

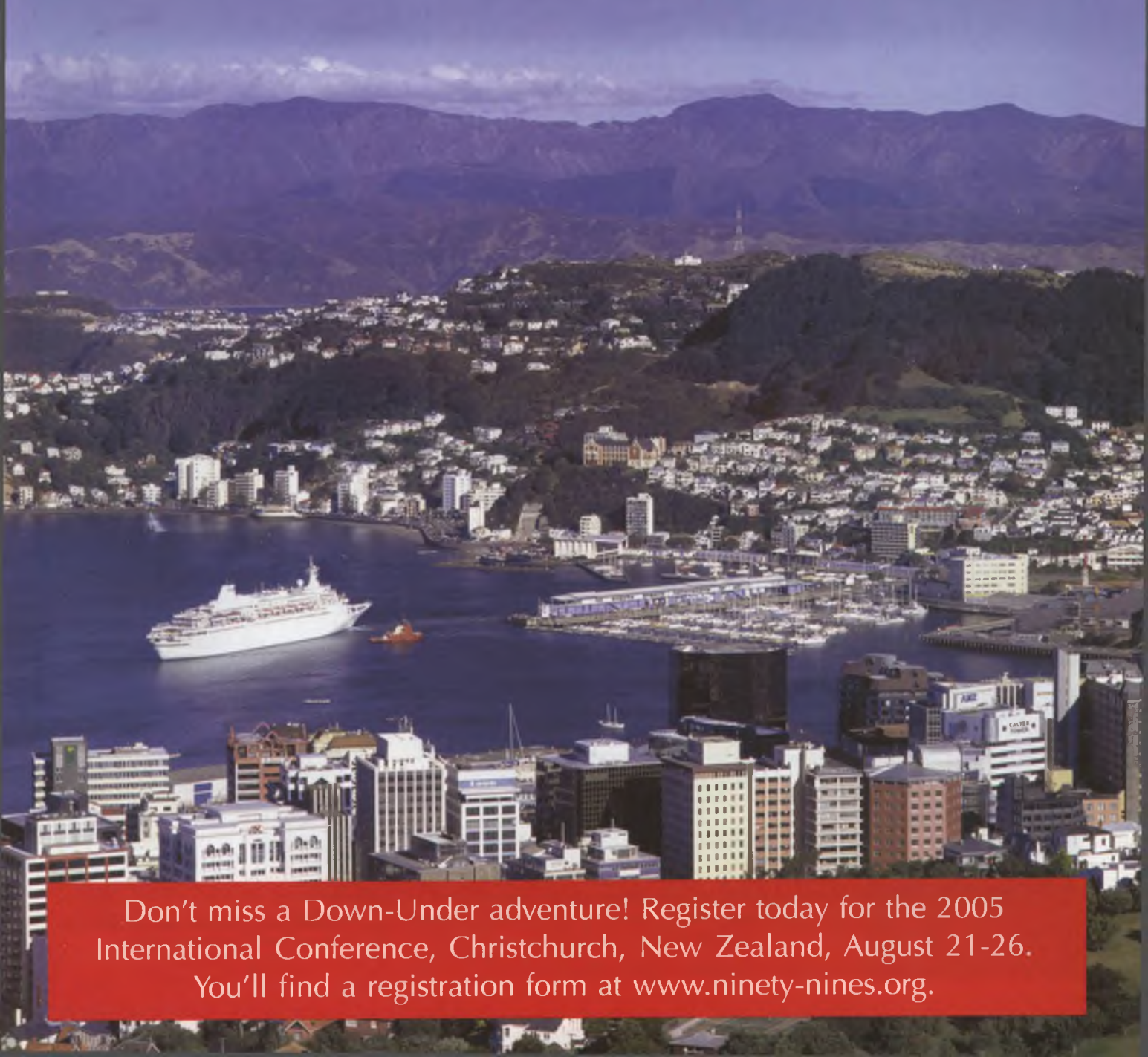


# INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

March/April 2005



Don't miss a Down-Under adventure! Register today for the 2005 International Conference, Christchurch, New Zealand, August 21-26. You'll find a registration form at [www.ninety-nines.org](http://www.ninety-nines.org).





99 News

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

Many magnificent sights await Ninety-Nines attending the International Conference in New Zealand August 21-26. Wellington, New Zealand's capital city, is positioned between a picturesque harbor and forested green hills. Its geography has created a compact city, only 2 kilometers wide. The city is home to memorable arts, cultural and heritage attractions including the national museum, Te Papa. Natural attractions, such as the wild south coast, are within easy reach of the city center. For more Down Under discoveries, please see page 28.

# PERPETUAL CALENDAR

## 2005

### APRIL

- 1 **99s News Deadline**, May/June issue.
- 12-18 **Sun 'n Fun**, Lakeland Linder Regional Airport, Lakeland, FL. [www.sun-n-fun.org](http://www.sun-n-fun.org).
- 13 **Ninety-Nines/WASP Luncheon**, Sun 'n Fun Tent #2. Cost is \$17. Contact Barbara Sierchio, email [bsierch@tampabay.rr.com](mailto:bsierch@tampabay.rr.com) or Nancy Wright, 727-946-1050.
- 22-23 **New England Section Meeting**, VT. Contact Pat Theberge, Eastern New England Chapter, 978-682-4638, [ptheberge@msn.com](mailto:ptheberge@msn.com).
- 22-24 **South Central Section Meeting**, Grand Junction, CO. Contact Kris Irvin, Arkansas Chapter, 501-470-1452, [cpaviator@aol.com](mailto:cpaviator@aol.com).
- 25-30 **NIFA National Competition**, Salina, Kansas. Thirty schools with over 150 pilots compete for Top Team and Top Pilot in the United States. The Ninety-Nines will present the Women's Achievement Award to an outstanding young lady. The Ninety-Nines also sponsor the Top Scoring Woman Pilot Award. NIFA is looking for volunteers for this event. Contact Virginia Harmer at 909-987-0087.
- 29-30 **Mid-Atlantic Section Meeting**, Gettysburg, PA. Contact Carol Church, Central Pennsylvania Chapter, 717-774-2182, [flysci@aol.com](mailto:flysci@aol.com).
- 29-30 **New York-New Jersey Section Meeting**, Ithaca, NY. Contact Dee Bowles, Central New York Chapter, 607-273-2820, [bowles@clarityconnect.com](mailto:bowles@clarityconnect.com).

### MAY

- 13-15 **Southwest Section Meeting**, Van Nuys, CA. Contact Maureen Kenney, San Fernando Valley Chapter, 818-718-7698, [mkenney@sdsio.jpl.nasa.gov](mailto:mkenney@sdsio.jpl.nasa.gov).
- 20-22 **Southeast Section Meeting**, Metairie, LA.
- 28 **First Canadian Chapter Annual Poker Run**. Contact Akky, 416-488-5664 or [akkymansikka@hotmail.com](mailto:akkymansikka@hotmail.com). Rain date May 29.

### JUNE

- 1 **99 News Deadline**, July/August issue.
- 10-12 **North Central and East Canada Joint Section Meeting**, Ottawa, Ontario. Contact Betty Huck at 513-942-2668 or [bettyhuck@att.net](mailto:bettyhuck@att.net).

- 17-19 **International Forest of Friendship**, Atchison, Kansas. Contact Kay Baker, 785-847-6800.
- 18 **Amelia Earhart Birthplace Museum Open House** and dedication of "Lois's Room." Contact Sondra Ridgeway, 785-228-9978 or [sondra.ridgeway@sbcglobal.net](mailto:sondra.ridgeway@sbcglobal.net).
- 20 **Deadline for Professional Pilot Leadership Initiative (PPLI) Applications**. Contact Laura Smith, email [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org).
- 21-24 **Air Race Classic**, starting and ending at Purdue University, Lafayette, IN.

### JULY

- 1-3 **Northwest Section Meeting**, Spokane, WA. Contact Barbara Mayfield, 509-447-2174 or go to [www.nwsection99s2005.com](http://www.nwsection99s2005.com).
- 6-10 **EAA Fly-In**, Arlington, WA.
- 11-15 **Women Soaring Pilots Association Annual Training Seminar**, Air Sailing Gliderport, Reno, NV. Contact Terry Duncan at [tduncan11@sbcglobal.net](mailto:tduncan11@sbcglobal.net).
- 15-16 **Annual Amelia Earhart Festival**, Atchison, KS. Contact Atchison Area Chamber of Commerce, 913-367-2427 or PO Box 126, Atchison, KS 66002.
- 26-Aug. 1 **EAA AirAdventure**, Oshkosh, WI. Ninety-Nines breakfast on Friday morning in the 99s tent. Raffle drawing.

### AUGUST

- 1 **99 News Deadline** – September/October issue.
- 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).

### SEPTEMBER

- 9-11 **Aviatrix's 6th International Forum of Women Pilots**, Moscow, Russia.

### NOVEMBER

- 17-19 **Fall Board of Directors Meeting**, Ninety-Nines Headquarters, Oklahoma City, OK. Travel days are November 16th and 20th.

## 2006

### JULY

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

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M a g a z i n e

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March/April 2005

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## STATEMENT OF EDITORIAL POLICY

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# AEBM: A Tribute to Lois

BY SONDRA RIDGEWAY

The formal dining room at the Museum is being restored in the memory of Lois Feigenbaum.

September 2004 brought us the sad news of our loss of Lois Feigenbaum, a longtime Amelia Earhart Birthplace Museum Trustee. Lois and her husband Bob remained ardent supporters even after she left the Board.

As a tribute to Lois, her family and friends made the decision to restore a room at the Amelia Earhart Birthplace Museum in her name. The current gift shop will soon be returned to its original purpose of a formal dining room.

With help from an interior design consultant, a vision of what the room may have been like in the 1880s has emerged. The changes are going to be spectacular.

The Feigenbaum family traveled to Atchison twice in the fall to express their choices on all aspects of the renovation and will remain active partners in the completion of the project.

The target date for completion is May 1,



Lois and Bob Feigenbaum at the Amelia Earhart Birthplace Museum.



From left, Bob Feigenbaum, Sue Feigenbaum Ackley, and Barbara Anderson, interior design consultant from Kansas State University, work on the dining room project.

2005, with a formal dedication on June 18, 2005 at 3 p.m. All of us on the Board of Trustees encourage you to mark your calendars and come to Atchison on this very special day to join us in honoring Lois's memory.

We continue to accept donations to assist in completing this project. Please send them to AEBM, 223 North Terrace, Atchison, Kansas 66002 and note they are for Lois's special account.

## *An Invitation to All*

*Dear Ninety-Nines,*

*On June 18, following the Forest of Friendship ceremonies, we wish to invite any and all to the AEBM. Friends, many being Ninety-Nines, and family of Lois Feigenbaum, have renovated the formal dining room in memory of Lois, and we wish you to join us for this spectacular dedication.*

*Yours truly,  
Bob Feigenbaum*

**O**n December 17, 2004, I attended the prestigious Wright Memorial Dinner in Washington, D.C. at the Washington Hilton Hotel. It was such a privilege to sit at the head table as your president and have NASA ask what they can do for The Ninety-Nines; talk person-to-person with Marion Blakey, FAA Administrator; see the Washington legislators in action; and have media representatives come up to the head table to present me with their business cards so we could get more publicity for The Ninety-Nines.

The next morning, I joined Linton and Linda Wells (son and daughter-in-law of Ninety-Nines Charter Member Fay Gillis Wells) for brunch at the Army/Navy Country Club to discuss the International Forest of Friendship. On the way we passed the Pentagon where Linton is employed, and he pointed out where the airplane had hit the Pentagon that sad day in 2001.

I was delighted to spend Saturday afternoon with Washington, D.C. Ninety-Nines Chapter Chairman Christine Sleeper as her guest at a Kennedy Center concert.

The White Glove Army work weekend at Headquarters in Oklahoma City was held in January. What a thrill it was to see a 1929-34 folder with original correspondence between Amelia and the Charter Members. You don't realize what treasures we have in the archives until you witness them in person! The original interlocking 99s pins were purchased directly from Tiffany's

## President's Message

BY ELAINE MORROW  
Minnesota Chapter

for three dollars, and the Charter Members could have a diamond in the center of their pins for six dollars. Their early conventions included evening dinner dances at the Waldorf Astoria in New York.

Our organization is a witness to aviation history, and it's tremendously important to grow as an organization and maintain our Museums for future generations. There may be some misunderstandings concerning membership procedures. It is *not* possible to belong to The Ninety-Nines at only a Chapter level. You must belong to the organization at the International level to be a Ninety-Nine. It's important for each Chapter to encourage renewals. I want to encourage all of you to get your members involved and attend Section and International meetings. Even if you are not currently flying, there are numerous ground events you can participate in, *and* your membership helps other women fly.



*Elaine Morrow*



*Christine Sleeper and Elaine at Kennedy Center in Washington, D.C. on December 18.*



*From left, Phyllis Scott, Bonita Ades, Elaine Morrow and Linda Horn sort through the archives at the 99s Museum of Women Pilots in Oklahoma City.*



# 99s Museum of Women Pilots Hosts "White Glove Army"

BY BONITA ADES  
Colorado Chapter

Volunteers sort and clean the Museum's collection prior to its being returned to the archive room.

*Vicky Anderson and Verna West enjoy discovering early Ninety-Nines letters in the documents they recently helped sort, clean and catalog for the Museum of Women Pilots.*

The first training session of the "White Glove Army" was held January 14-17 at the 99s Museum of Women Pilots. Many of the Oklahoma Chapter members have been trained and have been working hard to sort, clean and catalog the collection in preparation for its return to the archive storage room.

A call was issued in the Museum of Women Pilots' December edition of the *Insider* to come join some of the board members for this training session led by our curator Nancy Lowe-Clark.

Ten members traveled to Oklahoma City for the project: Vickie Anderson and Verna West from California, Bonita Ades and Linda Horn from Colorado, Lisa Cotham from Louisiana, Anita Lewis from Utah, Elaine Morrow from Minnesota, Jody McCarrell from Arkansas, Phyllis Scott from Tulsa, Oklahoma and Tina Bowman from Oklahoma City, Headquarters.

On Friday morning at 9 a.m., everyone was ready to work. Verna West got busy in the library going through and sorting photographs. Nancy

then took the rest of us to the bathroom where we washed our hands in liquid Ivory soap. We had to remove rings and dangly earrings and don our white gloves.

We were then ready to work on the Convention document boxes. We worked at four tables, arranged in a square, two people to a table. We were directed to go through the documents and remove them from any notebooks or folders. We were to remove any staples and paper clips. You would be amazed how they rust and become brittle, damaging the document.

As we went through the documents, we couldn't help but read some of the reports and letters. Every now and then we'd hear someone say, "Would you listen to this!" and "Can you believe this?" There were differing opinions among the members from the beginning. Imagine that! It was so much fun sharing our discoveries.

My biggest thrill was holding the original letter written by Amelia Earhart to Tiffany discussing the design of a pin for The Ninety-Nines. There were other letters written by her and to her. I had an "ah-ha" moment when I found a photograph of Eleanor Roosevelt, who was a great supporter of Jackie Cochran and The Ninety-Nines, taken at a Ninety-Nines gala in Washington D.C. Dressed in an evening gown with a train, Eleanor looked very glamorous and beautiful.

The work may sound tedious, but before we knew it, a morning or afternoon had passed. There is so much to do. We haven't even started on the artifacts. At dinner on Sunday night, we had fun discussing what we had read about our history.

I never tire of walking through the museum, gazing at a case and discovering new facts and stories about our unique members, past and present.

Come join us at the next training session June 4-18. It will make you proud to be part of this organization!





BY JENNY T. BEATTY  
International Careers Committee Chairman

## CAREERS: Banish Just One Four-Letter Word

**A**s an advocate for women in pilot careers, I have many opportunities to meet up-and-coming women pilots at Ninety-Nines events and other gatherings of aviation enthusiasts. When they approach me for advice or encouragement, time and again I am shocked to hear them use a highly inappropriate four-letter word. "I have just 250 hours," they tell me. Or, "I'm just a flight instructor."

What? You've flown airplanes for "just" 250 hours? As if it were no great feat to steer a large machine into the air and safely back to earth, single-handedly, hundreds of times. And you're "just" an instructor? I suppose teaching people how to navigate a machine in three dimensions along invisible sky roads through thick clouds is nothing special.

These gals are trying to put their best foot forward, but by adding that one tiny word, they're not making the impression they'd hoped for.

Perhaps they're being modest. Often, women deliberately avoid sounding boastful and competitive, downplaying their achievements in order to establish rapport. Modesty is not called for in this professional exchange, however. If you can't have confidence in your abilities, how can I?

"Awe factor" is another reason a woman might play down accomplishments that seem to pale next to a role model's. She looks up to me because I fly a jet at three-quarters the speed of sound, while I am in awe of Colonel Eileen Collins for flying the

Space Shuttle in orbit, who in turn looks up to astronauts who landed on the moon. Go ahead and honor your role models, but remember this: Their achievements, no matter how great, never diminish your own.

A captain I was flying with was telling me about his upcoming vacation, an overseas trip planned with a pilot buddy of his. "Do I know him? Is he a captain?" I asked. I was more familiar with the pilots on the captain list because, as a first officer, I flew with them.

"No, he's just a first officer," he replied. Excuse me? Six months ago this guy was a first officer himself, but now that he's a captain, the rest of us are "just" first officers?

That was years ago. Having since moved up to captain and back to first officer again – twice – I have a pretty good perspective on what it takes to be an airline captain and pilot-in-command, and believe me, the responsibilities weigh heavy. But let's not kid ourselves. At most airlines, you're hired for your capability for becoming a captain, but you advance to the left seat because you were hired before the pilot in the right seat. It's seniority, not superiority.

So, just refuse to let anybody put you down, and just stop undermining your own achievements by using this four-letter word inappropriately. You had the guts to learn to fly an airplane, so own that. Say after me, "I have \_\_\_\_ hours!" Say, "I am a pilot!"



## PRO 99S PROFILE: Becky Howell

*By Betsy Jordan Donovan, International Careers Committee*

**In 1982**, at age 30, Southwest Captain Becky Howell began her flying career. She had wanted to be a pilot ever since she was a small child, but "back then girls couldn't fly and people with glasses couldn't fly."

While pursuing a graduate degree in pharmacy at Texas A&M, she met the love of her life, David, a corporate pilot, who taught her to fly. "I fell in love with a pilot who had glasses just as big as mine."

Flying with David and teaching driver education around

the country suited Becky better than returning to the pharmacy. Her corporate flying experience led to jobs at a few commuters, ATA, and then Southwest in 1991, her fifth air carrier. Becky holds an ATP, Boeing 737 type-rating, Airplane SEL and MEL, Glider and Advanced Ground Instructor ratings.

Becky's advice to others: "Don't give up! The people who don't achieve their goals are the ones who take themselves out of the game. Depression, dejection, rejection, frustration and money woes do not qualify as 'good' reasons. Never accept the negative information you get from others in the pursuit of your dream, whatever that dream is." And last, "Never stop learning."



# A Triple Celebration for FWP Amelia Donner





BY AMELIA AND TERRI DONNER  
Kentucky Blue Grass Chapter

**A**melia Donner will always remember the day she became a Future Woman Pilot. On October 8, 2004, she soloed in a hot air balloon, celebrated her 14<sup>th</sup> birthday and became a member of the Kentucky Blue Grass Chapter.

"I've been going to meetings all my life with my mom, and I figured, why not join?" says Amelia. Mom is Terri Donner, who along with her flight instructor husband Ray, instilled a love of ballooning in all three of their children.

"I come from a long line of pilots," says Amelia. "My grandparents flew airplanes. My parents fly airplanes, and my dad flies balloons, too." Her oldest brother is a two-time National Champion, while her other brother is a commercial balloon pilot and received Rookie of the Year in the U.S. Nationals.

"I've gotten up at 5 a.m. since I was a baby to crew for my dad and brothers, but as soon as I got in the car, I would fall asleep and wake up when the cork came off the champagne bottle," she says. Ballooning became a lot more exciting when she started taking flying lessons from her dad.

"It was very challenging having my dad as an instructor. I was looking forward to the day when I would fly without him." That day came, somewhat surprisingly, on the morning of her solo. "I thought he would fly with me for a while and I would do a touch and go, and then he would hop out. But once I stood up the balloon, he said goodbye!"

She piloted her hot air balloon, *Pretty in Pink*, from the family home in Fisherville, Kentucky. She quickly headed north out of the neighborhood. At about 500 feet, she swiftly traveled up to the little town of Eastwood and over the baseball diamond where she played t-ball when she was five.

The crew had a decision to make at this point as to the best road to travel so they could keep her in sight. Dad won the discussion since he was behind the wheel of the chase vehicle. He elected to go more to the east, and they lost sight of the balloon for about a half hour, although they were in voice contact.

"My flight went a little different than I had planned," Amelia recalls. "My parents lost me!" Even so, she "made a beautiful landing and touched down like a feather."

"I waited for about five minutes and decided



*Amelia in her balloon, Pretty in Pink, with her parents Ray and Terri Donner.*

on my own to take off. I got back on the radio and said I was in the air, and they said they could see me now. I flew for another 30 minutes and crossed over the women's prison, and my mom advised me not to land there. I finally found a few beautifully landscaped acres. I landed, and the landowner came out and welcomed me. She helped talk my wandering parents into her back yard."

Mom Terri says, "As chairman of her fan club and a Boeing 727 Captain myself, I had to admire the take-charge attitude."

During the flight Amelia covered about seven miles in an hour and 15 minutes and made two landings in two different counties. Cars honked at her as she crossed the Interstate, and deer scattered beneath her as she piloted *Pretty In Pink* over their heads.

"We do not know of any other girl who has soloed on her 14<sup>th</sup> birthday," says Amelia. "We're trying to find out if I'm the first girl so we can put it in the *Guinness Book of World Records*."

Although her mom is an airline pilot, Amelia says she intends to concentrate on piloting balloons. Her goal is to obtain her Private Lighter-Than-Air certificate on her 16<sup>th</sup> birthday and her Commercial certificate on her 18<sup>th</sup> birthday. Right now, though, she is looking forward to the spring and summer when better weather will allow her more time in the air. She currently has about 15 hours in her logbook.

"I want to learn from my brothers to be a competition pilot someday and maybe be as good as them."

"I've gotten up at 5 a.m. since I was a baby to crew for my dad and brothers, but as soon as I got in the car, I would fall asleep and wake up when the cork came off the champagne bottle."

*Photo opposite page: Amelia Donner celebrated her 14th birthday by soloing in her balloon, Pretty In Pink, and joining The Ninety-Nines.*

# Elaine Morrow: The Drive to Make a Difference

BY DONNA CRANE-BAILEY  
Monterey Bay Chapter



*Elaine was flying even as a youngster — in the airplanes she built out of orange crates.*

Everyone has an underlying theme that motivates his or her life. For current Ninety-Nines President Elaine Morrow, that motivation is to leave the world a better place, specifically through the gift of flight and especially for women. How better to achieve this goal than to develop programs that will ensure that the organization to which she has dedicated the last 19 years of her life will endure for the next 75?

Elaine discovered The Ninety-Nines in 1985 when she wandered into their booth at Oshkosh. Her husband Glen had just recently obtained his Private Pilot certificate. The Ninety-Nines told her “she just had to learn to land if she was going to fly along with her husband.” The enthusiasm their advice kindled relit an old fire, and the next day Elaine took her first lesson.

“On my first solo I realized it was just the Lord and me in the cockpit, not my family, just me and nobody else. Getting my Private Pilot certificate gave me a confidence I never had before. It was so precious to me that I knew it was something I wanted to help others achieve.”

Airplanes have always held a fascination for Elaine. When she was four, she would assemble orange crates into two-seat airplanes and then beg her mother for tinfoil, because “props were supposed to be shiny.” These contraptions attracted her older brothers who would then take over and insist that she become the stewardess. When she insisted that the plane was hers, they would smash it, but she persisted and kept building her airplanes.

When she was older, Elaine signed up for drafting in school, thinking she could draw planes. Her hopes were dashed, however, when the principal told her that only the “wrong” kind of girls took drafting — you know, the boy crazy kind. It was the 1950s, and the strong message she received was that girls were to be seen and not heard. At last she decided she would be a flight attendant, until she discovered that she was too short and wore glasses.

So, what’s a good, intelligent, talented girl to do? She forgets about flying, she goes to work as a secretary right after high school, gets married, has a child and builds a family. But this is a young woman who is exceptionally talented in math and science. If a machine stops working, she figures out how to fix it. Her office gets a computer, she figures out how to use it. Eventually she sets up a computer center in her workplace and develops a training curriculum. She teaches herself how to develop databases and realizes that nothing she is doing now existed when she was in high school. And, when her daughter graduates from college, Elaine starts attending and earns her bachelor’s degree in management 10 years later.

Going back to school in midlife while still working is a challenge for anyone, but a look at what else Elaine was doing makes her accomplishment quite remarkable. She and her husband live on a farm where they raised beef cattle, quarter horses and cash crops. Only one horse remains now “for the grandkids to ride,” but to this day they still farm corn, soybeans and hay, doing all the work themselves with the help of a neighbor’s son. “I can ride a grain drill and am the best hay bale stacker in Wright County,” says Elaine.

In 1986, she obtained her Private Pilot certificate, joined The Ninety-Nines and immediately became involved. She began volunteering at the NIFA regional competitions, National SAFECONS and WPMC, and this year she will be Communications Coordinator at the NIFA Nationals in Salina, Kansas. Elaine participates in Chapter airmarkings, has held almost every Chapter, Section and International office and is very active with the Forest of Friendship. Eight times a year she and her husband open their hangar to the EAA Young Eagles for educational purposes.

She has been very active in fund-raising for her Chapter and Section. Last year her Chapter raised \$20,000 for the Amelia Earhart Memorial Scholarship Fund, and the money was designated for a perpetual scholarship in honor of Minnesota Chapter charter member Rita Orr. Persistence and creativity are the keys to their fund-raising success: note cards, tote bags, jewelry, a quilt raffle — all these were the building blocks for raising the money. Now a North Central Section perpetual scholarship effort is underway.

Giving to others is a core value for Elaine, so it is no surprise that when it was discovered that Toys for Tots and Santa Anonymous do not give toys to children in the hospital at Christmastime, she became involved in the effort to remedy the





*Elaine, right, with her husband Glen and Wally Funk at the Forest of Friendship in June, 2002.*

Elaine signed up for drafting in school, thinking she could draw planes. Her hopes were dashed, however, when the principal told her that only the “wrong” kind of girls took drafting – you know, the boy crazy kind.

situation. In November of each year, Minnesota Chapter members fly to all Minnesota airports putting up Tree of Hope posters asking people to donate toys or cash to buy aviation related items like the incubator they purchased to transport infants in an airplane. On the first Saturday in December, they collect the donations and distribute them. The program has become so well known and donations have increased so much over the past few years that they are now able to deliver toys in a five state area.

One story that particularly stands out for Elaine was the child whose parents were so focused on the care of her sister with leukemia that her needs were overlooked. The hospital staff made sure she was given a toy also. According to the nurse, the little girl, who hadn’t smiled in months, couldn’t stop grinning. For Elaine, that grin was all the reward needed.

In her down time on the bus going to work, she knits and crochets sweaters for the World Relief Fund. In her spare time she takes long walks. Both activities, she says, give her time to “mull things over and solve problems.” And, no doubt, most people would never suspect that Elaine has been a “motorcycle mama” for 45 years.

Currently she works as a database analyst for Wells Fargo, and here is where another piece of her vision for The Ninety-Nines shows substance. Every year, Wells Fargo offers employees an opportunity to secure Volunteer Service

Awards for nonprofit groups in which they actively volunteer. Winners are chosen based on their dedication to the organization, effectiveness of their work, amount of personal time volunteered and the value of their work to their community. In 2004, Elaine was able to secure a \$10,000 award for The Ninety-Nines — an impressive accomplishment for our 2005-2006 President whose first take-offs were in orange crate boxes powered by tin foil propellers.



*Happy newlyweds Elaine and Glen in July, 1960.*

# Martha Dunbar: "The Traffic Made Me Do It"

BY DONNA CRANE-BAILEY  
Monterey Bay Chapter



*Martha plays in her garden in 1940.*

Arriving late to a wedding party in Hyannis, Massachusetts the summer of 1966, International Director Martha Dunbar made the offhand remark to another guest that she could have flown there faster. The woman's response planted a seed and set Martha on the path to becoming a pilot and ultimately a Ninety-Nine.

"So, why don't you learn to fly?"

Why not, indeed? At the end of that summer, after dropping her oldest daughter at the nursery school that just happened to be conveniently located around the corner from the local airport, she took an introductory flight. The instructor told her she could come along on his flight to Boston Logan International airport—a destina-

tion that would be a harbinger of her future checkride

Shortly after becoming airborne, Martha caught sight of the traffic below and said, "All the fools are on the ground. Sign me up." Ten hours later she soloed. Then the snows began, but she continued her lessons throughout the winter, and by the next summer she was back at Logan International for her checkride—the first such event, the controllers told her, in 25 years at this busy airport.

Her oldest daughter eventually followed in her mother's footsteps and obtained her Private Pilot certificate. Her husband, although not a pilot, willingly flies with her, but not one of her eight older siblings has done so, being of the school of thought that "if people were meant to fly they'd have wings." However, that has not stopped her nieces and nephews. To this day she loves flying in the winter and looks forward each year to the challenge of landing her C172 at Alton Bay SPB during February when the ice is the thickest.

Shortly after receiving her certificate, she did two things: joined The Ninety-Nines and began air racing. "It was a wonderful revelation for me to have this organization of women flying. They were great support and lots of fun."

Martha has always been active at one level or another, from committee chairmanships to Chapter offices to Northeast Section offices, and



*Winter flying (and the challenge of landing on ice) is one of Martha's passions. Here she enjoys a New England winter in 2003.*





*Taking a break from winter flying in New England, Martha, right, enjoys gliding in the warmer climate of Lancaster, California.*

Shortly after becoming airborne, Martha caught sight of the traffic below and said, "All the fools are on the ground. Sign me up." Ten hours later she soloed.

in 2000 she was appointed to fill a vacant Director position on the International Board. She has twice since been elected to that position. In 2004 she was a candidate for International President.

During her tenure as Director, she has been liaison to the Membership, Education and Careers committees and to the Amelia Earhart Scholarship Fund. "I have enjoyed being an International Director immensely. The travel I've been able to do in this position has allowed me to see how really diverse our organization is."

As for air racing, it was a natural fit for Martha. From the time she was a child, she has been involved in athletics: swimming, tennis, skiing, tobogganing and softball. She began racing with the All Women New England Air Races and worked her way up to the Angel Derbies. "That's when you really learn about flying and weather. It's a wonderful way to get good experience."

Flying to the start of the 1975 Angel Derby, she and her race partner were caught in an unexpected snowstorm over Mt. Washington. They could see over the mountain and through the snow, but the intensity increased and ice began to build up on the prop so much that they were forced to land and sit out the storm for two days.

When it stopped, a local FBO operator told them that if they wanted to get there that day they would have to fly through the mountains along Route 16, something Martha had never done before. The ceiling was fairly low but the

wind was calm, a very rare occurrence around Mt. Washington. He said there were plenty of fields to land in if the ceiling should come down. And it worked. They finally made it to the race, but she was annoyed that they were fined \$25 for being late, and not only that, had missed all the festivities.

Martha credits her parents for being the biggest influence on her life for the values they instilled in her and for their kindness and ability to accept people at face value. She credits her husband for his unwavering support of her ventures, from learning to fly in her 30s, to going back to school and obtaining her bachelor's degree in American Studies at 44, to running for International President.

When newly married, he told her that he had always been of the opinion a woman could do anything a man could do. To her 18-year-old ears, this was a marvelous statement and was the beginning of what has been 50 years of a true partnership, both in marriage and business.

Together they have started several businesses including auto parts, auto salvage, auto memorabilia and antiques, and collectibles. Semi-retired today, they are still active in the antiques business. Now that Martha's term as Director is coming to an end, they intend to build a new home on Cape Cod, something they've intended to do for a long time.

And, of course, keep flying.



*Martha attends the International Get-Together in Friedrichshafen, Germany in 2001.*



Evelyn celebrated her 95th birthday in November with fellow members of the Tennessee Chapter and local Girl Scouts.

# Evelyn Bryan Johnson: A Living Legend

BY WILMA PACK BRANTLEY  
Tennessee Chapter



Evelyn with her Grumman Yankee in 1984.

I love belonging to the Tennessee Chapter of The Ninety-Nines for the comradeship of like minds, but the reason I joined the organization remains the reason I stay — Evelyn Bryan Johnson.

When I was barely a student pilot at Downtown Island, Knoxville, my instructor had the good sense to fly me the mere 40 miles to MOR (Morristown, TN) to meet Evelyn, one of the most famous women pilots in history. Of course coming from a family of aviators, I knew all about her but had never met her. We didn't call ahead or make an appointment, so when I asked, "What if she's not there?" he simply smiled and said, "She's always there."

I heard her commanding voice before I saw her. "The winds favor runway 23," she announced when she heard us in the pattern. When we entered the airport, I was shocked to find this older, diminutive woman who had to be Evelyn sitting behind the desk. Her authoritative voice, demeanor and legend were twice as large as she was.

When my CFI introduced us, she came out from behind the desk to shake my hand. I fumbled

around mumbling that I didn't expect to see her sitting out front, and she said, "Well, where did you expect me to be? I've been the manager of this airport for more than 50 years!"

My CFI gifted me with her biography, *Mama Bird*, and as she autographed it, she said, "Now be sure and join The Ninety-Nines. You'll need the companionship of other women pilots." I could tell then that people usually did what this unpretentious woman suggested, so I joined that day with only seven measly hours to her 57,600.

Now I am on a first-name basis with this pioneering aviatrix who has given over 9,000 Private Pilot certificates. I am honored to have her beautiful cursive signature in red ink in my own logbook, marking the day she granted me my Private Pilot certificate.

She's a tough examiner and flunked my stepson's first attempt at his Private Pilot certificate in 1983 for failing to ensure that his DG had not precessed during the flight. A straight-A student in high school and college, he was crushed, having never failed anything in his whole life. But that is classic Evelyn. She doesn't care how



smart you are, who you are, where you come from or what you do; she just wants you to know how to fly a plane safely. Just ask the Honorable Howard Baker about his quest for his Private Pilot certificate. Seems when Evelyn told him it was time for doing stalls, the senator advised her that his Beechcraft was not suitable for stalls. She informed him that if he planned to get a license that day, he would do stalls, and he got a license that day!

This unassuming woman has been inducted into five halls of fame: the Flight Instructors Hall of Fame, the Tennessee Aviation Hall of Fame, the Kentucky Aviation Hall of Fame, Women Aviation Pioneers Hall of Fame and the one she is most proud of — the Hamblen County Girls' Club Hall of Fame.

"Young girls today need to know that people care about them and that their possibilities are limitless...they can do anything they set their minds to do," Evelyn maintains, "and they need good, strong women role models."

Evelyn not only talks the talk, but she walks the walk. She is the driving force behind our Chapter's attempts to raise money for Amelia Earhart Scholarships. When she discovered the Tennessee 99s planned to celebrate her 95<sup>th</sup> birthday in November with a special area fly-in to MOR, she insisted we have a yard sale to raise money and sponsor Young Eagles for Girl Scouts. When I arrived at Evelyn's airport that day, several customers were already there, going through elegant junk and talking to Evelyn who was sitting behind her makeshift cash register (shoebox), writing down contributions and making change. She was clearly in charge.

By noon we were ready to sing *Happy Birthday*, and the airport was packed with yard sale aficionados, Girl Scouts, local pilots, friends and previous students of Evelyn. We served over 70 hotdogs and two special birthday cakes to the crowd, and then the Girl Scouts were ready for their Young Eagle flights. They were enthusiastic first time flyers and gathered around Evelyn for words of wisdom, asking her to autograph her book for them.

The Tennessee 99s took the girls on their maiden flight from MOR to the Gatlinburg (GKT) vicinity. The route led us over the home of one scout's grandfather who had been taught to fly 35 years ago by Evelyn, and she was thrilled to finally meet this celebrity.

After the Eagle Flights, we returned to MOR in time to see Evelyn make a low pass over the runway in a Citation, courtesy of a Ninety-Nine

and one of Evelyn's past students. We could see Evelyn in the right seat, her jaw set, eyes straight ahead as they flew 100 feet AGL. Several Ninety-Nines and a student pilot who soloed earlier that day were fortunate enough to accompany Evelyn on the flight. When she returned to the airport, everyone asked breathlessly, "How was it, Evelyn?" She stated, "It was alright. I flew some."

By then it was 3:30, and Evelyn decided it was time to break up the party, count the money, clean up and go home. I was exhausted from the work, Young Eagle flights and excitement, but Evelyn marched on, maneuvering her walker around tables still filled with old treasures. She began stacking leftover clothes in piles and bags for the Salvation Army man designated to acquire any unsold items. I just shook my head in wonder. The woman is simply indefatigable at 95.

Evelyn won her most recent award at the Tennessee Aviation Hall of Fame where she was presented a special award from the FAA Flight Service Section, the very first ever presented. Named the Wright Brothers Master Pilot Award, it is given to a pilot who has flown for at least 50 consecutive years. She said the organization called and asked her to get three people to write letters of reference for her, whereupon she flatly told them she didn't ask anyone to write references for her. She supposes they persevered and found them for her.

When asked about her goals for the future, she simply wants to live and turn 100. "Then Willard Scott will come looking for me," she smiles with sparkling eyes, "and he won't be able to find me because I'll be up circling over the airport."



*Evelyn at 90 was still logging hours.*

When asked about her goals for the future, she simply wants to live and turn 100.

*Evelyn on October 1, 1944.*



# Virginia Rabung: A Pioneer Pilot and her Cessna 140

BY PAULA PEDOTA

Recipient of the Wright Brothers Master Pilot Award, Virginia shared many adventures with her N77272, most of them solo.



Virginia on CAP duty in Moline, Illinois.

“My years in aviation are more of the story of a proud, sturdy and loyal 85HP Cessna 140 rather than a macho pilot,” wrote Aux Plaines Chapter Member Virginia Rabung to the FAA, which recently awarded her the prestigious Wright Brothers Master Pilot Award.

“As the old saying goes, ‘There are old pilots and bold pilots, but there are no old bold pilots.’ N77272 was my friend with a big heart and a willingness to go where its pilot wanted to go, including some long over-water flights.”

Virginia learned to fly before she learned to drive, soloing at Stinson Airport, McCook, Illinois in 1944 and then receiving her Private Pilot certificate in 1950 at Sky Harbor Airport in Northbrook, Illinois. She obtained her Instrument rating in 1950 and Commercial certificate along with CAP checkout in 1961.

Virginia and 272 shared many adventures, most of them solo due to her restrictive work schedule as a legal secretary. Prior to buying her Cessna 140, however, she participated in the 1953 All Womens Transcontinental Air Race from Massachusetts to California. She flew the Good Ship AC’CENT sponsored by International Minerals & Chemical Corp and Argus Camera Co., doing radio and TV publicity for both companies.

In 1955, she and 272 flew the Ninety-Nines sponsored air race from London, Canada to Havana, Cuba (“B.C. – Before Castro”) via Key West, Florida. “I was sponsored by Dictaphone Corporation and did radio and TV publicity for them on this flight,” recalls Virginia. “They also installed a Dictaphone on the passenger seat, and I made recordings en route for them. Dictaphone used the recordings in their various in-house programs for sales people.”

A tour of the Bahamas (and the Bermuda Triangle) was on her flight agenda in 1961, flying from Ft. Meyers, Florida, to Bimini, Grand Bahama, Green Turtle Cay, Rock Sound and ending at New Providence Island, Nassau. Then the trip home to ORD lay ahead — 180 miles over the ocean.

The African continent beckoned in 1968



Virginia Rabung is presented the Wright Brothers Master Pilot Award by Scott Lansdorf of the FAA FSDO at DuPage Airport in Illinois.

when she participated in a Fly-It-Yourself tour of South Africa. Flying a Cessna 172, she spent about five weeks aviating and landing on game strips to view the animals.

Over her more than 50 years of flight, Virginia has received many honors, including induction into the Illinois Aviation Hall of Fame in 1998, induction into the International Forest of Friendship in Atchison, Kansas, Pilot of the Year award from The Ninety-Nines North Central Section, and Vintage Aero Club’s A Woman of Aviation Award. Virginia has also received numerous trophies from the Civil Air Patrol for many years of work as the state Safety Officer and for participating in cadet orientation flights and search and rescue missions, most of which were flown solo in her Cessna 140.

In addition to being employed by International Minerals & Chemical Corp for over 32 years, she was employed in a civilian capacity by the U.S. Navy during WWII. As assistant to the Legal and Security Officer of the Ninth Naval District, she was awarded a special honor for setting up secret and confidential files. “That, however, is a story in and of itself.”

“The things I have learned: Good judgment is always important, but in aviation it is critical; altitude and fuel management cannot be over-emphasized; and instruments can and do fail – I always have an out.”



**T**he Ninety-Nines Professional Pilot Leadership Initiative (PPLI), the new mentoring and leadership program launched for members at the beginning of 2004, is pleased to announce our first graduates: Laura Conover and Traci Leider. These two Ninety-Nines participated in the program first in the role of Captain, where they focused on developing a career advancement plan under the guidance of a professional pilot mentor. They then progressed to Navigator, mentoring another Ninety-Nine who is following in their flight path.

A project of The Ninety-Nines International Careers Committee, PPLI aims to accelerate the advancement of women in all pilot professions by providing highly motivated Ninety-Nines members with the tools to develop their careers and leadership abilities through guided activities and formal mentoring partnerships with experienced women pilot professionals.

Laura Conover of the Old Dominion Chapter entered the program as a Flight Instructor with 467 total hours. She was mentored by Tracy Leonard (Ambassador Chapter), a business jet pilot for NetJets Aviation.

"The most valuable part of the program for me was having someone to keep me motivated and on track. I wrote down my goals early in the program and asked my mentor to hold me accountable toward them," says Laura.

During the course of the program, she earned her Multi-engine and Multi-engine Instructor ratings and has built her hours rapidly. She is work-

# Achieving Success Through Mentoring

BY CAPTAIN LAURA SMITH  
PPLI Program Leader

ing towards an airline or corporate pilot position. Laura then mentored Darlene Sly (First Canadian Chapter), who entered the program as a private pilot enrolled in a flight technology college program.

Traci Leider of the Reno Area Chapter began as a Chief Flight Instructor with 1,200 hours. She was mentored by Donna Miller (Colorado Chapter), who currently flies B737s for Pace Airlines. While in the program, Traci was hired by Scenic Airlines as a Twin Otter First Officer and aspires to work for a major airline.

"With the insight and encouragement of my mentor and others in the PPLI, I realized my former flying position was as far as I was going to advance with that company," says Traci. She then mentored Elisabeth Powell (Southeast Section), an instrument rated pilot enrolled at Embry-Riddle Aeronautical University. Elisabeth remarked, "Traci Leider provided invaluable guidance in my career change and was very helpful answering questions about achieving my documented goals."

PPLI participants must also stretch their wings as leaders in the aviation community. Laura and Traci both volunteered in The Ninety-Nines exhibition booth at the Women in Aviation conference, and Laura assisted her chapter with a Girl Scout Day and also wrote about her PPLI experience for her chapter newsletter. Traci organized two fly-outs for her students, spoke at Career Day for a middle school and volunteered during the Reno Air Races.

We congratulate Laura Conover and Traci Leider, PPLI graduates and new aviation leaders.

Information on the PPLI can be found at <http://www.ninety-nines.org/careers/mentoring.html>.



*Recent PPLI graduate Traci Leider belongs to the Reno Area Chapter.*



*Laura Conover, Old Dominion Chapter, has completed the PPLI program..*

PPLI aims to accelerate the advancement of women in all pilot professions.

# Amelia Earhart Memorial Scholarship Judges

The Ninety-Nines Amelia Earhart Memorial Scholarship helps Ninety-Nines members to advance in aviation by paying for the cost to complete an advanced pilot or aviation training course, such as a multi-engine rating or jet type rating, a flight instructor or airline transport pilot certificate, or a college course. These unique scholarships cover the entire cost of flight training or tuition to complete the certificate, rating or coursework.

The 2005 recipients will be notified by the Trustees shortly after they receive the outside judges' decisions in late May. The formal announcement will be made at the International Conference in New Zealand. We appreciate the time and dedication of the following 2005 judges.



## **SARAH FERGUSON, THE DUCHESS OF YORK**

The Duchess of York, formerly Miss Sarah Ferguson, is the second daughter of the late Major Ronald Ferguson and his former wife, the late Mrs. Hector Barrantes. The Duchess of York married Prince Andrew, second son of Her Majesty Queen Elizabeth and the Duke of Edinburgh, at Westminster

Abbey on July 23, 1986, at which time His Royal Highness was created the Duke of York, Earl of Inverness and Baron Killyleagh. The Duke and Duchess of York have two daughters, Princess Beatrice Elizabeth Mary of York, 16, and Princess Eugenie Victoria Helena of York, 14.

Sarah enjoys a diverse and successful international career as a commercial spokesperson, author and public speaker and is an international supporter of children's charities.

In 1987 Sarah learned to operate a fixed-wing craft in a Piper Warrior and qualified for her Private Pilot certificate. She also received her Helicopter rating in November 1987.



## **ELIZABETH A. NEEDHAM**

Elizabeth is currently an Airbus A320 Captain with Air New Zealand and holds ratings for Boeing 737, 767 and 747 series aircraft. She has flown for Air New Zealand since 1986.

Liz grew up on Slipper Island, which is off the eastern Pacific coast of New Zealand. Liz's interest in flying was initially 'seeded' when, as a child, she would watch aircraft flying into and out of the airstrip on Slipper Island. In 1974 Liz initiated her ab-initio training at Ardmore Airport.

She purchased Ardmore Flying School in 1979 and worked as an instructor in her own school until joining Air New Zealand. During her time instructing, she created aviation history in New Zealand by being the first female to gain a NZCAA A-Category

Instructor Rating. Liz's company, Ardmore Flying School, operates 14 factory new Cessna 172Rs and two Beechcraft Duchess aircraft. It employs 37 instructors, making it one of the leading professional flight training schools in the Pacific Rim.

Liz is also the holder of a helicopter commercial license with ratings for the Hughes 300 and 500. In her leisure time, Liz can be found in a helicopter or exercising her passion for tail-draggers, flying a Harvard or Beaver. She is also an active committee member of the New Zealand Warbirds Association.

## **PATRICK H. SCOTTER**



Patrick was born in Oamaru, New Zealand in 1942 and now lives close to Rangiora, New Zealand. Pat worked as a trainee aircraft engineer as a lad and became a Licensed Aircraft Maintenance Engineer (A&P). He became a DC-3 co-pilot with New Zealand National Airways at age 22 and progressed through the Fokker F27, Vickers Viscount and Boeing 737 to international operations with Air

New Zealand Ltd. on the Boeing 767 and 747-400.

During his final 10 years in commercial flying before retiring at age 60, Pat was employed as an international Boeing 747-400 captain, instructor and flight examiner.

As a well-qualified engineer with an Inspection Authority, Pat now runs a small General Aviation maintenance facility at Rangiora Airfield. Other activities include acting as a part-time Aviation Assessor for the Transport Accident Investigation Commission. He also conducts oral examinations for the issue of new aircraft engineering qualifications.

Pat holds a B.A. (Massey University) specializing in Aviation Management and has been elected a Fellow of the Royal Aeronautical Society (FRAeS).

He has remained keenly involved with light aircraft, having served as president of the Canterbury Aero Club, the largest flight training organization in the country, and he is a life member of that establishment. Pat is part owner of a Piper Cub, which he greatly enjoys flying.

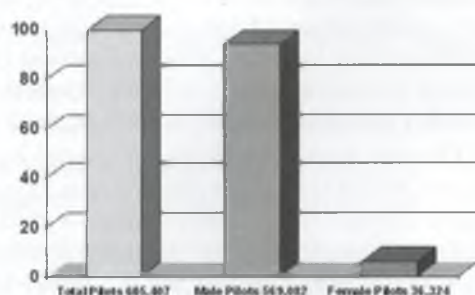


# Why Are Only 6 Percent of Pilots Female?

BY MARCELAINE WININGER LEWIS  
International Fundraising Chair

There are as many reasons why women don't fly as there are reasons why men don't fly . . . but the statistics (provided here by AOPA) have not changed in decades. Only 6 percent of pilots are female. Women have caught up to men in other 'male dominated' professions, such as medicine and engineering. But in aviation, we are generations behind men in reaching for the skies.

Why are only 6% of pilots female?



For women, there are two glaring obstacles to why women don't start taking flight instruction, and if we do start, why we don't finish. First, there are few women pilot role models. In my case, until I became a pilot, I had never even met a woman pilot. The second reason that we don't become pilots is a lack of money. This is reinforced by a lack of scholarship opportunities.

Each Ninety-Nine can help women fly by increasing our logo identification this year. If someone in your local chapter has an aviation accomplishment, take a photograph of her wearing a Ninety-Nines shirt and touching an airplane. There's something about a picture of a woman and an airplane that always gets published.

Don't try to get the whole airplane in the picture — rather frame The Ninety-Nines with a wing or have her tucked in next to the prop. Also be sure in the brief article to include the phrase "local Ninety-Nines" and then further explain, "The Ninety-Nines is the International Organization of Women Pilots." Also include contact information for the local Ninety-Nines Chapter in each article.

Increasing The Ninety-Nines logo identification will help later when you do local fundraising to help women fly.

Each Ninety-Nine is a role model for women who may have never considered flying. By getting the logo in the media, we are publicizing The Ninety-Nines as role models for women pilots while making friends who will later help us "pave the runways" for scholarship opportunities that will increase the number of women pilots.

## LETTERS

### Scholarship Fulfills Dream

Dear Trustees,

I wanted to be the first to share the good news with you that I received my B737 type rating on January 26, 2005. A copy of my certificate accompanies this letter.

I am so excited and thankful for having the opportunity to fulfill this dream. Thank you so much for choosing me as one of the recipients of the Amelia Earhart Memorial Scholarship. I have learned so much from the course and hope to be able to pass on my knowledge and experience to others. I also met new friends and had the chance to network with many B737 pilots, which was an encouragement along the journey.

With pleasure and vigor, I desire to give back to The Ninety-Nines as much as I can and hope to reach out to the growing community of women pilots. Thank you again for helping me to achieve my dream of adding an additional pair of wings to my chest. My smile and enthusiasm extends from coast to coast.

—Kristen Mansel, B737 Captain

## Election Revision

*Editor's note: Because of health concerns, Vee Gordon has withdrawn her candidacy for the position of 99s Museum of Women Pilots Board of Directors. Carolyn Smith is now filling this election slot.*

### CAROLYN SMITH OKLAHOMA CHAPTER

I have always had a lifelong interest in history and research. It was while working on degrees in history and library science that I realized a need to get away from dusty bookshelves once in a while, and I discovered flying. For over 25 years since then, I have been able to combine these interests, and my professional library career has given me the opportunity to work in some outstanding historical and aviation libraries.

I have always believed that the reason to preserve information from the past is to allow future generations the opportunity to benefit from its use. Our Museum provides this wonderful opportunity to share the history — and look to the future — of women in aviation. Since moving to Oklahoma, I have had the privilege of volunteering in the Museum for the past year and have come to know what wonderful treasures it contains. I admire the direction the Museum has taken, and I would like to be part of its future development.

As a member of the Museum Board, I believe my experience in collection management and preservation would be of benefit to the Museum and The 99s. I would welcome the opportunity to help expand the Museum's role in preserving and recognizing the role of women in aviation.





## THE NINETY-NINES WELCOMES THESE 92 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**ACADEMIC:** AYERS, Misty Amber, Section Member, Southeast Section • CHAPMAN, Shiloam Deon, Utah Chapter, Southwest Section • IRRILITZ, Natalie Charlotte, Embry-Riddle Daytona Chapter, Southeast Section • LUETHE, Tanya, Section Member, South Central Section • MORTENSON, Rhonda Lynn, Las Vegas Valley Chapter, Southwest Section • O'BRIEN, Erin Shannon, Phoenix Chapter, Southwest Section • WOZENCRAFT, Jennifer E., Tulsa Chapter, South Central Section • **FUTURE WOMAN PILOT:** ANDERSON, Elizabeth Ann, Washington DC Chapter, Mid-Atlantic Section • ANDERSON, Krista Denise, Colorado Chapter, South Central Section • BADGLEY, Sadie Kentm Colorado Chapter, South Central Section • BAKER, Connie Morain, Oklahoma Chapter, South Central Section • BULATOVA, Yelena Viktorovna, Tennessee Chapter, Southeast Section • CHIERA, Athena Monique, San Gabriel Valley Chapter, Southwest Section • COYLE, Lauren E., All-Ohio Chapter, North Central Section • CROTHERS, Karen R., Chicago Area Chapter, North Central Section • DIRKS-HUNT, Wiedke Tamara, Indiana Chapter, North Central Section • ERICKSON, Diane Marie, Alaska Chapter, Northwest Section • FALK, Marisha Ann, Embry-Riddle Daytona Chapter, Southeast Section • FOLDI, June Carolyn, Central Pennsylvania Chapter, Mid-Atlantic Section • GOLDSMITH, Ann, Monterey Bay Chapter, Southwest Section • HART, Erin Rebecca, Reno Area Chapter, Southwest Section • HAYTER, Carole Jeanne, Coyote Country Chapter, Southwest Section • HOBEROCK, Barbara Jo, Greater St. Louis Chapter, North Central Section • HOING, Nancy F., North Jersey Chapter, New York-New Jersey Section • HOYT, Shelly M.G., Atlantic Chapter, East Canada Section • IRVEN, Nancy Inskeep, Florida Suncoast Chapter, Southeast Section • JEDLICKA, Jessica Breanne, Iowa Chapter, North Central Section • KIESEL, Helen J., Greater Seattle Chapter, Northwest Section • LUCE, Sydney, Greater St. Louis Chapter, North Central Section • MACKEAN, Ashley Bree, Santa Rosa Chapter, Southwest Section • MCGREGOR, Judith Margaret, Chicago Area Chapter, North Central Section • MUMMAU, Marcia S., Eastern Pennsylvania Chapter, Mid-Atlantic Section • OBERMAN, Wilderness Miriyah, Long Island Chapter, New York-New Jersey Section • PALACIO, Marisa, Kentucky Bluegrass Chapter, North Central Section • PATERSON, Melanie, First Canadian Chapter, East Canada Section • POON, Jaclyn JanLee, Colorado Chapter, South Central Section • POWER, Anne Victoria, San Luis Obispo Co. Chapter, Southwest Section • TYLER, Tina Louise, Coyote Country Chapter, Southwest Section • UNGER, H. Marijke, Colorado Chapter, South Central Section • VAN WINKLE, Gretchen, Scioto Valley Chapter, North Central Section • VONWALD, Marnie Ellen, Minnesota Chapter, North Central Section • WHONIC, Loretta Anne, Pikes Peak Chapter, South Central Section • WILDMAN, Belinda D., Coyote Country Chapter, Southwest Section • **NINETY-NINE:** ABBOTT, Chris M., Section Member, Mid-Atlantic Section • BLASINGAME, Carol Ann, Coyote Country Chapter, Southwest Section • BOWNE, Jann P., Scioto Valley Chapter, North Central Section • CLAREY, Alison Ann, Greater Cincinnati Chapter, North Central Section • CLARK, Lisa Katharine, First Canadian Chapter, East Canada Section • COOLEY, Dorothea L., Section Member, Southwest Section • DANIELS, Victoria Louise, Jackson Gold Dust Chapter, Southwest Section • DUKEMAN, Debbie, Kitty Hawk Chapter, Southeast Section • EFRAT, Shira, Section Member, Israeli Section • GROSS, Annie, Section Member, Israeli Section • GROSS, Deborah A., Phoenix Chapter, Southwest Section • GUINN, Leigh M., Mt. Shasta Chapter, Southwest Section • GULASY, Terri L., Wildflower Chapter, South Central Section • HINNANT, Robyn Lynn, Phoenix Chapter, Southwest Section • JONES, Lihann Marie, Columbia Cascade Chapter, Northwest Section • KAY, Deborah, Virginia Chapter, Mid-Atlantic Section • LOCKLIN, Julie Lynn, Phoenix Chapter, Southwest Section • LUCAS, Christine Marie, Colorado Chapter, South Central Section • MINTER, Terri T., Oregon Pines Chapter, Northwest Section • MITCHELL, Anne Elizabeth, North Georgia Chapter, Southeast Section • O'CALLAGHAN-HAY, Bridget Mary, Orange County Chapter, Southwest Section • ONACILLA, Shirley Ann, North Jersey Chapter, New York-New Jersey Section • PARA, Carol, Chicago Area Chapter, North Central Section • PARRIS, Sheena L., Section Member, South Central Section • POHL, Jessica Ruth, Colorado Chapter, South Central Section • PYZEL, Daleth Rose, Aloha Chapter, Southwest Section • RICHARDS, Mollie Elizabeth, Maple Leaf Chapter, East Canada Section • ROGERS, Gina C., Dallas Chapter, South Central Section • SAVAGE, Kay Webb, Alabama Chapter, Southeast Section • SCHREVE, Catherine Miller, Lake Charles Chapter, South Central Section • SCRUGGS, Teresa Ryan, Section Member, Southeast Section • SHAFER, Marilyn G., Florida Firstcoast Chapter, Southeast Section • SHERIDAN, Linda Y., New York Capital District, New York-New Jersey Section • SHORTREED, Marylou, Central Oregon Chapter, Northwest Section • SHORTRIDGE, Mary E., Kansas Chapter, South Central Section • SIEDSCHLAG, Margaret E., Brazos River Chapter, South Central Section • SKALNIAK, Michaela Weir, Chicago Area Chapter, North Central Section • SLAD, Carrie Lynn, Albuquerque Chapter, South Central Section • SMITH, Danelle Roxanne, Section Member, West Canada Section • STEELE, Karen Denise, Arkansas Chapter, South Central Section • SUMMERFIELD, Carmen Elise, Alaska Chapter, Northwest Section • THOMAS, Brooke Ashley, Reno Area Chapter, Southwest Section • TRIMBLE, Katherine L., Section Member, South Central Section • TROMBI, Phyllis Jane, San Diego Mission Bay Chapter, Southwest Section • UPCHURCH, Susan E., Florida Firstcoast Chapter, Southeast Section • VALDEZ, Elivsis Sofia, Section Member, Mexico Section • VANECEK, Barbara Joan, Greater Kansas City Chapter, North Central Section • WILLIAMS, Ann P., Florida Spaceport Chapter, Southeast Section • ZAJAC, Monika, Section Member, North Central Section.



## RATINGS & WINGS

### RATINGS

**Lyndsay Asmussen** – IGI

Utah Chapter, Southwest Section

**Katherine Bullock** – CFI

Utah Chapter, Southwest Section

**Alison Chalker** – Commercial Pilot

Eastern Pennsylvania Chapter, Mid-Atlantic Section

**Jackie Forsting** – BGI

San Fernando Valley Chapter, Southwest Section

**Terri Gorman** – Private Pilot

Santa Clara Valley Chapter, Southwest Section

**Pat Griffin** – Instrument

Eastern Pennsylvania Chapter, Mid-Atlantic Section

**Connie Irvine** – MEI

Golden Triangle Chapter, Southwest Section

**Jennifer Novak-Soboleski** – Private Pilot

Santa Clara Valley Chapter, Southwest Section

**Marcelaine Wininger Lewis** – Multi-engine

Michigan Chapter, North Central Section

**Carolyn Wen-Chun Lin** – CFI

South Central Section

**Jennifer Stevens** – Private Pilot

Eastern Pennsylvania, Mid-Atlantic Section

**Sandra Stone** – Private Pilot

Ventura County Chapter, Southwest Section

### PROFESSIONAL RATINGS

**Kristen Mansel** – B-737 Type Rating

Mount Diablo Chapter, Southwest Section

### SOLO

**Loraine "Reni" Moczygemba** – Solo

San Antonio Chapter, South Central Section

**Karen J. Tierney** – Solo

Connecticut Chapter, New England Section

### WINGS

**Adelle Bedrossian** – Phase XVI

Eastern Pennsylvania Chapter, Mid-Atlantic Section

**Gloria Blank** – Phase XI

San Antonio Chapter, South Central Section

**Mary Build** – Phase IV

Katahdin Wings Chapter, New England Section

**Alison Chalker** – Phase I

Eastern Pennsylvania Chapter, Mid-Atlantic Section

**Anita Farris** – Phase XIII

Santa Clara Valley Chapter, Southwest Section

**Wally Funk** – Phase XXIII

Dallas Chapter, South Central Section

**Louanne Gibson** – Phase XVIII

Dallas Chapter, South Central Section

**Diane Jackson** – Phase VII

Eastern Pennsylvania Chapter, Mid-Atlantic Section

**Cyndie Magidson** – Wings V

Ventura County Chapter, Southwest Section.

**Mary Ellen Morris** – Phase I

Eastern Pennsylvania Chapter, Mid-Atlantic Section

## International Forest of Friendship Celebrates Flying and Trees

The 2005 ceremonies at the International Forest of Friendship in Atchison, Kansas will be held on June 17, 18 and 19. The theme will be "Forests and Flying," with a focus on people who have connections to aviation and also have contributed to forestry. For example, smoke jumpers, pilots of fire tankers, re-seeders of forests from the air, foresters who fly, pilots who have helped to grow forests, all have helped to link the two great themes of the International Forest of Friendship — flying and trees.

For more information, please visit the Forest of Friendship website at the Ninety-Nines home page, or contact Kay Baker, PO Box 99AE, Atchison, KS 66002.

We especially invite anyone who comes to the Forest to bring along someone from the next generation to share the fun and camaraderie.

—Lin Wells

## The Ninety-Nines Mission Statement

- **PROMOTE** world fellowship through flight.
- **PROVIDE** networking and scholarship opportunities for women and aviation education in the community.
- **PRESERVE** the unique history of women in aviation

## Yvonne Trueman Honored by Queen Elizabeth

Her Majesty Queen Elizabeth honored Yvonne Trueman in the New Year Honour's List with an MBE (Member of the British Empire) for her services. Yvonne is Governor of the Arabian Section.

## Sophia Payton Receives FAA Master Pilot Award

Sophia Payton was the recent recipient of the Wright Brothers Master Pilot Award, which recognizes pilots who have flown as active pilots for 50 consecutive years or more.

A Clearwater, Florida resident, Sophia took her first solo flight in a Piper Cub in 1944. She holds a Commercial certificate with Single-engine Land, Instrument and Glider ratings.

She was born and learned to fly in Columbus, Ohio. Best known for racing in 80 air races, Payton also performs aerobatic flying in gliders and has flown 74 different aircraft. Payton has flown in every state except Vermont.



FAA representative Ben Coleman and Airplane Owners and Pilots Association President Phil Boyer congratulate Sophia Payton on receiving the Wright Brothers Master Pilot Award.

## Maybelle Fletcher Honored With Lloyd P. Nolen Lifetime Achievement Award

Maybelle Fletcher was recently the first woman to receive the Wings over Houston Lloyd P. Nolen Lifetime Achievement in Aviation Award. She was also the recipient last April of the FAA's Wright Brothers Master Pilot Award.

In her more than 55-year career, she has accumulated more than 30,000 flying hours and piloted more than 175 models of airplanes, from simple two seaters to the Global Express, a near- airliner size jet.

One of the FAA's first woman flight examiners, Maybelle founded the state's oldest flying club in 1963 and Houston's oldest flight school in 1968. Today, Fletcher Aviation occupies three hangars at Hobby airport, housing a corporate FBO and a Grumman dealership as well as the school.

—Grace Chantos

## National Intercollegiate Flying Association National Competition

With the completion of the Regional Competitions, we are now looking forward to the National Competition in Salina, Kansas on April 25-30.

Come join your fellow Ninety-Nines at one of the most rewarding flying events of the year. Watch 30 schools with over 150 pilots compete for Top Team and Top Pilot in the United States. The Ninety-Nines will be presenting the Women's Achievement Award to an outstanding young lady. In addition, The Ninety-Nines also sponsor the Top Scoring Woman Pilot Award.

NIFA is looking for volunteers for this event. The requirements are few: a love of flying, a joy of seeing our future pilots tackling the rigorous events in their journey to success and a need to reach out and give back what has so unselfishly been given to us in our pursuit of flying.

The benefits are many — a chance to see a new part of this great country, make new friends, renew old friendships, have lots of fun and get a tax-deduction. This would be a great event to invite a friend, chapter member or FWP to attend with you.

Log onto the website at [www.nifa.ws](http://www.nifa.ws) for more information about airports, hotel accommodations and transportation. There is also an area under "Judges" where you can submit your application to be a judge.

If you or your Chapter would like to donate to NIFA, please send your check, payable to The Ninety-Nines, with a cover letter noting that the funds are for NIFA. You may also include a request that it be applied to one of three areas in NIFA. The Ninety-Nines sponsor the Top Scoring Woman Pilot and also the Women's Achievement Award. Each year \$1,000 is needed for the Top Scoring Woman Pilot Award. The third area is the general fund to help defray the expenses of the competition. All donations to NIFA need to be sent through Ninety-Nines International Headquarters.

## Registration Open for Unique Dutch Air Rally

Registration for the world's largest event for female aviators is now open.

The International Ladies Cup will be held on August 26 - 28, 2005 at Teuge Airport, The Netherlands. The event is a precision flying competition for female aviators. Sixty teams from all over the world, flying fixed and rotary wing aircraft, are expected to participate in this contest to win the famous Breitling Ladies Cup.

Very challenging aircraft handling and navigation exercises will enable women pilots to demonstrate their skills. Female pilots may participate as pilot in command or as student pilot, while male navigators, instructors, observers and passengers are most welcome to accompany entrants.

For more information, go to [www.ladiescup.nl](http://www.ladiescup.nl).



# Connie Tobias Honored

Captain Connie J. Tobias was honored recently by Aviation Trail, Inc. at the National Museum of the United States Air Force, Dayton, Ohio. She was awarded a Certificate of Recognition from the National Aeronautic Association (NAA) of the Fédération Aéronautique Internationale for "her generous support to the American aviation community by re-enacting the past and teaching future aviators the humble beginnings of flight."

Connie was also recognized for her pioneering flight in the original replica of the 1903 Wright Flyer in Dayton, Ohio on January 7, 2004, the first woman to successfully fly the 1903 Wright Flyer replica.

Connie was not only the honoree but also the keynote speaker, giving a presentation on "Putting Wings on Dreams" and the importance of preserving the legacy and heritage of the Wright Brothers and the development of practical flight in Dayton, Ohio. Connie's perspective was from the fulfillment of her dreams and her efforts to give something back by educating and motivating others about the preservation of aviation heritage.

Connie continues her involvement with Wright Brothers Aeroplane Company of Dayton, Ohio in an effort to preserve the Wright Brothers legacy in the development of practical flight. Connie is working with the company as the final assembly takes place on the 1905 Wright Flyer III she will fly this spring.

Connie was also recognized for continuing historical re-enactments of the pioneer aviator Harriet Quimby at museums,



*From left, Stephen Wright, Amanda Wright Lane, Connie Tobias and General Gregory S. Martin at the dinner held to honor Connie for her support to the aviation community.*

air shows, schools, universities and corporate venues to educate young people and motivate adults to follow their dreams and achieve excellence.

Connie uses these opportunities to create interest in the Harriet Quimby Scholarship she established at the Ohio University in 2001. More than a dozen scholarships have been awarded over the past three years to dedicated young people following their dreams in aviation.

## Scrapbooks... the Latest Craze!

BY CHRISTINE MURDOCK  
International Scrapbook Chairman



Scrapbooks are a legacy of our aviation adventures, our friends and our dedication to our Chapter and The Ninety-Nines. We urge all chapters to create a yearly book. Books can be simple or very elaborate. The point is to preserve your history. The Chapter Scrapbook Chairman can create the entire project or have special get-togethers, having each member work on a page. Better yet, members can take home material and finish the pages at their leisure.

The emphasis now is on preservation with acid free materials (no more faded pictures and browned articles). With drop-in protective sleeves, your book will stay together and look very nice. A fitted plastic cover will also save the front of your book from wear and tear. Someone you know (husband, member, child or grandchild) can probably print out colorful captions and titles.

Because of limited headquarters space and to protect the books from damage, we will be copying the President's scrapbook onto a CD this year. This is how we would like to get scrapbooks in the future.

Be a bold scrapbook member — there are no hard and fast rules. Just remember, "If it pleases you, then it is right."



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

### SANTA CLARA VALLEY CHAPTER

The annual Holiday Party was held in December in Mountain View, California at a wonderful Italian venue. Brigitte Iwaszkiewicz and Sharon Sweeney provided each guest with a commemorative ornament as a keepsake. The Chapter collected donations for the local Community Service Agency, and there was the additional gift exchange. We were even blessed with the attendance of one of our charter members, Jeannie Collins and her husband Richard. Many thanks to Blanca Cinco for her hard work in putting the event together.

Anita Farris was awarded a scholarship to attend the Women in Aviation Conference in March. Carol Watkins Jewett, R.N. has just confirmed a slot in the Sun 'n Fun schedule to present her new course, Wilderness First Aid for the aviation community.

The Chapter visited the San Jose Tower in a Tower Appreciation Day and was greeted by four women controllers. The Chapter also presented the tower ATC staff with a Certificate of Appreciation.

Verna West worked at our Museum of Women Pilots in Oklahoma City on January 14-17, completing a project started several years ago to sort, identify, label and file hundreds of photographs that came to the Museum as part of the Glenn Buffington collection.

—Torea Rodriguez

### GOLDEN TRIANGLE CHAPTER

The Golden Triangle Chapter has been busy with both productive and fun-filled events during this past six months.

In August, Chapter members, their family and friends began an airmarking project at Northwest Regional Airport (52F) in Roanoke just north of Dallas/Fort Worth. They worked very hard on Friday and later completed the project on a Saturday in early October. Working like busy bees, they completed the compass rose in record time. A very generous donation from the airport owners, Glen and Candy Hyde, has enabled our chapter to make several contributions in support of aviation.

Our September meeting was held in the new home of Beverly and J.C. Stephens in Saint Jo, Texas. After lunch we all rallied around the dining room table to work on our Chapter scrapbook. Each member was to prepare her own page entitled "Airplanes, Owned, Flown and Loved." It was such fun sharing stories and chuckles as we sorted through old photos and memories.

In September, Nan France, Beverly and J.C. Stephens, Betty and Jerry Thomas, Mary Wheelock and Penny White attended the South Central Section Meeting in Santa Fe, New Mexico. Everyone had a wonderful time visiting with former Chapter members Jacque Boyd and Jody McCarrell, enjoying Section events, scenic excursions and trips to the galleries, restaurants and gift shops — and working on the Chapter scrapbook until the wee hours.

Our October Chapter meeting was held in the library at

### VENTURA COUNTY CHAPTER

The big news for the past few months has been our Pilot Proficiency classes. Susan Liebler and many of her able assistants put together 14 classes ranging from VFR Flight Planning to Nuances of Mountain Flying to a Mock Instrument Oral Exam.

Since we have two military bases in our county, we have been supporting our military families with donations of food, hygiene items and cash. It felt so good to help that now we have adopted a squadron.

Wouldn't it be great if each Ninety-Nines chapter did the same for their local troops and their families?

Chris Brotski is the winner of the Ventura County winter student scholarship award.

—Marie Fasano-Ramos

### SANTA ROSA CHAPTER

Appreciation and many thanks go to Valerie Suberg, Judy Knaute and all the volunteer worker bees who pulled off an outstanding December dinner meeting and cooked up a meal any professional caterer would be proud to serve. The event brought a traditional celebratory close to the year.

—Gail Lively



Golden Triangle members take a break after working on their Chapter scrapbook to tour the new country home of Beverly Stephens. From left are Beverly Stephens, Penny White, Coleen Campbell and Mary Wheelock.

Texas Woman's University in Denton, Texas. Everyone enjoyed the beautiful grounds at TWU and the outstanding collection of WASP memorabilia, a very special and continually growing exhibit for which the library is well known.

In November and December, we distributed baked goods and gifts to air traffic control towers and FSS at several of the local airports in appreciation for the way they take such good care of us. In December, we held our annual Christmas party at the home of Nan and John France.





Patricia Davis and Kay Gott-Chaffey experience the challenges of astronaut training.

#### REDWOOD COAST FLYERS CHAPTER

In October two members of Redwood Coast Flyers attended an intense six-day Elderhostel astronaut training program at the Kansas Cosmosphere.

Patricia Davis and Kay Gott-Chaffey performed tasks related to both manned and unmanned space flight.

They experienced what a shuttle lift-off feels like in the centrifuge, a G-force trainer, and simulator training in F-16 and F-101 cockpits. These ladies also directed a Lunar Rover mission much like the Mars Sojourner.

The simulations culminated with Pat and Kay flying their own space shuttle mission aboard a state of the art simulator, the Falcon III.

#### EASTERN PENNSYLVANIA CHAPTER

What a privilege it is to be a Ninety-Nine! Not only are we able to enjoy the special camaraderie of many accomplished women with similar interests, we're able to give back to our organization, our communities and our country. Over the past few months, the Eastern Pennsylvania Chapter of The Ninety-Nines has been busy doing just that.

In September and October, we participated in "Fly for the Breast Cancer Cure," and through Alison Chalker's coordination, we collected over \$2,000. We held our last airmarking for the year in October, thanks to Heather Hill's coordination. Thirteen of us worked on the roof of Lancaster Airport (LNS) on a perfect October day.

In November, our chapter manned a booth at the American Helicopter Museum in West Chester Pennsylvania for their annual Rotorfest Celebration. The museum is the nation's premier aviation museum devoted exclusively to helicopters, where they collect, restore and display historic aircraft and chronicle the origin and development of rotary wing aircraft.

Also in November, Kathy Pettis presented an Aviation Workshop to local Girl Scouts, modeled after a presentation given by Carole Wyman this past spring. The girls made and flew a Styrofoam Cessna and flew traffic patterns in the halls.

In December, many of us traveled to Mary Wunder's house for her annual Christmas party and lively auction, the proceeds of which support our Chapter's scholarship fund. Over 35 members were present, including our newest member, Jen Stevens, and some of our longest standing members, Anne Shields, Kate Macario and Dottie Miller. Also in December, Laura Fonseca coordinated a Chapter Holiday Dinner Dance that was attended by members and their 49½s and gave us the chance to celebrate a wonderful year.

—Mary Ellen Morris

#### OKLAHOMA CHAPTER

The Oklahoma Chapter was privileged to hold their Christmas party at the 99s Museum of Women Pilots at International Headquarters in December. We enjoyed an array of finger foods and were privileged to tour the Museum at will.

Highlighting our evening was instruction in line dancing and enjoying a demonstration by Janet Yeager and Robert Howard, title holders of the Amateur State Swing Dance Contest for Oklahoma and Kansas. Janet and Robert were runners up for the Okie Derby last August.

—Carol Sokatch

Photo right: Janet Yeager, foreground, shows some line dancing moves to Oklahoma Chapter members. Front row from left are Chapter member Helen Holbird, Ninety-Nine daughter Catlin McCue and Chapter Chairman Phylis Hensley; back row Chapter members Elaine Regier and Karen Baskin and instructor Robert Howard.





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

### RENO AREA CHAPTER

#### *Sweet Sixteen and Flying High*

What were you doing when you were 16? Going to the skating rink with girlfriends? Getting ready for the prom? Well, whatever it was, most likely it was not getting into a glider plane with a license to fly. Wishing for that opportunity usually came later for most of us Ninety-Nines.

However, for one young Ninety-Nine, it is a *now* reality. Grace Higgins is living the dream that most of us began much later in our lives. Turning sweet sixteen on November 11, 2004, Grace has logged over 100 hours and still counting.

With her Glider rating behind her, she's already working on her Single-engine Land ticket. Flying out of Minden Airport in Minden, Nevada, this home schooled aviator takes to the air like a bird to reach some special goals of her own. Grace hopes to become an aeronautical engineer and has her eye on Notre Dame. There is little doubt that Grace will reach her goals and become a mentor for the next generation of aviation hopefuls.

It's no wonder that aviation is and has been on her mind. Her father was a Navy pilot who became an airline captain; her mother, Diane Higgins, is a physician offering flight physicals at the same airport Grace is flying out of.

When asked about friends her age who are interested in flying, there is a pause. "I would really like to find a few peers in aviation." One can bet that finding others in her age group who have succeeded at her level may indeed be a hard task. It's the perfect age to learn how to fly, yet rarely do we think about flying at 16!

The Reno Area Chapter Ninety-Nines are very proud to have such a special member among their group. We all will be with you, Grace, as we can share your dream with you in every aspect.

—Dr. Dene Chabot-Fence



Grace Higgins, 16, already has her Glider rating and is working on her Single-engine Land ticket.

### HOUSTON CHAPTER

The Houston Chapter has remained busy this year hosting our 11 scheduled safety meetings, which are coordinated by Carol Brackley and Mary Lou McNair. These meetings regularly attract several hundred people.

We have had some very interesting guest speakers at our Chapter meetings. In October, Larry Gandy of West Wings, Inc. entertained us with anecdotes of his adventures while flying gliders. In January, we were treated to a talk by author Celeste Graves, who worked on the flight line at Municipal Airport (now Houston Hobby) during the early years of World War II. She kept flight logs for students enrolled in the Civilian Pilot Training Program, which was initially only for men. She was present when the first women joined the program and had some wonderful stories to tell about these amazing women who contributed to the war effort.

—Marilyn Wolff

### SAN FERNANDO VALLEY CHAPTER



San Fernando Valley Chapter prepares boxes of cookies for the many airport tower controllers within a 75 mile radius in appreciation for their services to us throughout the year.



Santa, 49½ Bill Howes, and Mrs. Claus, Lorrie Blech, watch Paula Sandling open her white elephant gift that could very well show up again next year.





#### **EASTERN NEW ENGLAND CHAPTER**

*A dozen Eastern New England 99s set out with paint and rollers to airmark the Mansfield, MA airfield. The request was for just the call letters on the taxiway, so the job was quickly done under perfect sunny skies. Front row, kneeling, Elaine Johnson, Christine Micke and Jean Harris; 2nd row, Lucy Young, Margot Cheel, Theresa Grant, Ginny Ursin, Martha Dunbar, Trish Sauve and Georgia Pappas.*

#### **FLORIDA SUNCOAST CHAPTER**

The Florida Suncoast Chapter ended 2004 with our annual Christmas party hosted by Barbara Sierchio at the St. Petersburg Yacht Club and started 2005 with a bang. Our guest speaker was "Boo" Cummings, a member of FANY (First Aid Nursing Yeomanry). FANY was a cover-up for special services in England during WWII. She gave a most interesting talk on life in England and the part she played in the war.

The Ninety-Nines building at Lakeland, Florida was decorated for Christmas by Barbara Sierchio, Nancy Wright and Sophia Payton, along with all the other club buildings, in conjunction with a program the City of Lakeland held at the airport.

Joan Mace and Sophia M. Payton received the FAA's Wright Brothers Master Pilot award at a ceremony held in Lakeland on December 17, with Phil Boyer of AOPA presenting the award. Pilots who have flown for 50 continuous years or more and are still active pilots can qualify for the award. Contact your local FAA FSDO for the application.

—Sophia M. Payton

#### **Sell Your Stuff in the 99 News!**

Interested in advertising in the 99 News? Advertising rates and information are now available on The Ninety-Nines website at [www.ninety-nines.org](http://www.ninety-nines.org). Just click on 99 News and scroll to the bottom.

#### **ALABAMA CHAPTER**

The Alabama Chapter has had a busy year, raising funds for the Amelia Earhart Birthplace Museum, airmarking the compass rose at Talledega Airport (ASN), trying out float planes on Lake Martin, as well as holding our regular business meetings and social lunches.

The Chapter concluded 2004 on the first Sunday of December with our annual Christmas luncheon. The Southern Museum of Flight is always kind enough to host us at this event and let us wander through the museum afterwards.

The 2004 Minnie Wade Memorial Scholarship was awarded to Peggy C. Pepper. Presenting her with the award were Jim Brandt, Judge, and Hilda Ray, Scholarship Committee. Peggy plans to use the scholarship to work on her Instrument rating.

After a potluck meal, the Chapter had a brief business meeting and ended the afternoon with a wicked round of Dirty Santa. Our January meeting was a joint luncheon with the Birmingham Zonta Club that raised funds for the Amelia Earhart Birthplace Museum.



*Peggy C. Pepper received The 2004 Minnie Wade Memorial Scholarship. Presenting her with the award are Jim Brandt, Judge, and Hilda Ray, Scholarship Committee.*



# Exploring Down Under

*As you are contemplating your grand adventure this summer in New Zealand, you might like to know a little more about where you're going and what you'll see. To begin with, let's start with a closer look at Wellington on the North Island and Queenstown on the South Island.*

BY PAT PRENTISS  
Orange County Chapter

*Catch the Cable Car from Lambton Quay up to the Botanic Gardens and take in the 360 degree panoramas of Wellington city, harbor and the Cook Strait. Then wander down through 26 acres of specialist gardens, native bush and lawn areas to historical Thorndon, New Zealand's oldest suburb, and back to the central city.*

Wellington's compact central business district lies between the city's foothills and its mountain-encircled harbor.

Partly built on land developed during reclamation projects begun in the mid-1800s, the area today is the working environment of the country's politicians and the national government infrastructure. Foreign embassies, the Court of Appeal, National Archives, National Library, Museum of New Zealand Te Papa Tongarewa and the head offices of local and international businesses are among the institutions and organizations in its precincts. The city is known for its stylish shops, cafe culture, restaurants and gal-

leries, with an atmosphere that is both stimulating and unhurried.

New Zealand's Parliament is made up of three main buildings: the Edwardian Neo-Classical style Parliament Building, opened in 1918; the Parliamentary Library, completed in 1899, and the Beehive, occupied since 1977. Only the Beehive is closed to the public. The three buildings stand next to each other on the site that has housed the country's Parliament since 1865.

Wellington is a vibrant inner-city area bordered to the north by a green belt. It encompasses late Victorian mansions, student flats, tiny former workers' cottages, the Prime Minister's residence, an historic cemetery and the main motorway in and out of the city.

Often appearing to cling precariously to the sides of hills, accessible only by cable car or long flights of steep steps, hillside villas are a striking feature of Wellington's older city suburbs such as Oriental Bay, Mount Victoria, Thorndon and Kelburn. These unique New Zealand homes evolved during the late 19th and early 20th centuries from simple, flat-fronted single-story colonial cottages with verandahs running across the front, to two-story houses with projecting faceted bay windows. The villas were traditionally made of timber from New Zealand's kauri forests and roofed with corrugated iron.

The Wellington Botanic Garden, the Wellington Cable Car, Victoria University, Wellington's Cathedral of St. Paul and Lambton Quay are among the many places of interest that are waiting to be explored in Wellington. You will enjoy this cultural capital of New Zealand and be inspired by its harbor-fringed beauty.







Queenstown, situated on the north east shore of Lake Wakatipu and backed by the Remarkables range, enjoys one of the most scenic settings in the world. Since the 1970s, it has developed from a sleepy lakeside town into a leading international resort and a world center for adventure sports, including bungee jumping.

Like most towns in the area, Queenstown was established during the 1860's gold rushes. Although the pace of development in Queenstown has been dictated by the demands of tourism, it still has the feel of a small town and proudly maintains its links with the days of the gold boom.

There is no mistaking Lake Wakatipu's glacial origins, although Maori legend has it that the lake was formed by the imprint of a sleeping demon burnt to death by the lover of a beautiful Maori girl captured by the demon. Because his heart did not perish and still beats, the level of the lake rises and falls as much as three inches

every five minutes. Lake Wakatipu, which is the second largest of the southern glacial lakes, is up to 1,246 feet deep in places.

One of the best ways to see Queenstown is on foot, and the best place to start is at The Mall, a popular meeting place for visitors and a pedestrian-only street dominated by restaurants, cafes and souvenir shops. The Mall leads directly down to the Maintown Pier from which boats depart for cruises on the lake.

The gondola up to Bob's Peak is synonymous with Queenstown. It provides breathtaking views of the Remarkables, Lake Wakatipu and Queenstown from the observation deck at the top. And below the gondola terminal is home to several kiwis and other endangered native birds.

Set on a glacial moraine peninsula, the Queenstown Gardens are within walking distance of the town center. The gardens provide a quiet oasis surrounded by large fir trees, broad lawns and rose gardens.

*Crystal clear Lake Wakatipu across to The Remarkables mountain range, Queenstown's environment is majestic, awe inspiring and almost unbelievable. Catch the gondola up Bob's Peak to discover this view.*

## Mid-Term Elections in New Zealand

BY ANNA TAYLOR  
Election Procedures Chair

We will be voting for two mid-term Directors and new Trustees at the The Ninety-Nines International Conference 2005 during the Annual Meeting on August 24 in Christchurch, New Zealand.

Ballots will be given to eligible delegates with each of their voting cards when they check in at the Credentials desk. Only those

delegates authorized to vote in the meeting will be able to vote in the election. Ballots will be collected, counted and results announced during the business meeting.

Position statements from the candidates were printed in the January/February issue of the 99 News, and candidates will have an opportunity for a short speech to the delegation either in the Communication Session or the Annual Meeting.

## Haven't registered for the Conference yet?

Don't panic, the registration form is now online at [www.ninety-nines.org](http://www.ninety-nines.org).

## MARION "BABE" WEYANT RUTH

### Michigan Chapter

Marion "Babe" Weyant Ruth passed from this world on November 20, 2004 at the age of 86. "Babe" Ruth had been crazy about flying since she was a young girl. She achieved fame as a pilot and instructor and became one of the Midwest's most respected authorities on aviation.

As a child, Babe spent a great deal of her time at the Lansing airport watching the planes, taking photos and getting autographs of pilots. In 1933 she received a response from the famed pilot Amelia Earhart telling her that if she worked hard, she, too, could be a pilot. Babe Ruth took that message to heart, and a year later, at the age of 16, she received her first flying lesson.

In 1937, she earned her amateur license and her Private Pilot certificate. In 1941, Ruth qualified for a Commercial certificate, and in 1975, still flying over 30 years later, she received an Instrument rating.

Perhaps one of Babe Ruth's most outstanding achievements was her work during World War II. She was one of just five civilian women who taught instrument flying to male military pilots using the Link Trainer, the precursor of today's flight simulators. She worked as a flight instructor for years, one of the few women instructors in the U.S., and passed her knowledge on to hundreds of students. She accumulated over 10,000 flight hours in her lifetime.

She served as an Accident Prevention Counselor for the Federal Aviation Administration and developed pilot safety seminars for state agencies, including the Michigan Aeronautics Commission and the Michigan State Police. She ensured that future generations would know of Michigan's aviation history by recording it.

Babe Ruth had a long competitive racing career. She won third place, against predominately male competition, in the 1938 Bernard McFadden Trophy Air Race, won the Joyce Hartung Trophy in the 1940 Michigan Girl's Air Show, flew in All Women's Transcontinental Air Race (Powder Puff Derby) in 1955, 1972 and 1973 and competed in the International All Women's Air Race in 1976.

She has received numerous awards and citations. In 1940



Marion "Babe" Weyant Ruth

she was recognized by American Certified Airmen, one of 16 women pilots in the country to be so recognized and the only one from Michigan. In 1988 she became the second woman to be inducted into the Michigan Aviation Hall of Fame.

Four years later, in 1992, she was the second woman, and the first pilot, to be inducted into the Michigan Motor Sports Hall of Fame.

In 1995 she was named to the OX-5 Aviation Pioneers Hall of Fame, and in 2003 she was honored as an inductee in the Michigan Women's Hall of Fame. In 2002, the Michigan Chapter of The Ninety-Nines nominated Babe for The Ninety-Nines International Award of Achievement. She was presented with this award at the International Convention in Kansas City that year.

For many years, Babe campaigned for a display honoring local aviators to be installed at the Lansing Airport. On November 2, the Capitol Region Airport Authority finally approved such an exhibit. Her memorabilia and artifacts will eventually be displayed there. February 7, 2005 was declared Marion "Babe" Ruth Day in Ingham County, Michigan.

## ETHEL C. GIBSON

### Florida Suncoast Chapter

Ethel C. Gibson perished in a fire December 26, 2004 in her home in St. Petersburg, Florida. She was 89 years old. Born in Pennsylvania, she and her husband, Walter A. "Hoot" Gibson, moved to Florida in 1948.

She was a charter member of the Florida Suncoast Chapter and inducted into the International Forest of Friendship in 1989.

In July 1968, Ethel and Dorothy Birdsong were forced to land in a soybean field near Savannah as they competed in the Powder Puff Derby. The single engine Bonanza flipped onto its side, but the pilots were not injured.

In 1978, Ethel and Dorothy were again competing in the Powder Puff Derby when engine failure forced them to crash-land in a field in Kansas. Injuries from that flight forced Ethel to discontinue her flying.

Her son John E. Gibson, two grandchildren and two great-grandchildren survive Ethel.

—Barbara Sierchio

## JANET HARGRAVE

### WASP WWII

Janet Hargrave, a Woman Airforce Service Pilot, passed away on January 4, 2005.

Many Ventura Chapter members remember Janet, who lived in Malibu and sometimes attended Ninety-Nines functions and dinners with me, often talking about her days as a WASP.

After leaving the WASP, she was a flight instructor in Tennessee and in California. She had not flown in many years but maintained her love of aviation. Jennifer Liebeler took her up in our Cardinal last year.

—Susan Liebeler



## NEW HORIZONS

### DORIS RENNINGER BRELL Greater New York Chapter



*Doris Renninger Brell.*

Doris Renninger Brell passed on to new horizons in her retirement community of Southern Pines, North Carolina. She was an active NY/NJ Ninety-Nine for many years, taking on a variety of tasks including Section Governor and International 99s Treasurer.

For some time it was the organization's custom to come back to our founding state, New York, for each tenth year anniversary convention. Doris chaired one of those conventions, never to be forgotten or equaled.

Doris Renninger's husband Henry was an airline founder,

along with two partners, after WWII. When he became ill, Doris jumped in as the family pilot and next became a helicopter pilot, Whirly Girl #59. Their children, Rennie and Charlene, eventually gave them three grandchildren and five great-grands.

Doris served for 10 years as the general manager of the Wings Club in New York City, the first woman to hold that prestigious position. She was on a first-name basis with the giants of the aviation world, yet always retained her quiet, self-effacing manner. Doris was also a member of the International Order of Characters.

After her husband Henry's death, Doris married Carl Brell, who had also lost a spouse. Since Carl was one of Henry's airline partners, their families had grown up together. Doris and Carl had many happy years together, later retiring to warmer climes in Southern Pines, North Carolina.

Doris radiated love of her fellow Ninety-Nines, always giving generously of her time and talents. Although her family suggested the American Heart Association or her church for memorials, I, for one, am compelled to remember Doris through her beloved Ninety-Nines.

—Gene Nora Jessen

### MARGARET FANE RUTLEDGE

Margaret Fane Rutledge was one of the early Canadian women pilots and established Vancouver's Flying Seven aviation club. Margaret died in December 2004 at the age of 90.

She learned to fly in her late teens at the Edmonton and Northern Alberta Aero club. She developed her skills in a Tiger Moth, earning her Private Pilot certificate in 1933. Margaret is survived by her husband Keith Rutledge.

—J. Prior



*The Flying Seven, Canada's first all-woman flying club as it was in 1937, the year after it came together. From left, Joan Pike, Tosca Transolini, Betsy Flarerty, Alma Gilbert, Elianne Ruberge, Margaret Fane Rutledge and Rolie Moore.*



# All Women Pilots, All Ninety-Nines!

*No doubt about it, our members love to fly aircraft, in all their glorious sizes, shapes and power. Here are a few of our favorite pilot pictures, and we hope you'll consider sending us one of yours, too, for use in future issues (only high quality, high resolution photos, please).*

*These proud and happy Ninety-Nines are, top row: Royce Clifford, CDR, MC (FS), USNR, and Captain Connie J. Tobias. Second row: Astronaut Pam Melroy, Col. Stacey Harris, and Janet Liberty. Bottom row: Meagan Peaty (left) with a friend, and Cheri Dyson in the Congo.*

