests, but it did have shoulder straps. The GPS, instruments and avionics were superior to the ones I was used to. The engine instruments were set on a panel angled toward the left seat. The instructor had his own airspeed indicator and altimeter. There were no charts or maps.

I would do the run-up, but there were no check lists either. Sebastian was surprised I had not memorized the check list. Everything was done from memory and in sequence, from left to right and top to bottom. It seemed very basic. Turn it on and look at it to see if it is working...no tune and identify. The transponder was set for 4700 because he was expecting a transponder code of 4701, 4702 or thereabouts. Squawking 2000 meant you needed assistance. I wondered whether the transponder codes 7500, 7700 and 7600 were used. I forgot to ask him. The ATIS reported that winds were straight down the runway at 22 knots, there were scattered clouds near the mountain at 3,000 feet, and the temperature was 20 degrees. The pressure was reported in millibars.

I taxied to an apron close to the runway. Sebastian did the communication, and I did the taxiing. I had wanted to fly myself, but I was starting to feel glad he was there to do the talking. The South African accent and the different pronunciation of names would have made the flight more difficult. The transponder code and taxi instructions were obtained. It would be Taxiway Charlie for an intersection take-off. The pre-takeoff check was done while taxiing. We switched to tower frequency of 118.1 and were



*Dragon boat racing on Victoria and Alfred Harbour.*

cleared for an immediate takeoff before a landing Airbus.

With the 22 knot wind, the Warrior quickly became airborne. At 500 feet, I turned northward and there before me was Cape Town with Table Mountain behind it on the left. On top of the mountain was my first sight of a huge rotor cloud, hanging over the flat top like a giant tablecloth. We flew over the Castle of Good Hope (the first European settlement in the Cape), the Company Gardens, downtown and towards the waterfront. There below me was the Victoria and Alfred Harbour where the dragon boat races were held, all the while climbing to 1,500 feet.

Once we were over the water, we climbed to 2,000 feet to stay under the Cape Town Control Area. Visually, I flew to Robben Island where only this morning I had taken a most interesting tour with the island's ex-prisoners as guides, Nelson Mandela being the most famous former political prisoner. I circled the island counter-clockwise so I could keep it on my left side for a better view. There were the prison, the quarry, the light house and staff residences. I lined the plane up to take a picture of the island with Cape Town in the background. Sebastian took control so I could take the picture out the little left side window.

Then we flew on to Blouberg Beach where we had sundowners on our first night in Cape Town a week earlier. We skirted the Cape Town Terminal Control Area to Durbanville where I had stayed with friends the first few days and would be staying again. I spotted my friend's new subdivision and her house. Stellenbosch was our next destination. I had heard it had a great little airport with a terrific lounge. I hoped I would



*Akky in Cape Town.*



I turned base and watched the 747 roll into position. The spacing looked good. Recalling the theory on wake turbulence from the book *From the Ground Up*, I noted where the 747 became airborne.

have time to go there. I waited until Stellenbosch was lined up with the mountains to the east of it to take more pictures. It seemed to take a long time with the strong head winds. Once again, Sebastian took control as I scrunched down to take a picture through the little window. He announced our position to the uncontrolled Stellenbosch Airport on 124.8, the same frequency as the Buttonville tower. Imagine that!

From there we headed west to reenter the Cape Town Terminal Control Area. The ATIS was obtained. The winds had increased to 24 knots but were still down Runway 19. We remained on the same transponder code. Once cleared to the Cape Town tower, our call-up point was the towers of the electric power plant. They stood out both on the ground and in the air and looked like the towers of our nuclear power plants.

We joined downwind as instructed by the tower. I did my downwind checks and turned base. I reduced power, the speed decreased and I lowered the flaps one notch to set the Warrior down on the threshold. I was landing between an Airbus and a 747. My speed was too slow, and separation between aircraft decreased.

When I reached the threshold, I was instructed to pull up, turn left and hold east of the runway. I did so immediately, with the 747 behind me. We circled 360 degrees clockwise, once, twice, three times. It seemed to take a long time for another opening between arriving aircraft. The strong southerly winds made me drift north, and I had to correct. Finally an opening. I joined

left downwind for Runway 19, once again. My traffic to follow was a Citation on final. It passed under my left wing, but I continued on downwind to provide spacing for a departing 747. I turned base and watched the 747 roll into position. The spacing looked good. Recalling the theory on wake turbulence from the book *From the Ground Up*, I noted where the 747 became airborne.

I was on a long final, but this time I kept the speed up. It still seemed slow going with the head wind, and I had time to reflect on my first approach and landing in the southern hemisphere, with coordinates of 33 degrees 58 minutes South and 18 degrees 36 minutes East. In the southern distance, the Atlantic Ocean was visible on the east side of the peninsula. On the other side of that ocean is Antarctica.

More than three minutes passed so wake turbulence was no longer an issue. I landed long and fast near the third intersection with, once again, another aircraft behind me. The speed bled off quickly, and I landed a little short of the taxiway. We were told to expedite and taxi speedily to our exit point Charlie.

We taxied back to where we started in front of the hangar. We did the shutdown checks, tied the plane up and strolled back to the flying school. I paid the bill and had my log book stamped with the Cape of Good Hope Flying Club stamp. I can't wait to go flying again. The next time I will go over the mountains into the Karoo, a remote desert region northeast of Cape Town in the rain shadow of the mountains.



Robben Island at one time housed prisoners, including Nelson Mandela.





## CAREERS:

# Net Worth vs. Self Worth

BY DONNA MILLER  
Guest Columnist, Colorado Chapter

*Our guest columnist is Donna Miller, whose passion for aviation carried her from Korea to Kitty Hawk to flying B737s for supplemental carrier Pace Airlines. She is a coordinator of The Ninety-Nines Professional Pilot Leadership Initiative and a past AE Scholarship winner. — Jenny T. Beatty, International Careers Committee Chairman*

While waiting to fly a charter flight, I picked up a business magazine with the cover story, "MBAs 10 Years Later." Having an aging graduate business degree in my back pocket, I thought it would be fun to see what was going on in the world I left behind when I chose aviation as my career. But it sent me into a soul-searching journey that took a long time to reconcile. Instead of earning the six-figure salary of most MBAs, I was flying air ambulance and Learjet charters for a gross annual salary of \$20,000. While managing to stay debt-free, I was barely making ends meet. What had I done with my life?

Of course, had I not been furloughed from a major airline, I'd be doing quite well financially. But in the post 9/11 environment, I had to reexamine my choices from the beginning. I met a college friend in commercial real estate at a local restaurant. When I pulled up in my trusty Subaru that has taken me all across the country to every flying job I have ever had (hence the

200,000+ miles), I could see his Lexus already there. I asked him what his average day was like and if he loved his job. I learned that he loves what his job allows him to do, but he does not love his job.

I absolutely love my job. I love the challenge and the view from my office in the sky. On one charter to Puerto Vallarta, I thought about all the people making \$20,000 a year and wondered how many of them were sitting on the beach as part of their jobs. While flying air ambulance, I felt an incredible sense of responsibility and that I made a difference in people's lives.

Some call it rationalizing. Perhaps. But for me it's not about the money. Somehow, during this time, I was able to separate my net worth and my self-worth and continue to truly love what I do. At the end of my life, I imagine I'll sit on my porch and smile at the adventures I've had flying, even though it might not be the porch of the "captain's house" that I once envisioned for myself. I'll feel that soft spot in my heart for the trusty car that became a constant in my ever changing career. I made the choice and am happy with it, realizing it's not the choice that would work for everyone.

I am hopeful that at some point my net worth and self-worth will be more in line. Until then, I will continue to enjoy the job for all that it is, not for the goldmine that it isn't.

## PRO 99s PROFILE: Nancy Rohr

By Betsy Jordan Donovan, International Careers Committee

On a whim, Nancy Rohr signed up for private pilot ground school at age 30, and she was hooked. "Learning to fly gave me a tremendous sense of freedom and confidence," she says. "That I could fly around the state of Virginia and find my way back home again was the coolest thing in the world!"

Now an ATP with Gulfstream G-159, HawkerSiddeley HS-125, Canadair CL-600 and Bombardier Global Express BBD-700 type ratings, Nancy is a simulator instructor on the Global Express with Flight Safety International as well as a contract pilot. Of her dream job, Nancy says, "I get to meet and teach pilots from all over the world. There is a lot of autonomy in the job; I work one-on-one with the flight crew, and no one is looking over my shoulder."

In her second term as Chairman of the Delaware Chapter and also a Senior Navigator (mentor) with the Professional Pilot Leadership Initiative, Nancy is "committed to forwarding the acceptance of women in corporate aviation."

Nancy's advice to others: "Study, discipline, integrity, determination, work at it, study, have a positive attitude, smile, be persistent... did I mention study? Your exceptional skills and your positive attitude have to stand out in a crowd in order to get the job. Yes, it still seems that a woman has to be better than a man to get the job and to get ahead. If you want the job you will have to be above average in everything you do."



# Recruitment Tool: The FAA Airmen Database

BY KIMBERLY LANSDON, Oregon Pines Chapter

The FAA database is now downloadable and can serve as a starting point for your own chapter list of local pilots.

The Oregon Pines Chapter wanted to reach out to local women pilots to tell them about The Ninety-Nines and invite them to join our great organization. Although sharing one-on-one has always been the most personal method of reaching other pilots, we're hoping to become more visible in our area. We decided to hold a hangar party/BBQ and invite all the local women pilots we could contact.

The Oregon Department of Aviation was helpful and was willing to run us a list of registered pilots for any city we requested. This was a paper list, and we had to visibly scan for female names. Still, we found about 30 names. However, many pilots do not register with the State of Oregon even though required by state law. I was sure that there were many more women pilots out there, and I wanted to tell them all about The Ninety-Nines!

I knew that the FAA database is public information but was unaware that I could download the entire database and design my own lists.

With a little searching around, I found the FAA database available at <http://registry.faa.gov/amdata.asp>. Near the bottom of the page there is a link to documentation for the database in PDF format. The documentation gives some hints for downloading and importing the database, as well as defining the terms and fields of information, so be sure to open and save it. To work with this database, you will need some technical expertise. I used Microsoft Access and Excel as I am familiar with them, but there are many other software tools available.

I will describe my process, but this only applies to the Microsoft products. The database is available in fixed-length or comma-delimited formats. Choose the format that will import into your database software. I use the comma-delimited format, so I downloaded the documentation and the database in CSV format.

Note that the database is a 50 MB file. If you have a 56K modem and dial-up Internet access, it could take several hours to download. I

have DSL, and it took about 30 minutes.

Once you have downloaded the files (it is a compressed or ZIP file), unzip and save them into a directory. There are four files. Two of them list foreign pilots (the letters FOR in the filename) and the other two are domestic (DOM in the filename). Disregard the foreign listings. The Domestic registry has two parts: the name and addresses and the certificate information. Since the FAA licenses pilots, mechanics, air traffic controllers, parachute riggers and more, you need to cross-reference both files to create a useful list.

Since the documentation includes a very good procedure to follow to bring the two files into Access as separate tables, follow the instructions and be sure to transfer each field title as mentioned. I named the tables "Airmen" and "Ratings." After that, create a relationship between the two tables. Both files have a field called "unique number" which can be used to join the two. Next I designed my query to extract the fields I wanted. I included name, address and certificate information. Use the criteria line to limit the results to the information you want to locate pilots in your area. I limited "STATE" to "OR" and "CERT TYPE" to "P" (pilot). I also limited "CITY" to "NOT = (whatever)" to eliminate large cities not near us to reduce the size of my raw list.

I then exported the results of this query to Excel. I have more experience with spreadsheets and find them more flexible. Within Excel, I did Data, Sort: by city and last name within city. At that point I could just pull my cursor down the left side to highlight entire lines. I deleted lines for cities not in our area, and obvious male first names. Some of the names are a challenge. Is "Gale Hadley" a male or female name? What about "Leslie Neal"? This is a matter of judgement. We usually passed on most of the names we were unsure of. If you guess wrong, you could get a call from an irate male pilot!

This list is still incomplete, as pilots can specify that their information be "non-releasable" by the FAA, so they will not appear in the database. However, after manually adding a few names that appeared on the state list but not in the FAA database, we now had over 100 potential women pilots!

I did a mail merge in Word and printed mailing labels from the Excel spreadsheet. Each of these women will be receiving a letter from the chapter with information about The Ninety-Nines and an invitation to our BBQ. Hopefully, we will be recruiting some new members and meeting some new friends!



**A**erospace Adventures is an aerospace education day camp taught in conjunction with a graduate science methods course at McNeese State University in Lake Charles, Louisiana. The purpose of the course is to train teachers in the inquiry method of science teaching and to help them become more comfortable in conducting hands-on activities.

Students in grades four through seven are brought on campus for two hours a day for a weeklong practicum designed to give teachers intense training in hands-on activities. The science content used to accomplish these goals includes basics of aviation, rocketry and the space program. Lesson planning is addressed as well as curriculum standards and benchmarks. Teachers receive training in implementing aerospace content into subjects they are already teaching, or they learn how to conduct aerospace education enrichment activities.

*Aerospace Adventures* continues my 15-year success story with aerospace education day camps. However, I have implemented aerospace education into my teaching since earning my private pilot certificate as a young teacher in 1969. *A Week in Space*, aerospace education day camp, was begun in 1989 with two daily sessions of students. I used what I had learned at space camp for teachers in Huntsville, Alabama, to help me conduct day camp activities. Incidentally, I received a grant in 1988 from The Ninety-Nines that financed my attendance. I also drew my information from The Ninety-Nines, the Civil Air Patrol and the Young Astronaut Program. My student assistant, Linda Poor, attended space camp the same week I did, and her knowledge of model rockets was most helpful.

In 1993 I received a grant from Olin Corporation for \$5,000 and was able to provide stipends for five teachers and include a bus trip to Johnson Space Center in Houston, Texas. This camp, called *A Week in Space*, is still being conducted annually in Westlake, Louisiana. When I began teaching at the university level, I turned that camp over to a teacher who had assisted me in Westlake, and *A Week in Space* recently had its 16<sup>th</sup> session.

I chose *Aerospace Adventures* as the name of my program at McNeese University. Goals of this aerospace education program are to provide a meaningful summer activity for local elementary and middle school students and to provide activities that emphasize aviation and the space program. I make sure that students know how important aviation and the space program are to

# Aerospace Adventures:

## A Summer Program that Really Flies

BY SANDRA J. LEDER, PH.D.  
Lake Charles Chapter

our daily lives. The program also helps develop higher order thinking and discovery learning. The curriculum design is based on the chronological history of flight. The first activity is kite construction, followed by tissue paper hot air balloons, then paper airplanes and, finally, model rocket construction. Students have such a great time with the activities they do not realize how much they are learning. Many students have never assembled or launched a model rocket, and through this favorite activity they learn a lot of mathematics and science.

Teachers who participate in my graduate course are exposed to material they would not have a chance to learn otherwise. They tour the local regional airport where they visit the air traffic control tower, the weather bureau, the terminal building and a general aviation pilot's hangar. Since I have my monthly meeting of the Lake Charles Regional Airport Authority during the time I teach my course, I take the teachers to the meeting with me, and they learn about issues involved in running an airport. I use aviation maps to show teachers variations on how they can teach map skills.

One of the main goals of the program is to inform teachers about the many aerospace education programs available for them through NASA and other aviation-related organizations. Reports are required on the accomplishments of women pilots, and teachers learn about support offered through The-Ninety Nines in our Lake Charles Chapter.

Students and teachers get involved quickly in the activities. Students have wonderful memories of a fun week, and teachers have lesson plans ready for their new school year.

The syllabus for my college course or a packet of procedures for conducting a day camp will happily be shared with Ninety-Nines who are interested in organizing a similar activity. Please call 337-478-5974 or e-mail [sleder@mcneese.edu](mailto:sleder@mcneese.edu).

Both kids and teachers benefit from the aerospace day camp designed by Sandra Leder, a Lake Charles Chapter 99.



Sandra Leder with a young participant.



*Gretchen Jahn now sits at the controls of Mooney Airplane Company. Her position as the new CEO was announced by Mooney in October.*

## Gretchen Jahn: A Flight to the Top of Mooney

BY DONNA CRANE-BAILEY  
Monterey Bay Chapter

**F**rom a young woman whose parents thought she would never stay in any one job to CEO of Mooney Airplane Company, Gretchen Jahn has traveled a diverse path. Whatever attracts her interest, she tackles with passion and an intense ability to focus that translates into success. She has founded several businesses and been in executive management in a variety of companies. And, she is a pilot, air racer and a Ninety-Nine.

Gretchen studied experimental psychology in graduate school but knew she didn't want to teach. Digital Equipment was looking for women with some computer experience. She says she "fit the profile" and it turned out she loved business, programming and manufacturing. "There are a lot of complex interactions, and when you get it right it just hums." That pretty much describes what excites Gretchen — complex interactions and getting it right.

So how does she get so many things right? She says there is no magic way. "I invent and try different things based on the situation." But, even a brief look at her accomplishments shows that tenacity, organization, the ability to concentrate on what is important and a fundamental belief that, no matter what the enterprise, the key component is people.

As to flying, she says that running a business is very stressful and can consume all of one's waking thoughts. For a change, she goes flying, which consumes all of her thoughts and allows her to often return to work with new insights. Flying also builds self-confidence, something men never talk about and women always do. For her it has been a significant factor.

She remembers vividly her first ride in an airplane at six, but it didn't occur to her then that this was something she might want to do in life. In graduate school she took a ride in a Piper Cub, and still it didn't occur to her. When she married, her husband was interested in flying and obtained his pilot certificate. She would fly along, navigate, handle the radios and do everything but take-off and land, and still it didn't dawn on her that she could be doing this. Then her husband went to New Zealand for three weeks, and she thought, "Wow, I'm not flying." So, she went out and found an instructor and had two lessons before he returned.

She joined the Colorado Chapter, and one of the first events she worked was the Mile High Derby. When the planes flew by for timing at 30-second intervals, her immediate reaction was, "Isn't this fun!" She says that racing is the "extreme of having to focus; there is a significant amount of strategy, teamwork, organization, coordination, choice of airplane and luck with the weather gods." Sounds like a theme here.

Gretchen sees her new role at Mooney as a tremendous opportunity that combines three of her passions: aviation, manufacturing and business. Anybody care to guess what she will be racing next year?



**O**n Monday, May 17, the principal of Wiley Post Elementary School took to the skies. She had been challenged to fly with the library media specialist, who is a pilot, if the students passed 9,000 Accelerated Reader tests by April 30. This is a computer program that allows students to read a book and take a test on it. The students actually passed 10,417 tests by the deadline, so Susan Hooper had to rise to the challenge.

About 10 o'clock that morning, she took off with Elaine Regier, Oklahoma Chapter, to fly over the school. It was rather windy, and that made the ride a bit bumpy. Because Susan is afraid of heights, that created even more of a challenge for her, but she did return to the airport with an empty sic sac!

"We had been playing on her fear of heights for the students and talked about loops, rolls and hammerheads," Elaine said. "I had already assured her that none of that would happen. I didn't realize how nervous Sue was until we took off. That's when she grabbed the seat and the strap on the door and held on for dear life!"

With the celebration of 100 years of powered flight, this was a perfect year for the challenge. The saying, "a good landing is one you can walk away from, but a great landing is when you can use the airplane again" was adapted for use at school.

The students were told that every takeoff needs a landing. The takeoff is represented by a student checking a book out of the library and reading it. A good landing is finishing the book. And a great landing occurs when the student passes the test!

About 36 students went to the airport to watch. Everyone else gathered on the playground

# A Principal's Challenge

BY ELAINE REGIER  
Oklahoma Chapter

to see them fly over the school, which is practically in the traffic pattern for Wiley Post Airport in Bethany.

During the flight, the students visited with three other pilots. Dianah Harrod (Oklahoma Chapter) whose plane is known as Miz America, flew from Tenkiller to participate in this event. A few years ago, she flew with Wyvema Startz, also of the Oklahoma Chapter, in the Air Race Classic. Together they described their experiences during the race. Bill Hines of Oklahoma City told about his plane, too, and explained what Elaine was doing to prepare for takeoff. A visit to the control tower gave a different view of the airport.

The students had several questions when everyone was back at school. The most frequently asked questions were, "Did you barf?" and "Did you see me wave?" The empty sic sac was proof for the first answer. Elaine was busy flying the airplane, and Mrs. Hooper was busy holding on, but they did see the students on the playground. Sue was also asked if she would fly again. She said she would if Elaine was the pilot!

Thanks to Liz Lundin at Headquarters, all the students who went to the airport received a copy of the March-April 2004 issue of the 99 *News*. Several students expressed an interest in becoming pilots.

Students pass  
reading tests  
with flying colors  
and send their  
principal flying!



*Photo above:*  
Principal Susan Hooper triumphantly returns to solid ground with an empty sic sac after her small plane flight with Ninety-Nine Elaine Regier.



*Photo left:*  
Ninety-Nine Elaine Regier, left, and Principal Susan Hooper get ready for the big "challenge."

## LETTERS

### FLYING NEW ZEALAND

What a treat it was to see an article about the New Zealand 2004 Air Race, especially since, as a Ninety-Nine, I participated as well! I was racing in a PA28 and pairing with a New Zealander. I am an Italian/Australian of the Palomar and San Diego Chapters.

And yes, it was very much a flying tour, and I consider myself very fortunate to have been able to fly over such a beautiful country in such a unique way and meet so many wonderful people. This was my first air race, and I am looking forward to participating in others. I wonder if the camaraderie and fun I enjoyed in this race I will find in other races as well? A truly unforgettable experience.

—Michelle Bassanesi

### A FAREWELL TO LOIS FEIGENBAUM

On this occasion, Lois' final approach to a higher place, New Horizons, we celebrate the love and life of our dear friend. Thank God Lois actively shared her special brand of friendship and enthusiasm right to the end. Luckily, I had the opportunity this July to visit with my vibrant friend at The Ninety-Nines Convention in Atlantic City, with Bob, her adoring 49½, always at her side. As you know, Lois was a good friend to me personally, always encouraging me. It was our honor to know her.

An excellent role model, Lois made an everlasting contribution to The Ninety-Nines and to the aviation community in many ways for many years. In addition to her service as International President, we remember Lois as an active member of the Board of Directors and other boards. Through all these years, Lois remained a perpetual Chapter Chairman, an avid pilot, active Ninety-Nine and a good friend to generations of Ninety-Nines. Many lucky enough to know her willingly share her experiences and support to grassroots Ninety-Nines as well as to our leaders.

Ready, willing and able, Lois performed a "job well done" every time, volunteering for so many major projects. Lois, a delight to work with, was a hard-working participant and dedicated to the job at hand. No matter what she was involved in, family, friends, International Ninety-Nines, AEBM, USPFT, air racing and more, we could always count on Lois.

We Ninety-Nines, particularly the International Ninety-Nines and the North Central Section, will sorely miss Past President Lois Feigenbaum, her beaming smile, her optimistic outlook, her eternal inspiration and her contagious enthusiasm.

Please add our contribution to the Lois Feigenbaum Memorial at the Amelia Earhart Birthplace Museum.

May God bless Lois.

—Doris and Ronnie Abbate



\$22.95 paper, 0-87421-583-8  
248 pages, 6 x 9  
photos and maps



## Alaska's Women Pilots Contemporary Portraits

### Jenifer Fratzke

Alaska's climate, extreme topography, and settlement distribution make airplanes and helicopters a crucial means of transportation. Ninety percent of this state is unreachable by road, and at least one third of Alaska's people live in the bush. In Alaska, travel by air has always been more than just recreational and piloting has always been more than conventional. Alaska pilots are some of the most experienced and skillful aviators in the world, and they run the gamut from commercial pilots to aviation safety inspectors, from big-game guides and bush pilots to acrobatic fliers.

In *Alaska's Women Pilots: Contemporary Portraits*, Jenifer Fratzke has compiled seven interviews of contemporary women aviatrices from nearly every reach of that gamut. This collection begins an important documentation of what women have contributed to the aviation industry in Alaska. Fratzke herself has been a flight attendant, flight engineer, copilot, and pilot. Through her eighteen years of experience flying in Alaska, she has tapped into Alaska's rich and unfolding aviation history by flying with and interviewing many women pilots.

The seven oral histories she includes here explain the women's motivations for flying; they include the descriptions and praises of mentors that made all the difference; and they recall stories of grief and stories of good fortune. Each personal history is remarkable in what it reveals of the history of aviation in Alaska and the individual contributions that history is built on. These stories are unique and inspirational; at the same time they have an echoing quality that compounds, strengthens, and supports the voices of those who have gone before (Harriet Quimby, Beryl Markham, Pancho Barnes, and many others) and those who may come after.

*Jenifer Fratzke flew as a commercial, corporate, and recreational pilot in Alaska for nearly two decades. Presently she resides in Montana and is working on a collection of short stories.*



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## NEW HORIZONS

### LOIS FEIGENBAUM

#### Cape Girardeau Area Chapter

BY SUE FEIGENBAUM-ACKLEY  
North Central Section



*Lois Feigenbaum*

Lois Feigenbaum flew to a new horizon on September 14, 2004 after a very brief battle with lung cancer. By her side was her beloved husband, friend and long time love of her life, Bob, as well as her daughters Sue, who is also a Ninety-Nine, and Robyn and son Keith. Lois also had two grandchildren and three great grandchildren.

Lois started her flying career in 1962, and within 18 months of her first solo, she obtained a Private License, Commercial License, Multi-Engine Rating, Instrument Rating and Certified Flight Instructor Rating. Thereafter, she was the 76<sup>th</sup> woman to receive an Airline Transport Pilot Certificate. She was the only woman ever to receive the "Area Appreciation Award" from Southern Illinois Incorporated for her contribution to the area through her interest in aviation.

Lois was Honorary Chairman of the Bishop Wright Annual Air Industry Awards, received a Certificate of Commendation from the FAA Administrator, was on the Board of Electors for the International Aerospace Hall of Fame and was on the Radcliff College Board of Electors for the Notable American Women. In 1972 Lois was appointed by President Nixon to the Women's Advisory Committee on Aviation (WACOA) where she served for five years, the last year of which she was Co-Chairman.

She was approached by President Reagan's Transition Team to see if she would accept the appointment for FAA Assistant Deputy Administrator for Airports. She declined since it would have meant separation from her family. In 1979, Lois was the first woman to receive the Laurence P. Sharples Award from the Aircraft Owners and Pilots Association at their annual convention in Hollywood, Florida, and the first woman to be appointed a Regional Representative for AOPA in 1980 and 1981. She was appointed National Chairman of the United States Precision Flight Team (USPFT).

In 1983, Lois was appointed International Chairman of the World Precision Flying Competition and inducted into the Illinois Aviation Hall of Fame. A few years later, she was appointed by India's President Rajiv Gandhi as his aviation advisor.

Lois traveled all over the world promoting aviation and safety, particularly the fact that women can do anything they want to do if they want it badly enough. Lois was honored by receiving the Elder Statesman Award in 2000 from the National Aeronautic Association, and in 2003 she received The Ninety-

Nines Award of Achievement for her dedication to women in aviation for over 40 years.

Lois dedicated her time to all aspects of aviation and held many positions, including serving as International President of The Ninety-Nines, judging at NIFA and working with AOPA. She helped young women, mostly student pilots, learn how to be the safest pilots they could be. She served as a role model for young women in the aviation field at a time when women had very little standing in aviation.

Lois flew in over 15 Powder Puff Derbies and Air Race Classics, placing in the top 10 in most of these races, but always with safety as the overriding concern.

In the early years, her obstacles were many, but she pursued her dream to help open the doors in the field of aviation for all women. She instilled in these young women confidence, poise and the courage to take on a challenge. She taught them to "see risk as a challenge, to meet fear with confidence and to turn failure into success." Lois has been an inspiration for young women pilots everywhere. Several of these women went on to become airline captains and first officers.

She has touched women all over the world with her desire and love of flying, her fortitude, goals and accomplishments. She taught her daughter to fly, and when Sue was 18 years old, Lois had enough confidence in her ability that she let Sue take the family twin engine airplane to college for football season.

Lois' dedication to aviation continued, not only with The Ninety-Nines but also with the International Forest of Friendship and the Amelia Earhart Birthplace Museum, for which she served as trustee for many years. Her dream of flying turned into a life fulfilled with wings of happiness.

Contributions in her honor should be made to the Amelia Earhart Birthplace Museum.

P.S. I wish to thank the many Ninety-Nines who gave my mother their friendship and love for these past 40 years. She cherished this and was proud to be a Ninety-Nine and to have served as one of your Past Presidents.

—Sue Feigenbaum-Ackley



*Lois Feigenbaum, 1978*



## CONNIE FRICKER British Section



Connie Fricker

Connie Fricker was born March 4, 1908 in London, England.

Connie was almost 60 when she decided to learn to fly in February of 1968. She obtained her Private Pilot license and went on to gain her IMC, night and twin ratings. She had only 30 hours PI when on July 5, 1969, she made her first long distance flight to Malta. From then on her consuming interest became foreign touring and competing in air rallies. She distinguished herself

in the field and collected 24 awards overall. She flew more than 1,060 hours as of December 1981.

Connie joined The Ninety-Nines in 1972 and was Vice-Governor and Hospitality Chairman of The Ninety-Nines' British Section. She also served on the British Womens Pilots' Association (BWPA) committee for 10 years, and for part of that time she was vice-chairman and responsible for foreign touring.

Her many achievements included induction into the International Forest of Friendship and the BWPA Achievement Award in November 1994.

## COUNTESS PEASE JEFFRIES Orange County Chapter

Countess Pease Jeffries was born November 25, 1945 and raised in Washington D.C., the oldest of five children. She was married for a brief time and had one son, Brandon. On a whim, and as a single parent, she applied to Harvard Law School, never dreaming she would be accepted. However, she soon found herself studying to become a lawyer. Countess earned a BSEE, an MBA and a law degree. After law school, Countess headed to California.

It was 1977 when she settled in Beverly Hills to work for the most prestigious law firm in Los Angeles. Once she mastered real life law, Countess left the firm, launching her own in Orange County. With a successful law practice established, Countess turned her attention to helping those less fortunate. She devoted her time and resources to Free Arts for Abused Children, Charter 100 and Working Women's Wardrobe.

Besides her philanthropic work, Countess had two passions. One was dance, and the other was aviation. Her passion for dance led her to formal training. Salsa and Countess were synonymous! Her passion for aviation extended from piloting aircraft to defending, in court, airmen, technicians and air carriers.

Countess joined the Orange County Chapter of The Ninety-Nines shortly after moving to Orange County.

At the time of her death from cancer on December 15, 2003, Countess was working on her instrument rating. When asked

what she flew, Countess would respond, "Only what I'm rated for." Rumors are, she has flown everything from an experimental to a jet. Countess loved life, and life loved her. She will be missed.

Among others, Countess is survived by her son, Brandon, and longtime, close friend and 99, Brandy Raphael.

—Mary Van Velzer

## WANDA 'EDDIE' HANSEN San Antonio Chapter

Wanda 'Eddie' Hansen flew on to New Horizons on July 7, 2004. Her memorial service was held in Air Force Village II in the High Flight Chapel.

As well as being a nurse, she worked in the family nursery business as office manager and later discovered a love and talent for oil painting.

She obtained her Private Pilot license in 1967, was active in the Flying Farmers of America and also joined The Ninety-Nines. She and husband, Fred, were both avid aviators and they flew extensively throughout the USA in their Navion.

Eddie and Fred moved to San Antonio in 1987, and she transferred to the San Antonio Chapter 99s.

She was an active member of the chapter until recently when her health started slipping. She is surely missed.

—Gloria Blank

## RUBY HAYS El Paso Chapter

In late August, our family laid to rest my beloved grandmother, Ruby Hays, who passed away almost exactly 50 years after she won the All-Woman Transcontinental Air Race.

At age 98, she lived a very full life and leaves behind two children, five grandchildren, ten great-grandchildren and three great-great grandchildren. After her family, her

biggest love was flying, and her proudest moment was winning the 1954 All-Woman Transcontinental Air Race with her best friend and flying partner, Ruth Deerman. (Ruth still lives in El Paso, Texas, and was able to visit Ruby in her final days.)

Ruby was an active member of The Ninety-Nines for more than 50 years. In the 1950s, Texas was a chapter of The Ninety-Nines, and Ruby was Chairman for two years. She also held many of the offices in the El Paso Chapter. The airplane that Ruby and Ruth flew to win the 1954 AWTAR is on display at the War Eagle Museum near El Paso.

—Ray Hayes



Ruby Hays, left, with Ruth Deerman after winning the 1954 AWTAR.



## NEW HORIZONS

### MARY ANN HENNESSEY

#### Dallas Chapter

Mary Ann Hennessey, 72, a Dallas Chapter Ninety-Nine, passed away August 25, 2004 at her residence. Mary Ann was an active member of our Dallas Chapter, in addition to being an adjunct math professor at Brookhaven College. Mary Ann was also a licensed chemical dependency counselor, along with other certifications, and she was involved in her local community causing those with alcohol addiction.

Mary Ann participated in airmarkings, pancake breakfasts and teaching flying companion seminars. Mary Ann is survived by countless friends in her community and around the state of Texas. She will be deeply missed by many, especially our Dallas Chapter. In lieu of flowers, memorial contributions may be made to the Mary Ann Hennessey Memorial Trust for Brookhaven College.

— Katherine A. Staton

### MARY JO ANN HUMPHREYS

#### Orange County Chapter

It's with much sadness that we say goodbye to our longtime Chapter member, Mary Jo Humphreys, who passed away suddenly of pulmonary disease complications on March 5 at the age of 68. She joined our chapter in 1981 after earning her Private Pilot license in 1981 at SNA's Martin Aviation. Mary Jo went on to earn her Multiengine with Instrument Privileges in 1983, followed by her Instrument Rating in 1984. In her 23 years of flying, she logged nearly 1,000 hours as PIC.

Since 1989, Mary Jo and her husband of 27 years, Dr. Pat Humphreys, based their Saratoga at Riverside Muni. They flew three times to Oshkosh, made many flights to Canada, and four coast-to-coast flights visiting family and friends. She was an avid orchid lover and was very much into hybridizing orchids. Mary Jo enjoyed flying to all the orchid shows.

This busy lady, besides being a wife and mother of five, was a Critical Care Nurse for 20 years at St. Joseph's Hospital in Orange, California. She very professionally shared her physiological knowledge at our Flying Companion Seminars on the effects of stimulants and/or prescription drugs on pilots.

Mary Jo is survived by her husband, Dr. Pat Humphreys, and five children.

—Mary Van Velzer

### MARY O'BRIEN

#### Australian Section

We are saddened to hear that Mary O'Brien, who only recently retired from the University, passed away on October 1, 2004. Our thoughts and sympathies go to Mary's family and to her work colleagues in the School of Management and particularly the aviation program.

Mary was born September 13, 1940 in Walgett where she grew up and studied school by correspondence until the age of

nine on the family property at "Coolabong" on the Barwon River.

She completed her Private Pilot licence at the Walgett Aero Club where she was the first female club member. After completing her Commercial Pilot and Instructor ratings, she commenced working as a flying instructor in Sydney.

From 1970 to 1974 she lived in Singapore, training pilots, including Singapore Airlines cadets. There were no other women commercial pilots in Southeast Asia at the time. With Wards Express, she flew a LearJet on night freight runs all over Australia and became the first woman in Australia to captain a LearJet.

She became the first woman operational Examiner of Airmen with the Department of Transport and Communications. Later, as District Flight Operations Manager at Bankstown Airport, she was appointed to an operational management position. During this time she completed a BSc (Aviation) at Newcastle University. When the University of Western Sydney's Aviation Degree Program offered Mary an opportunity to return to teaching in 1999, she welcomed the challenge and an opportunity to return to her first love, education. Mary retired earlier this year.

She has flown over outback Australia, the deserts of Iran and Africa, Niagara Falls, Victoria Falls, the Pacific Ocean, the Atlantic Ocean, the Indian Ocean, the Rocky Mountains and the jungles of Guatemala. She has flown more than 30 different types of aircraft from the low speed fabric variety to high speed jets.

She will be sadly missed.



Mary O'Brien

—Professor Janice Reid

### DOROTHY L. MERCIER

#### Central New York Chapter

Dorothy Mercier died September 5, 2004 at the age of 84. She was born in Washington D.C. and grew up in Jamestown, New York, where she attended college and later married. Her career in accounting and the aeronautical career of her 49½, Conrad, took them to Central New York. She retired as a Tax Compliance Officer with the NYS Department of Taxation and Finance.

Dorothy learned to fly in the mid 1970s after her children had grown. We all have fond memories of our "firsts" in aviation and can appreciate Dorothy's remark on an early solo cross-country flying along the Atlantic Coast. "It looks just like the picture in my school geography book!" She was a lovely lady whose family meant everything to her. She will be missed greatly by all of us. She is survived by a daughter, a son (one son deceased), four grandchildren and three great-grandchildren.

— Mariana D. Drebing

## NANCY RODGERS Santa Clara Valley Chapter



Nancy Rodgers

Our Santa Clara Valley Chapter has been blessed with many years of Nancy Rodgers' friendship, guidance and dedication to her fellow women pilots. Therefore, it is with great sadness that I inform you of her passing on August 16, 2004.

Nancy was born in Oak Park, Illinois, on April 13, 1929. She received her license at RHV in 1973 when she, her husband Edward F. Rodgers, and five daughters arrived here from the East Coast, thanks to an IBM transfer. She joined the Santa Clara Valley Chapter in 1974 and immediately became very active in the Chapter, attending most 99s functions and Southwest Section meetings and International Conventions. On September 20, 1980, while Nancy was attending the Fall Section Meeting in San Luis Obispo, her husband died suddenly.

For years she maintained the Chapter's trophy case, originally at the old General Aviation terminal in San Jose and then at the Jet Center, as well as keeping up the Chapter's many scrapbooks. While Nancy served as Chapter Public Relations chairman, the Chapter won first place Section Public Relations honors two times.

Nancy has owned both a 1976 Cessna 172 and a 1979 Piper Warrior. Her beloved Warrior was totaled by a "renter" in an unfortunate bad landing at a dirt runway. In the early '80s, she worked for Optima Publications, flying to different California airports to update airport information for the popular "Blue Book," *Pilot's Guide to California Airports*. For many years Nancy donated a Blue Book to each newly certified pilot member. Other than fixed wing, Nancy has logged time in a hot air balloon, a glider and a blimp, plus the thrill of a tandem jump.

In 1983, she worked at Moffett Field testing artificial voices before anyone had even heard of artificial voices. She sat in a booth with a headset on to judge the voices and was even paid for it, all of \$60.

Nancy has served in many capacities in the Chapter but is probably best known as an air racer. She flew in 42 air races over the years including the Powder Puff Derby, Air Race Classic, Grand Prix, Salinas His-Hers, Fresno 400, many Palms to Pines, and her favorite one, Pacific Air Race. She continued to research this race and the whereabouts of all the racers. At the 2003 Fall Southwest Section meeting, she chaired a mini-reunion for PAR racers, which included a wonderful slide show. She instigated the Hollister Air Meet, enjoyed for many years, for the challenge

of spot landing in competition with the Monterey Bay Chapter. In 1996, Nancy worked for 10 days at the World Precision Flying Championship in Fort Worth, Texas, where she rode in the WPFC parade in an open car with Jody McCarrell, director of the event and future International President of The Ninety-Nines.

Nancy had many interests outside of flying and keeping track of her five athletic daughters (four of whom have raced with her over the years). In the early '80s, she and Jackie Petty built a replica of a 1929 Mercedes roadster. In the '80s and '90s, Nancy enjoyed driving her 1954 MG and kept active with tennis and duplicate bridge tournaments. After losing her medical in the mid-'90s, tennis was replaced by golf, and her flying was moved to the right seat. Eight grandchildren were added to the mix. She remained active in many Chapter activities, attended most of the Chapter meetings, fly-ins, and Section and International meetings. Nancy received the Chapter's Service Award in 1979, 1984 and 2001. In 2002, Santa Clara Valley Chapter sponsored her induction into the Forest of Friendship in Atchison, Kansas. She was a member of Silver Wings and had received her 30-year pin from AOPA.

We were most fortunate to have Nancy join us at our recent Santa Clara Valley Chapter 50th Birthday party and brighten our day. You will be missed, Nancy.

— Candice K. Tuttle

## MARGARET THOMAS 'TOMMY' WARREN Charter Member

Margaret Thomas 'Tommy' Warren, born in March 1912, flew to new horizons on August 22, 2004. She received her Private Pilot license in early 1929 and was only 17 when she met with the other pilots that October when the group formed The Ninety-Nines.

She spent her older years in West Cork, Ireland, where she lived until her death. Services of thanksgiving were held in St. Barrahan's Church, Castletownsend, Ireland. Donations, if desired, may be sent in Aid of the National Council for the Blind of Ireland, Whitworth Road, Crumcondra, Dublin 9, Ireland.

*Please see the article on page 6 for more about Margaret.*

## JOSEPHINE 'JODIE' WOOD Charter Member

Josephine 'Jodie' Wood passed on to new horizons on September 11, 2004. Born on March 28, 1912, Josephine learned to fly in 1929 and received her Private Pilot license in Santa Monica, California. Like Margaret Thomas, Josephine was only 17 when she became one of the Charter Members of The Ninety-Nines. Because of financial constraints imposed on Josephine by the Depression, she stopped flying in the 1930s, married and gave birth to her only son, Frederick "Bill" Wood.

*Please see the article on page 6 for more about Josephine.*





Dedicating a display for Inez Woods' WASP memorabilia are, front from left, Sarah Thomas, head librarian; WASPs Inez Woods and Bev Wilkinson; and Nell Bright. Back row: Irene Leverton, Master Pilot and Mercury Astronaut candidate; Dr. Carroll, Chancellor of ERAU West; and Kay Hursh, British Air Transport Pilot of WWII.

## INEZ WOODS' MEMORABILIA ON DISPLAY

Inez Woods, a former WASP and Yavapai Chapter member, was searching for a home for her books and other memorabilia at the same time ERAU Western Campus was in the process of planning a new library. The Library will have three large display cases in the entryway, one to be for women in aviation. Many of Inez's items will be displayed there. Meanwhile, a special bookcase was dedicated August 31 to show the collection. Inez spoke about her experiences and some of the history of the WASP at a tea attended by Embry Riddle and Yavapai 99s.

—Joyce Hilchie

## KATHLEEN FOX INDUCTED INTO QUEBEC AIR AND SPACE HALL OF FAME

Kathleen Fox, Quebec Chapter Ninety-Nine, was inducted into the Quebec Air and Space Hall of Fame in November during a ceremony in Brossard, Quebec on November 2.

Kathy, who is Vice President of Operations at NAV Canada, was recognized for her exceptional accomplishments in the aviation industry, spanning 30 years as a pilot, sport parachutist, aviation company owner-operator, air traffic controller and executive. Between 1972 and 1978, Kathy was President of the Canadian Sport Parachuting Association, leading the Canadian parachute team in international competitions. In 1974, she started a career as an air traffic controller with Transport Canada (today NAV CANADA), working at the Baie Comeau, Sept-Îles, Saint-Hubert and Dorval towers and the Montreal Area Control Centre.

From 1982 until 1986, she was in charge of ATC training at the CEGEP Saint-Jean-sur-Richelieu. With its high success rate,

this new cooperative program revolutionized air traffic control training. From 1982 to 1992, she founded and co-owned Dynamair, a flight school based in Saint-Jean-sur-Richelieu. She represented Canada three times at the World Precision Flying Championships in 1996, 1999 and 2000.

Climbing all levels within NAV CANADA, she is currently responsible for all of the functions in air traffic services operations throughout Canada.

## COUNIHAN, STENNING RECEIVE WCA SCHOLARSHIPS

Bethe Stenning, Manitoba Chapter, and Carin Counihan, Greater Seattle Chapter, recently received scholarships from Women in Corporate Aviation (WCA).

Bethe, a flight instructor and future corporate pilot, was awarded a \$1,000 scholarship that will help her in completing her instrument rating in a multi-engine aircraft. The award is given to a woman interested in continued pursuit of a career in any job classification in corporate/business aviation.

Carin received a \$2,000 two-hour jet flight simulator session training scholarship. The simulator session can be used for job interview preparation or jet familiarization. Carin is currently a flight instructor and part-time flight attendant.

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## RATINGS AND WINGS

### RATINGS

**Janelle Baron** – Private Pilot

Pikes Peak Chapter, South Central Chapter

**Thea Bandy** – Private Pilot

Katahdin Wings Chapter, New England Section

**Amy Chu** – Commercial

Long Island Chapter, New York/NewJersey Section

**Elizabeth Collins** – Single Engine Sea

Reno High Sierra Chapter, Southwest Section

**Kate Flynn** – Commercial

Reno High Sierra Chapter, Southwest Section

**Sue Hughes** – Multi-Engine Instructor

Colorado Chapter, South Central Section

**Amy Lynden** – Private Pilot

Santa Clara Valley Chapter, Southwest Section

**Erica Muse** – Multi-Engine Instructor

Aloha Chapter, Southwest Section

**Sareana Pinson Kelly** – Multi-Engine Instructor

Colorado Chapter, South Central section

**Sally E.W. Kroeker** – Instrument

Eastern New England Chapter, New England Section

**Benito Morris** – Private Pilot

Fresno Chapter, Southwest Section

**Candice Nance** – Tailwheel

Santa Clara Valley Chapter, Southwest Section

**Jennifer Novak** – Private Pilot

Santa Clara Valley Chapter, Southwest Section

**Amy McNaught** – Multiengine Commercial with instrument privileges, Nebraska Chapter, South Central Section

**Alison Preble** – Private Pilot

Colorado Chapter, South Central Section

**Lori Plourd** – Single Engine Sea

Katahdin Wings Chapter, New England Section

**Deb Price** – Multi-Engine Commercial and Instrument

Colorado Chapter, South Central Section

**Torea Rodriguez** – Commercial

Santa Clara Valley Chapter, Southwest Section

**Polina Spivak** – Private Pilot

Santa Clara Valley Chapter, Southwest Section

**Bethe Stenning** – Instrument

Manitoba Chapter, West Canada Section

**Mary Jane Stimpson FWP** – Private Pilot

Santa Rosa Chapter, Southwest Section

**Wei-en Tan** – Multi-Engine, Tailwheel Endorsement

Santa Clara Valley Chapter, Southwest Section

### SOLO

**Peg Thompson FWP** – Solo

Santa Rosa Chapter, Southwest Section

### PROFESSIONAL RATINGS

**Debbie Cunningham** – DA-50 type rating

Santa Clara Valley Chapter, Southwest Section

**Amy McNaught** – LearJet Second in Command type rating

Nebraska Chapter, South Central Section

**Aileen Watkins** – B747– 400 type rating

Ambassador Chapter, South Central Section

**Amber Roe** – Citation Jet type rating

Monterey Bay Chapter, Southwest Section

**Jennifer Shaw** – Falcon 20 type rating

Columbia Cascade Chapter, Northwest Section

### MASTER

**Helen Cranz** – Master CFI and Master Ground Instructor

Orange County Chapter, Southwest Section

**Linda Schumm** – Master CFI

Central Illinois Chapter, North Central Section

### WINGS

**Michelle Bassanesi** – Phase II

San Diego Chapter, Southwest Section

**Jenny Jorgensen** – Phase I Sea

Katahdin Wings Chapter, New England Section

**Kathie McNamara** – Phase VIII

Fresno Chapter, Southwest Section

**Benita Morris** – Phase I

Fresno Chapter, Southwest Section

**Marsha Taylor** – Phase III

Katahdin Wings Chapter, New England Section

**Tina Visco** – Phase IV

Antelope Valley Chapter, Southwest Section



*FWP Peg Thompson celebrates her solo.*



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

### SAN FERNANDO VALLEY CHAPTER

We discovered the incredible world of Teresa Lincoln when Nina and Barry Yates invited her to speak at our meeting. In turn, Terri invited us to see the workings of the Los Angeles Air Support Division of the Los Angeles Police Department.

Her credentials are impressive: five years as a patrol officer and 15 years at Air Sup-

port Division. Her missions include ASTRO – Patrol, High Altitude Surveillance, VIP Transportation, Primary Flight Instructor, graduating six new pilots into the unit, LAPD Career Counselor, LAPD Recruitment representative, Air Support Division Web Master — and that's only to mention a few of her achievements.

—Lilian Darling Holt

### KATAHDIN WINGS CHAPTER

The late summer flying activities in Maine got off to a great start beginning September 11-12 at the Greenville Seaplane Fly-In. The weather and turnout were exceptional, as several Katahdin Wing members gathered for booth-manning duties.

The information and merchandise booth were well received, and business was brisk. This year the merchandise table offered the ever-popular airplane photo magnets and small aviation related trinkets that the kids love. Playing on the seaplane theme of the weekend, beautiful handmade stained glass seaplane suncatchers were a big hit.

The following weekend saw a downturn in weather, as members converged at the Portland Jetport Aeronautical Exposition. But the rainy Saturday didn't keep the devoted fans of aviation away, and again the information/merchandise booth enjoyed healthy business on both days. For this event, T-shirts designed with warbirds emblazoned on the front were offered, and they immediately flew off the table.

The Expo also proved to be an excellent opportunity to promote the Fly for Breast Cancer Cure, as a local TV news reporter was on hand to capture Saturday's events. The reporter and cameraman stopped by the booth and extensively interviewed Lori Plourd. The interview, which focused on this Ninety-Nines fund-raising event, was on the evening news program.

Earlier in the month, Katahdin Wings member Brenda Thibodeau played host to special guest CarolAnn Garrett. CarolAnn flew her Mooney around the world solo. The chapter had invited her to speak at their September business meeting, where CarolAnn related her exciting and fascinating story of preparing for and flying first from Florida to California in a 15-hour leg and then another 15-hour leg from California to Hawaii. Other shorter hops followed as she visited New Zealand, Australia, India, South Africa, Northern Africa, Europe and Iceland, to name just a few places where she touched down.

While in several countries, she took the opportunity to introduce aviation to children, flying as many Young Eagles as she could.

—Lori Plourd



Above, Teresa Lincoln of the Los Angeles Police Department Air Support Division, gives 99s a tour of the rooftop helicopter pad and the many helicopters stationed there (photo below). There are three in the air 24 hours a day, seven days a week.



### ANTELOPE VALLEY CHAPTER

Antelope Valley Chapter members participated in a fly-out to Paso Robles, California, and we had such a good time we will probably do this again next year. We enjoyed a nice breakfast at Matthew's Restaurant at the Terminal building before starting tours of the local wineries. We stopped at several of the wineries as well as Willow Creek Olive Ranch to taste the different blends of olive oil.

We stayed at the lovely Amelia's Loft at the airport, and many thanks to our host, Marguerite Nunn. On Sunday morning, we went to the Hunter golf course clubhouse and had breakfast on the porch while waiting for the cloud cover to burn off and head back to the Antelope Valley.

—Diana A. Tanner



Enjoying the fly-out to Paso Robles are Antelope Valley Chapter members, from left, Tina Visco, Mercedes Ratliff, Leigh Kelly, Diana Tanner and Michelle Davis.

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