



99 NEWS

# INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

May/June 2005





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

*This year, hundreds of career and aspiring pilots attended the Pro 99s Pilot Careers Reception on March 11 in Dallas, Texas. An annual event, the program is a showcase for women in aviation careers and offers information about the pilot career resources available. Photos, top left: Rebecca Fisher, Pamela Farmer; top right: Torea Rodriguez; center, back row: Jennifer Mann, Leja Noe, Vicky Anderson, Katie Writer, Aileen Watkins. Front row: Dorothy Norkus, Jenny Beatty, Monica Zajac; Lower left: Shannon Jipsen and a young 99 recruit; Lower right: Michelle Bassanessi, Katie Writer.*

# PERPETUAL CALENDAR

## 2005

### JUNE

- 1** 99 News Deadline, July/August issue.
- 3-4** **TXAA 2005 Gulf Coast Wings Weekend**, Scholes International Airport (KGLS) Galveston, TX. For the second year the Austin 99s will be volunteers at this exciting and educational event. In return for our assistance, we will promote The Ninety-Nines and have use of a vendors booth at the event. Contact Dana Whatley, Austin 99s, [friends@tstar.net](mailto:friends@tstar.net).
- June 4** **Northeast Section Poker Run**, with terminus in Plymouth, MA (PYM). Airports include Southbridge (3BO), North Central (SFZ), Norwood (OWD) and Windham (IJD). Rain date June 5. Contact Georgia Pappas, 781-592-9357 for info.
- 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, KS. This year's theme will be "Forests and Flying" with a focus on people who have contributed to forestry and also have connections to aviation. Contact Kay Baker, 785-847-6800.
- 18** **Amelia Earhart Birthplace Museum Open House and dedication of "Lois's Room,"** Atchison, KS. Contact Sondra Ridgeway, 785-228-9978 or [sondra.ridgeway@shcglobal.net](mailto:sondra.ridgeway@shcglobal.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**, 2,116.9 nm, starting and ending in Lafayette, IN. Information at [www.airraceclassic2005.org](http://www.airraceclassic2005.org).

### JULY

- 1-3** **Northwest Section Meeting**, Spokane, WA. Contact Barbara Mayfield, 509-447-2174 or visit the website at [www.nwsection99s2005.com](http://www.nwsection99s2005.com).
- 2-3** **National Cherry Festival Air Show**, Traverse City, MI. Contact Kristine Volk at [kriswagon2@yahoo.com](mailto:kriswagon2@yahoo.com), phone 231-947-4230, or visit the festival website at [www.cherryfestival.org](http://www.cherryfestival.org).
- 6-10** **EAA Fly-In**, Arlington, WA. Visit The Ninety-Nines booth.

- 11-15** **2005 Women Soaring Pilots Association - WSPA Seminar** at Air Sailing Gliderport, Reno, NV. For more information contact [tduncan11@comcast.net](mailto:tduncan11@comcast.net).

- 15-16 Aug. 1** **Annual Amelia Earhart Festival**, Atchison, KS. The two-day celebration includes a concert, all day activities, an aerobic show over the Missouri River and culminates with a fireworks show. Contact Atchison Area Chamber of Commerce, 913-367-2427 or PO Box 126, Atchison, KS 66002.

- 26-** **EAA AirAdventure**, Oshkosh, WI. Ninety-Nines breakfast on Friday morning in The 99s tent. Raffle drawing. [www.eaa.org](http://www.eaa.org).

### 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.
- 15-18** **Reno Air Races**, Reno, NV. Contact [www.airrace.org](http://www.airrace.org).

### NOVEMBER

- 3-5** **AOPA Expo 2005**, Tampa, FL. [www.aopa.org](http://www.aopa.org).
- 15-17** **National Business Aviation Associations (NBAA) Annual Convention**, New Orleans, LA. Information at [www.nbaa.org](http://www.nbaa.org).
- 17-19** **Fall Board of Directors Meeting**, Ninety-Nines Headquarters, Oklahoma City, OK. Travel days are November 16 and 20.

## 2006

### MARCH

- 23-25** **Women in Aviation Conference**, Nashville, TN.

### JULY

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

### SEPTEMBER

- 14-17** **Northwest and Southwest Joint Section Meeting**, Ashland, OR.



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May/June 2005

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# 99s Museum of Women Pilots

The 99s Museum of Women Pilots occupies the entire second floor of our International Headquarters in Oklahoma City. The museum has a large collection of artifacts and memorabilia, including an amazing collection of photographs of women pilots from the early days to present.

Amelia Earhart



Harriet Quimby



Jackie Cochran



Amelia Earhart, Wiley Post, Roscoe Turner, 1935.



San Antonio, Texas, 1947, from left: Dot Lemon, Blanche Noyes, Jeanette Lampke, Edna Gardiner Whyte, Mary Ann Hobbs Green







International Vice President Pat Prentiss and Kentucky Bluegrass FWP Amelia Donner visit with Elaine.

## President's Message

BY ELAINE MORROW  
Minnesota Chapter

**T**his time of year, many of us are witnessing the migration of the birds as the season changes. My farm home is in a major flight path, and we are always amazed to see the thousands of birds flying to their destinations with no ground support and only their built-in GPS systems. I am reminded of the story of the geese flying in V formation, assisting each other by the uplift of the birds ahead. When the lead bird tires, it moves to the back and others take its place, honking their encouragement to each other. It is nature's example of how much more we can accomplish by working together, and that each is very important to the overall success of the group.

Look at what Jenny Beatty, Laura Smith and Aileen Watkins accomplished when over 300 women attended the Pro 99s session at the recent Women in Aviation Conference in Dallas, Texas! The mentoring program is another phenomenal example of what the dedication of these ladies has accomplished. International Vice President Pat Prentiss took time from her busy schedule to assist in the rejuvenation of the Ambassador Chapter, which Janet Patton helped create in 1999 to meet the needs of women pilots with no Chapter nearby.

International Secretary Donna Moore and North Central Governor Betty Huck started the Fly for the Breast Cancer Cure project to give us another flying activity for charity. Northwest Section member and past International Board Member Carolyn Carpp has organized both the Intercollegiate and the Military Internet Chapters. Carolyn and Past International President Lois Erickson will be interviewing the Men's (yes, the Men's) Achievement Award candidates at the NIFA SAFECON this year because they do such a great job with the Women's Achievement interviews. We still applaud the immense effort of Susan Theurkauf and Vicky Anderson, along with the Southwest Section, to design and create such a professional Ninety-Nines booth for trade show and aviation events.

And just think what Amelia Donner, daughter of Kentucky Bluegrass Chapter member Terri Donner and her 49½ Ray, will be able to do for The Ninety-Nines as the youngest balloon pilot and Future Woman Pilot of the organization.

There isn't enough space to recognize all the others who have contributed to the organization, and I'm sure each Chapter and Section has one or more people who have quietly worked in the background and qualify for recognition of major triumphs. So be like the flocks of geese and "honk" your encouragement and appreciation every chance you have. And share your successes with me in person when I attend Sun 'n Fun, NIFA Safecon, Stop 1 of the Air Race Classic, the EAA AirVenture at Oshkosh, and the North Central, Southwest, Southeast and Northwest Section meetings in the coming months.

For those of you living in areas just coming into the spring season and who share my enthusiasm at having survived another cold winter, may I quote American comedian/actor Robin Williams: "Spring is nature's way of saying, 'Let's party!'" And to that, we all add "and go flying!"



Elaine Morrow

Elaine with volunteers at The Ninety-Nines' booth at Women in Aviation, Dallas, Texas. Front row from left: Jenny Beatty, Torea Rodriguez, Melanie Frey-Eppard, Laura Smith, Elaine, Dorothy Norkus and Nan France. Back row: Katie Writer, Monica Nielsen, Michelle Bassanesi and Leja Noe.







# Archive Room in Need of a New Floor

BY PAT PRENTISS  
Building Maintenance Committee

Many of you have probably heard that we are faced with removing and replacing the existing concrete floor in the archive room in the Headquarters building in Oklahoma City. The existing floor has experienced significant settling along the south and west sides of this room. (In the photo above, if you look towards the back at the base of the wall, you can see how far the slab has settled.) Careful research has determined that this is the most prudent solution to provide for current and future needs.

The primary reason for this settling is consolidation of the subgrade (dirt) around the perimeter of the building in combination with the "floating slab" that was utilized in the construction of the building. A "floating slab" is created by intentionally not connecting the slab to the perimeter grade beams. This technique is utilized by some engineers to minimize slab damage from subgrade movements, but it typically causes significant damage to architectural finishes and may cause large localized floor slopes if the slab movements are large. In the archive room, the southern perimeter has undergone a downward differential movement of approximately 2½ inches relative to the northern portion of the room. The large differential movement also caused the slab to crack.

We had the floor investigated by Zahl-Ford Structural Investigators and Consultants who came highly recommended in the State of Oklahoma and throughout the Midwest. The purpose of the investigation was to determine alternative techniques for repairing and strengthening the floor so that either a high-density filing system or fixed shelving could be installed. The various alternatives were developed so that The Ninety-Nines could evaluate costs relative to the types of storage systems that could be utilized with various repair scenarios and also the associated risk of future slab movements.

The original construction drawings were inspected to confirm that the layout matched the drawings and to determine the existing conditions (structural elements, geometry, loads, etc.). Information from the soils engineer was also collected and, based on this information, analyses were performed to determine the slab-on-grade thicknesses needed to accommodate both the high-density filing system and the fixed shelving system. The high-density shelving is retractable rolling shelves, which will allow

for more working space in the archive room along with a provision for future growth of the archives.

General observations of the areas immediately adjacent to the archive room were made. There was no significant damage to any of the architectural finishes in the areas surrounding the archive room. Typically, significant structural movements are reflected in the architectural finishes. This was good news.

After considerable review and consulting with the experts, the Board of Directors voted to install a new slab to accommodate the high-density moveable file system. It was determined that this would provide the greatest flexibility for future archive growth and has the lowest risk of unacceptable slab movements in the future. This system, however, is the most costly with respect to building modifications and the filing system.

The other alternative we considered was making a modification to the existing slab for fixed shelving only — now and in the future. The primary purpose of evaluating this alternative was to quantify the least expensive technique of repairing the slab-on-grade. This alternative has the highest risk of unacceptable slab movements in the future, has the reduced density associated with fixed shelving and does not include a new high-quality vapor barrier under the slab-on-grade.

In the opinion of the structural and soils engineers, the benefits and risk reduction of removing and installing a new slab far outweigh the construction cost savings that are associated with just modifying the existing slab. Additionally, removing and replacing the slab also gives us the ability to address future demands for increased storage.

The existing slab is scheduled to be removed and replaced in mid-May to early June. At that point we can continue with sealing and painting the walls and completing the fire suppression system. Then it is time to bring the archives back home. It's been a long haul, longer than any of us had ever anticipated. We've learned a lot and we've done things the right way. We'll be able to celebrate when it's all over for a job well done.

As you can expect, we are in need of funding to complete this project. Any assistance you can offer will be greatly appreciated, and all donations should reference "archive room remediation."



# CAREERS: Air Queen of the Day

BY JENNY T. BEATTY  
International Careers Committee Chairman

**A** Ninety-Nine approached me at a conference to discuss pilot career issues near and dear to her heart, and when I asked if she had raised her questions on the Pro 99s Network, she said she did not find the forum serious enough. She singled out the "Air Queen of the Day" nominations in particular as lending a frivolous air to the email forum.

Strenuously disagreeing, I explained how the Pro 99s Network was designed so that women pilots could raise any issue about pilot careers, from how to eat healthy food on trips to how to get through a difficult checkride. I've even posted messages on behalf of others to protect their privacy on sensitive topics. So we share all kinds of information in the forum that is useful to professional women pilots.

And yet, years ago the shoe was on the other foot. As a new member of a certain organization, I lamented that the annual convention was primarily social. A more seasoned member gently pointed out that helping far-flung members to socialize and overcome their isolation was no small thing.

How true. Today, just as in 1929 when The Ninety-Nines was founded, women pilots are joining together to "be there" for each other. We do this not only at our airports and in our Chapters, but also with the Internet that cuts across distance, time zones and national boundaries. We're mentoring each other in the Professional Pilot Leadership Initiative and sharing with one another in the Flight Training Forum and Pro 99s Network.

I wanted to be sure we shared support, too. Women naturally commiserate over setbacks and failures; we are quick to console and reassure the one who receives bad news. That fulfills a need, but why the silence when she's a winner?

In her book *She Wins, You Win*, Gail Evans says, "When two women compete for a job, and only one gets it, I promise you that more women will call the one who didn't get it than the one who did (which is the opposite of the male model)." Evans continues, "The reality is that the woman who is promoted needs our support more than ever. She's in a new position; she's uncomfortable; she's worried."

Just as email facilitated networking, the thought was that women would be more likely to cheer each other on if they had an easy way to do so. Not long after the network was launched, I hit upon a light-hearted "award." It works like this: Anyone in the forum can announce another member's special achievement or milestone, such as a new rating or scholarship or job, by pronouncing her Air Queen of the Day.

Since then, hundreds of Ninety-Nines have been recognized as Air Queen of the Day, and it's amazing how this simple public announcement can make a woman feel warmly supported by her friends and peers.

So, have you been cheering on your women pilot friends? It is seriously important — don't wait another day to crown a deserving Ninety-Nine Air Queen of the Day.



## PRO 99s PROFILE: Thyra Blaom

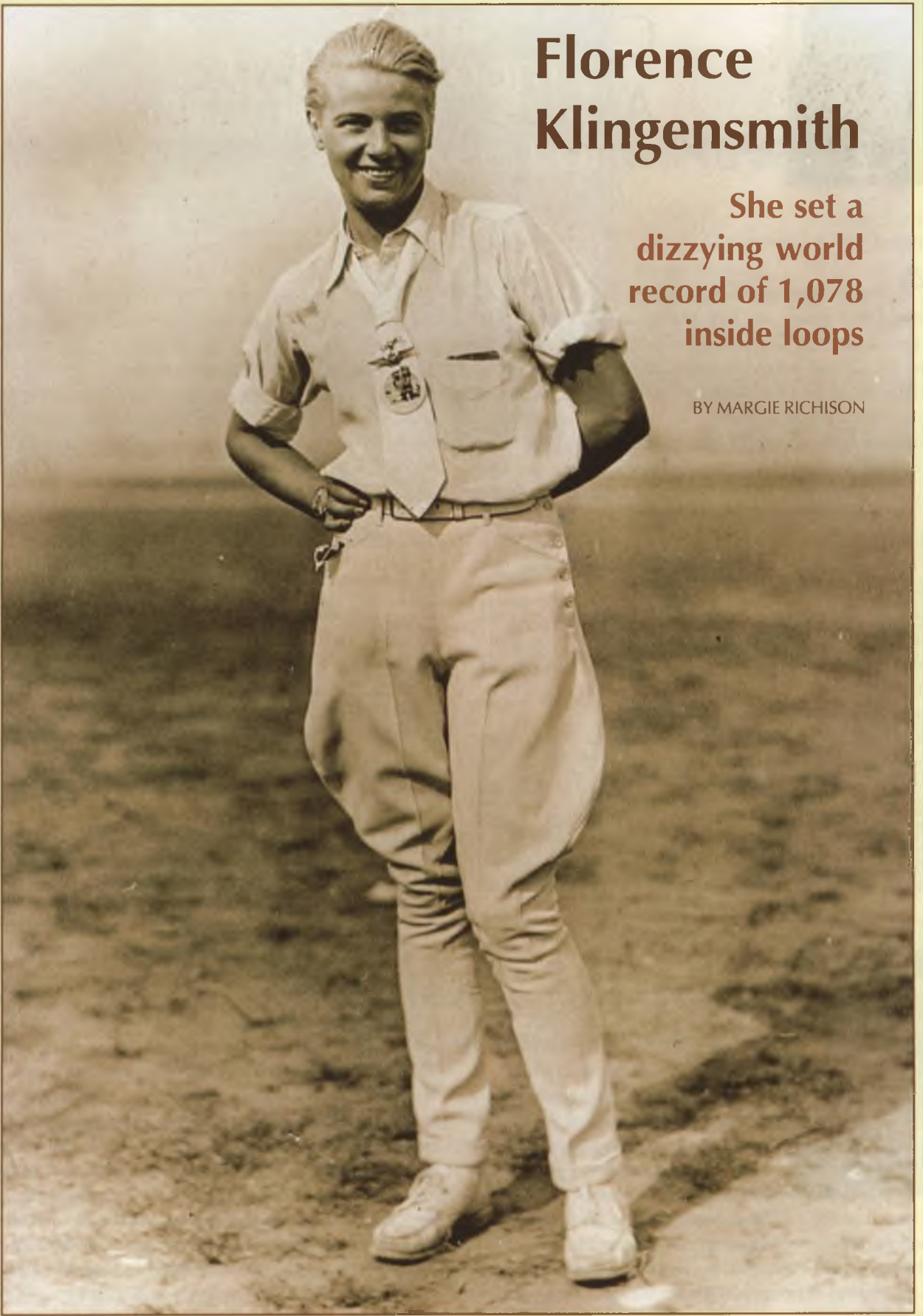
By Betsy Jordan Donovan, International Careers Committee

**I**t all began with an old Pilot Handbook of Aeronautical Knowledge and a memorable meeting with Wally Funk at a National Association of Flight Instructors competition. Thyra Blaom was just 18 when she learned to

fly in central Illinois, and she went on to instruct and fly professionally there and in California, the East Coast and the Midwest. When she lost her airline pilot job after 9-11, her family moved to New Zealand.

Now a member of the New Zealand Section 99s and flying for Air New Zealand, Thyra has been crossing the Tasman Sea, connecting Eastern Australia to New Zealand, and was just promoted to B747 Second Officer. Thyra holds an FAA ATP with the Boeing 737 type rating, and a CAA Commercial certificate with the 737 type. Thyra's advice to others: "Find a mentor, join an organization and apply for scholarships!" She also adds, "Thank you to all the women who've opened the skies to us. I hope that when I'm a captain, I'll be flying with first officers who truly represent the current society in gender and ethnicity."





# Florence Klingensmith

She set a  
dizzying world  
record of 1,078  
inside loops

BY MARGIE RICHISON



Florence was known as “tree tops,” a name given her by Phoebe Omlie. Born in Fargo, North Dakota, she was described as a daring girl always ready to try anything. Her story is a fine courageous epic that deserves a proud place among records of human glory in the history of feminism.

She set the world record for inside loops at Chamberlain Field in Minneapolis, Minnesota. It started out as a friendly contest with Laura Ingalls of New York. The two young women kept surpassing each other consistently until June 22, 1931. Then, with a crowd of 10,000 watching, Florence spent five hours and 22 minutes in the air completing 1,078 inside loops to claim the title. Upon landing, she was described as “a trifle groggy and gagged by gas fumes.”

As a young girl, her first energy outlet was motorcycles — fast ones. Her first flying experience might have been on a motorcycle with her brother, George. Their tire blew out when the speedometer read 70 mph, and she went sailing through the air.

Florence left school in her junior year and went to work for Fargo Dry Cleaners. She swapped motorcycles for the saddle of a bronc, rode the range in Montana and then worked in a logging camp in Northern Minnesota. For six weeks she attended a small electrical ground school — a lone girl amid 400 boys.

In 1927, she married Charles Klingensmith for a short union. Two months after her wedding, Charles Lindberg paid a visit to Hector Field in Fargo, and Florence decided to become a pilot.

She worked as an apprentice mechanic and, through dirt and grease, worked her way up to one solo flight. Florence decided to “promote her own plane,” and after three months of hard talking, she received \$3,000 from advertisers. With this money she bought a Monocoupe and flew it home from the factory.

Florence began racing and won prize money at the National Air Races in Cleveland in 1931. A year later she collected the most coveted prize in women’s aviation, The Amelia Earhart Trophy. However, racing against women was not enough for Florence. She wanted to race against men. She wanted to compete with men on an equal footing.

In 1933, Florence was the first woman to enter the \$10,000 Frank Phillips Trophy Race. She was leading in the seventh lap of the free-for-all race in Chicago, flying a bright red Gee Bee Sportster. Some called the Gee Bee a killer plane, the most dangerous aircraft ever built.

Her fabric-covered airplane’s original 220 hp engine was replaced with a souped up 670 hp motor. The overpowered engine added an element of danger. “I don’t know that I will win but I know I will place. The plane is fast enough and I can fly it,” she remarked.

Then, as she flew past the grandstands at 200 mph, a bit of red fabric fluttered down from the fuselage. The stresses of the speed were apparently too much for the overpowered light aircraft. Fabric on the right wing split between the first and second rib and tore off in the wind.

Florence immediately veered off course and flew steady and level to a plowed field a couple of miles away. The crowd gasped as the plane flipped over and nosed into the earth from a height of 350 feet. Apparently she had attempted to bail out as her parachute was found near her body.

Even though the crash resulted from structural failure and not pilot error, Florence’s death was later used as an excuse to bar women from competing with men. Officials banned women from the race in 1934, and as a protest, Amelia Earhart refused to fly actress Mary Pickford to Cleveland to open the race.

Florence Klingensmith (license # 7096) was a Charter Member of The Ninety-Nines. We will always remember her as a courageous girl who served as an example of what women could achieve in aviation.



As she flew past the grandstands at 200 mph, a bit of red fabric fluttered down from the fuselage. The stresses of the speed were apparently too much for the overpowered light aircraft.

*Florence Klingensmith, daring and ready to try anything, first raced motorcycles before deciding to become a pilot. Air racing won her the coveted Amelia Earhart Trophy.*



Monica Nielsen, Lucy Young, Susan Theurkauf, Margie Simon, Nan France and Vicky Anderson at The 99s trade show booth.



Aileen Watkins, left, and Jenny Beatty spoke about careers at the reception.

## Ninety-Nines Promoting Aviation to the World

BY JENNY BEATTY  
International Careers Committee Chairman

*As you can see from the pictures on the cover and on these pages, Ninety-Nines members represent all faces of aviation at major air shows and aviation events. We'll take any excuse to tell the world about the flying activities near and dear to our hearts, sharing how and why we fly for the WASP, for Breast Cancer Cure, for our airline, in the Civil Air Patrol, in the Air Race Classic, in the armed services and in National Intercollegiate Flying Association competitions, to name just a few.*



We also are eager to tell the world why we are Ninety-Nines. Dozens of 99s volunteer to represent our organization at our Trade Show Booth, which Co-Chairs Vicky Anderson and Susan Theurkauf take to annual conferences sponsored by AOPA and Women in Aviation, International and to other aviation events. Building on the theme of *All Women Pilots, All Ninety-Nines*, many more 99s members will now be seen in the booth's new slide-show presentation, shown flying, posing by, sitting in, sitting on and even hugging, their favorite seaplane, glider, hot air balloon, helicopter, taildragger or jet.

Professional pilot Ninety-Nines members, informally dubbed "Pro 99s," are especially enthusiastic about promoting flying to women. Not only is it great fun to fly cool aircraft — and get paid to do it — but we also realize that to grow beyond a tiny minority, we ourselves must encourage more women to enter these exciting pilot careers.

Our annual Pro 99s Pilot Careers Reception is a showcase for women in pilot careers and is where we describe all the pilot career resources available to Ninety-Nines members. Held this year on March 11 in Dallas, Texas, our reception was one of the most popular events of the Women in Aviation Conference, attracting an estimated 350 gals and pals.

Captain Pat Prentiss opened the program by describing charter and corporate pilot careers, telling us about being Director of Operations and Captain, flying VIPs and Hollywood movie stars in jet charters. She introduced Donna Miller, who shared about flying a B737 for traveling professional sports teams for SportsJet/Pace Airlines. Captain Kristen Mansel described flying Metroliners in charter passenger and cargo operations for Berry Aviation. Sandra J. Clifford loves her career as chief pilot for Biometrics Biotech Company and wouldn't change a thing. Co-Captain Jenny Harwood Higgs has found her dream job flying business jets and helicopters in charter and family business operations for C&S Aviation in Dallas. Captain Holly Friedman flies corporate executives in an Astra jet for PrintPac.

Then Captain Prentiss, who is also our International Vice President, introduced The Ninety-Nines Officers and Directors in attendance and explained that The Ninety-Nines is the largest international organization for women pilots, including four trusts and two museums.

Next, Aileen Watkins explained how the world economy hinges on air cargo, from heavy

freight to overnight letters. Watkins related how she reached her life goal of flying the 747-400 around the world as a pilot for Atlas Air, then introduced Captain Terri Donner, who has been a B727 pilot for United Parcel Service for many years. Captain June Viviano began with "Good morning!" since, she said, at any hour of the day or night, somewhere in the world, a FedEx Express pilot is waking up to go flying.

Kathy Carl, with Atlas Air, and Arlene Caldwell, Polar Air Cargo, told us about flying the world's heavy freight. Watkins then described The Ninety-Nines' Amelia Earhart Memorial Scholarships that she and many others in attendance had won and how these were critical to their career success. The AE Scholarships enable women pilots to advance in aviation and especially help with the costly flight training required of aspiring professional pilots today. Important news: The AE Scholarships are now available to one-year Ninety-Nines members.

Captain Laura Smith described the role of regional airlines in the industry today and her job flying the Canadair CRJ for SkyWest Airlines. She introduced Captain Liana Hart, a brand-new captain at Mesa Airlines, and Alexa Singer, who flies for TransStates Airlines. Monica Nielsen told us how she was able to go from being a flight instructor to flying the Canadair CRJ jet for ExpressJet — a big leap for anyone! We were all touched by Captain Wenyu Fu's inspiring story: a long journey from her native China to the United States, and from Northwest Airlines flight attendant to CRJ captain at Pinnacle Airlines.

Then Captain Smith, Program Leader of the Professional Pilot Leadership Initiative, outlined how our mentoring and leadership program for aspiring professional pilots works. Captain Terry Ryan, a pilot for United Airlines, and Andrea Bertin together related how well their PPLI mentoring partnership has worked out. They "clicked" right away, and it means the world to Andrea to have Terry in her corner, cheering her on to greater successes. In this formal mentoring program that builds on "each one teach one," Andrea is being mentored in this first session, and in the next she will mentor another woman pilot who follows. Our goal is for women pilots to help each other to reach their career goals and to have women take on greater leadership roles in aviation. Any new or current Ninety-Nines member pursuing any pilot career may apply to join the program in June or December.

Jenny Beatty, an MD Super 80 pilot for the world's largest airline, American Airlines, ex-

Many more 99s members will now be seen in the booth's new slide-show presentation, shown flying, posing by, sitting in, sitting on and even hugging their favorite seaplane, glider, hot air balloon, helicopter, taildragger or jet.



Jenny Beatty with Future Woman Pilot Amelia Donner.

Important Note:  
The AE Scholarships are now available to one-year Ninety-Nines members.

plained how major U.S. airlines employ over 64,000 pilots who fly some 4,500 jet airliners, carrying millions of passengers worldwide. She introduced Captain Lucy Young, who described how she became a Navy pilot and then a pilot for USAirways. Captain Julie Clark related that she was one of the first women hired by a U.S. airline, and that she still flies as an aerobatic air show performer since her retirement from Northwest Airlines. Evelyne Tinkl of JetBlue Airways and Margaret Flynn of Southwest Airlines described how much they love flying, and flying for their respective airlines.

Beatty, who is Careers Committee Chairman and founder of the Pro 99s Network, then described how the Pro 99s Network had its origins in helping women pilots recover from being furloughed after 9-11. Picking up the story was Dot Norkus, a pilot for American Eagle and a Pro 99s Network Moderator, who told of how the network has grown to encompass women in all pilot careers, at all stages, and how the networking forum works. Torea Rodriguez, a commercial pilot with a new Multi-engine rating, explained that the new Ninety-Nines Flight Training Forum, for which she is a moderator, is an ideal resource for any woman pilot in any flight training or flight currency situation, including student pilots, pilots working on new ratings, instructors and examiners.

Promoting pilot careers in the U.S. Air Force Reserves was Lt. Col. Kim Bentler, a KC-135R pilot and Chief of the Safety Division at March Air Reserve Base. Coast Guard helicopter pilots

Lt. Shana Morris and Lt. Denise Kuck reminded us that not all flying is in airplanes and that the Coast Guard has a place for people interested in search-and-rescue operations. Susan Horstman, retired airline pilot and current owner of Cornerstone Aviation flight schools, described how important it is to get high-quality flight training from a good flight school.

Rebecca Fisher told us about her impending furlough from American Airlines and her plans to return to Alaska bush flying. Katie Writer, a floatplane bush pilot in Alaska, said she would "never" be satisfied with an airline pilot job — she has the best job in the world! And then the program closed with a poised and well-spoken young lady, who told us about soloing in a hot air balloon on her 14th birthday and becoming the youngest Future Woman Pilot member of The Ninety-Nines. Amelia Donner is an impressive pilot already! We are all proud of our newest Ninety-Nine (perhaps none more so than her mom Terri).

Clearly, it's a wide-open field for women to pursue any type of flying imaginable. Women are taking up all kinds of flying, and those who choose to pursue professional flying are advancing into aircraft like Beavers on floats and Boeing 747s. We are attaining positions of leadership and authority in aviation, as business owners, captains, chief pilots and expert soaring instructors.

But we're not over the hump. Women are still only five to six percent of all pilots and have been at this level for decades. Those of us in professional pilot careers can especially feel the effects of being in a tiny minority. So the last piece in the puzzle is numbers — we need to attract many more girls and women to flying. A hugely important factor of this promotion and attraction are visible role models: in order to imagine themselves reaching their goals as pilots, girls and women need to see women already succeeding as pilots.

That's why it's so wonderful to see these Ninety-Nines out there, promoting aviation all over the place. If you would like to do the same, as a sport pilot or professional pilot, all it takes is... YOU. One-on-one, in front of a classroom or at an aviation event, simply share your passion — and the rest is easy. For information on Ninety-Nines pilot career resources, including a Pilot Careers Resources Brochure and also news about Ninety-Nines flying activities and profiles of women pilot role models from all segments of aviation and aerospace, go to The Ninety-Nines website at [www.ninety-nines.org](http://www.ninety-nines.org).

Kerri Ballard, Rebecca Fisher and Aileen Watkins at The Ninety-Nines booth.





# THE NINETY-NINES WELCOMES THESE 141 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**ACADEMIC:** BORNWASSER, Elizabeth Ann, Kentucky Bluegrass Chapter, North Central Section • PAULIN-HOPKINS, Janitha Gertrud, Palomar Chapter, Southwest Section • SIMONEAUX, Megan Lee, Embry-Riddle Prescott Chapter, Southwest Section • SORIA, Yasmina, Houston Chapter, South Central Section **FUTURE WOMAN PILOT:** • AULD, Annie Ray, San Antonio Chapter, South Central Section • BOADO, Nida R., Las Vegas Valley Chapter, Southwest Section • COLE, Theresa Lynn, Embry-Riddle Daytona Chapter, Southeast Section • CORAZON, Juliette, Central New York Chapter, New York-New Jersey Section • DAVID, Elizabeth Sugino, Coyote Country Chapter, Southwest Section • DEWEY PLATT, Lauren K., Eastern New England Chapter, New England Section • DOHRENWEND, Jeffrey Hadley, Michigan Chapter, North Central Section • DOOLAN, Sarah Marie, British Columbia Coast Chapter, West Canada Section • DUNLEVY, Ruth Allison, Redwood Coast Flyers Chapter, Southwest Section • ESPELAND, Laurette B., Chicago Area Chapter, North Central Section • FONG, Chee Wei, Colorado Chapter, South Central Section • FORREST, Lorinda L., Ventura County Chapter, Southwest Section • FOWLER, Cheryl Rene "Che", Sedona Red Rockettes Chapter, Southwest Section • FRANKEL, Margarita S., Tulsa Chapter, South Central Section • GIOVINETTI, Sarah Joy, Garden State Chapter, New York-New Jersey Section • GUPTA, Cher W., Chicago Area Chapter, North Central Section • HILL, Jennifer Leigh, Fullerton Chapter, Southwest Section • HOLLINGSHEAD, Alisha Dawn, Tulsa Chapter, South Central Section • KITCHIN, Brittany O'Brien, Connecticut Chapter, New England Section • KLINEDINST, Allison Rose, Los Angeles Palms Chapter, Southwest Section • MADER-CLARK, Austin Kilby, Santa Clara Valley Chapter, Southwest Section • MARTIN, Janice, San Fernando Valley Chapter, Southwest Section • MCCARTNEY, Candice S., Monterey Bay Chapter, Southwest Section • MCCRARY, Kathleen Ann, Western Washington Chapter, Northwest Section • MCDOWELL, Jeanne S., All-Ohio Chapter, North Central Section • NGUYEN, Tham, Washington DC Chapter, Mid-Atlantic Section • NIESSEN, Kristen Leigh, Connecticut Chapter, New England Section • PRESSON, Kathryn M., San Fernando Valley Chapter, Southwest Section • PROSAD, Leena Roshni, Reno Area Chapter, Southwest Section • RENZ, Louise G., San Diego Mission Bay Chapter, Southwest Section • ROSS, Kristen S., Greater Pittsburgh Chapter, Mid-Atlantic Section • SANTIAGO, Christina Martinez, North Jersey Chapter, New York-New Jersey Section • SCHMIDT, Elizabeth Helene, Minnesota Chapter, North Central Section • SHUBERT, Kathy, North Jersey Chapter, New York-New Jersey Section • SMITH, Heather Marie, Intercollegiate Internet Chapter, North Central Section • TOMASI, Angela Susan, Michigan Chapter, North Central Section • VOLK, Kristine A., Greater Detroit Area Chapter, North Central Section • WAGNER, Stephanie D., Colorado Chapter, South Central Section • WILSON, Julie Ann, Eastern Pennsylvania Chapter, Mid-Atlantic Section **LIFE:** • COLEMAN, Tweet Theresa, Aloha Chapter, Southwest Section **NINETY-NINE:** • ALLEN, Marilyn Mae, North Central Section Member • ALPER, Bernice 'Chickie', Florida Gulf Stream Chapter, Southeast Section • ANDERSCH, Dagmar Gertrude, German Section Member • ANDING, Devan Paine, Florida Spaceport Chapter, Southeast Section • AUSTELL, Margaret C. (Margie), Sedona Red Rockettes Chapter, Southwest Section • BALLARD, Kerri Marie, Greater Seattle Chapter, Northwest Section • BEAM, Cynthia Jean, Ambassador Chapter, South Central Section • BEAVER, Marie, Houston Chapter, South Central Section • BERTRAM, Deborah Kay, Greater Kansas City Chapter, North Central Section • BOLVES, Irazu Obregon, North Georgia Chapter, Southeast Section • BOOTH, Michelle Susanne, Ambassador Chapter, South Central Section • BRAZIER, Kirsten Leigh, East Canada Section Member • BROWN, Toni C., Devils Tower Chapter, Northwest Section • CALDWELL, Arlene M., Ambassador Chapter, South Central Section • CARTER, Liesl R., North Central Section Member • CASEY, Suzanne Rhodes, Orange County Chapter, Southwest Section • CETIN, Stacey Carter, New York-New Jersey Section Member • CONNELL REYNOLDS, Denise Marie, Orange County Chapter, Southwest Section • DALY, Catherine Ellen, Eastern Pennsylvania Chapter, Mid-Atlantic Section • DE RENSIS, Katharine Stanton, New York New Jersey Section Member • DIBIANCA, Kay C., Memphis Chapter, Southeast Section • DURBIN, Frances Margaret, All-Ohio Chapter, North Central Section • EARL, Alysha Gail, Florida Goldcoast Chapter, Southeast Section • FEATHERMAN, Carolyn Allen, Intermountain Chapter, Northwest Section • FLEMING, Jackie Ann, Ambassador Chapter, South Central Section • FOX, Susan J., Women With Wings Chapter, North Central Section • FREEDMAN, Barbara Widman, Mid-Atlantic Section Member • GAILEY, Paula, Fort Worth Chapter, South Central Section • GARRETT, Courtney Nicole, Phoenix Chapter, Southwest Section • GEYER, Swaantje C., German Section Member • GROVES, Patty Denise, South Central Section Member • GUPTA, Shikha, Houston Chapter, South Central Section • HAGER, Diane W., Florida Firstcoast Chapter, Southeast Section • HANSEN, Kathryn Lynn, Ambassador Chapter, South Central Section • HARMAN, Mary Trice, Houston Chapter, South Central Section • HARMAN, Patricia M., Women With Wings Chapter, North Central Section • HARRIS, Terry Lallement, Santa Barbara Chapter, Southwest Section • HARTLAUB, Julianne, Wisconsin Chapter, North Central Section • HENSLEY, Sherry Joyce, Tennessee Chapter, Southeast Section • HINMAN, Jean A., Long Beach Chapter, Southwest Section • HUETTEL, Melissa Flossman, Maryland Chapter, Mid-Atlantic Section • JACKSON, Kimberly Louise, Ambassador Chapter, South Central Section • JOHNSON, Betty W., Columbia Cascade Chapter, Northwest Section • KAISER, Janet F., Southwest Section Member • KHIZAR, Wajihah, New York-New Jersey Section Member • KUYKENDALL, Kerry Dawn, Mid-Atlantic Section Member • LABELLA, Gina, Southwest Section Member • LEATHERMAN, Holly Melissa, San Fernando Valley Chapter, Southwest Section • MANGUM, Alaina Brooke, Houston Chapter, South Central Section • MAREK, Paulette J., Florida Spaceport Chapter, Southeast Section • MARINA, Toni M., Keystone Chapter, Mid-Atlantic Section • MARTIRANO, Diletta Tedeschi, Long Beach Chapter, Southwest Section • MASSON, DR. , Angela, Florida Gulf Stream Chapter, Southeast Section • MCCAFFREY, Georgianna, Southwest Section Member • MCCONNELL, Beverly Jane "Bev", First Canadian Chapter, East Canada Section • MCFARLAND, Kathleen Marie, Greater Kansas City Chapter, North Central Section • MCGEE, Yvonne G., Washington D.C. Chapter, Mid-Atlantic Section • MOORE, Aimee Lynn, Alaska Chapter, Northwest Section • NIELANDER, Hope H., Florida Gulf Stream Chapter, Southeast Section • NIES, Connie Lynn, Southeast Section Member • NOBLE, Alice F., Kentucky Bluegrass Chapter, North Central Section • O'HARA-HAWORTH, Shannon Colleen, Arizona Sundance Chapter, Southwest Section • O'MALLEY, Wendy D., Santa Clara Valley Chapter, Southwest Section • PANEOK, Ellen E., Alaska Chapter, Northwest Section • PARSONS, Erin Candice, Southeast Section Member • RHAMSTINE, Diane Lynn, North Central Section Member • RIDER, Kristina Diann, Alaska Chapter, Northwest Section • ROACH, Elsbeth Lynne, Hi-Desert Chapter, Southwest Section • RODEWALD, Rosemary L., Reno High Sierra Chapter, Southwest Section • ROGERS, Irene A., Borrego Springs Chapter, Southwest Section • ROSENBOHM, Jane Marie, Women With Wings Chapter, North Central Section • ROUSH, Sharon M., Pikes Peak Chapter, South Central Section • SABELSTROM REEVES, Louise, Antelope Valley Chapter, Southwest Section • SALM, Kathryn L., Tucson Chapter, Southwest Section • SANDERSON, Sylvia, San Fernando Valley Chapter, Southwest Section • SHANAHAN, Catherine, Santa Rosa Chapter, Southwest Section • SHARKEY, Sabrina Therese, Ambassador Chapter, South Central Section • SHUMATE, Jill, Mid-Atlantic Section Member • SMITH, Melissa Ann, Greater Detroit Area Chapter, North Central Section • STEVENS, Shara, Colorado Chapter, South Central Section • SUTTER, Ann Marie, Southwest Section Member • SWAIN, Lisa Anne, New England Section Member • SZEWCZYK, Victoria Marie, Chicago Area Chapter, North Central Section • TETREULT, Beth, New England Section Member • TEW, Krystle Dawn, Southeast Section Member • TORRES, Terri Rae, Santa Barbara Chapter, Southwest Section • TURNER, Raquel Dawn, Florida Spaceport Chapter, Southeast Section • UNLMAN, Gretchen Louise, North Georgia Chapter, Southeast Section • VERRILL, Cheryl Lynne, Katahdin Wings Chapter, New England Section • WADE, Susan Marie, Mt. Shasta Chapter, Southwest Section • WALL, Vicky Lynn, Chicago Area Chapter, North Central Section • WELCH, Cynthia A., Mid-Atlantic Section Member • WELSH, Barbara F., Tucson Chapter, Southwest Section • WHITE, Susan Louise, Australian Section • WIEMAN, Dianne L., San Antonio Chapter, South Central Section • WITCHER, Anne Kathryn, Golden Triangle Chapter, South Central Section • WUBBEN, Judy Ann, Rio Grande Norte Chapter, South Central Section.



# Pat Prentiss: Building homes, flying jets



*Pat, looking quite serious and sophisticated, ponders life from the back porch of her family's home in Dunkirk, New York.*

*Pat's "baby" is the Citation III, a mid-size corporate jet.*

BY DIANE PIRMAN  
Santa Maria Valley Chapter

Meeting her second husband motivated Pat to begin taking flying lessons. He had started his instruction, and Pat wanted to share the experience, although at first she wasn't especially enthusiastic about flying. Little did she know it would become a passion for her and that in the future she would be the captain on corporate jets.

Her husband was taking flying lessons from a retired Air Force pilot who was a patient instructor and a gentle person. He had been teaching for years, and she was grateful to be taken under his wing. He instructed her through all her ratings up to Multi-engine, and she calls him her greatest mentor. Now in his 80s, he's still teaching, and he and Pat meet regularly for lunch and hangar flying.

Pat holds the Airline Transport Pilot certificate, Airplane Multi-engine Land, CE-500, CE-650, HS-125 with Commercial Privileges and

Airplane Single Engine Land. She also holds a Flight Instructor rating, Airplane Single Engine Land. A typical day of corporate flying might find her at home in Orange County, California in the morning with a layover in Florida that night and stops at several points between. Now that she's a grandmother to 20-month-old twins, she will rearrange her flying schedule to be with them for special events. "When Zachary or Charlotte point to aircraft overhead and make engine sounds, it just doesn't get any better," says Pat.

In her 26 years of flying, she has flown most models of single-engine planes. She earned her Multi-engine rating in a Beech Duchess and has flown the King Air 200, Citations I, II, III and V and the Hawker 700. In June of this year, she is scheduled to train in the Gulfstream G-IV. When not flying jets, you may find her in her own Cessna 206, based at Orange County Airport, also known as John Wayne Airport.

Pat serves as Director of Operations for a Part 135 operation in Orange County. The FAA certification was recently transferred to new ownership, and she has been asked to stay on. As part of her work, she will be sifting through resumes in order to bring on new pilots as the operation expands. She relies on several services including the website [www.climbto350.com](http://www.climbto350.com) for current resumes. A question that remains unanswered for her is why, on a recent day, she saw no resumes from women applicants.

Pat first learned about The Ninety-Nines when she signed up for flying lessons at Parson's Air at Orange County Airport. The employee who scheduled the aircraft for the flying school told





her that she could look forward to joining a wonderful group of women pilots but only after getting her Private Pilot certificate. Pat met some of these Ninety-Nines, and they were so much fun to be around that it only increased her motivation to learn to fly so she could become a member of the group.

Since joining The Ninety-Nines, Pat has served as Chapter Chairman and Southwest Section Secretary. She chairs the Southwest Section's Woman Pilot of the Year Award Committee and was the recipient twice before taking the chairmanship. She organizes regular Flying Companion Seminars for her Orange County Chapter, which are very popular and good fund-raisers.

She served as the Southwest Section's Vice Governor and Governor immediately before sitting as a Director on the International Board. She currently serves as our organization's Vice President. She says that serving in all these positions has been a learning experience and has been very rewarding.

Belonging to The Ninety-Nines has opened up a world of friendships. Attending section meetings, working with the Board and Staff in Oklahoma City and getting to know seasoned pilots and young pilots, both private and corporate, are favorite things for Pat. There is the common interest in flying and respect for aviation that causes her to feel like she's known other Ninety-Nines for life, and there is never a loss for words.

A favorite flying activity is air racing and, as with all her endeavors, Pat goes for the gold with a passion. She says it's an excellent opportunity to learn the true performance of your aircraft (and yourself) in an environment that allows you the ability to exercise the greatest speed.

Her most memorable race was the Palms to Pines Air Race where she took the winning trophy over Fran Bera, who frequently places first in this two-day race. It wasn't long before she and Fran were racing together from California to Cleveland. She says these are memories that will stay with her forever.

She relates that her single best flying adventure was her first trip to Mexico many years ago. Crossing the border, flying low and peacefully enjoying the pristine beauty of the water, she was reminded of the many experiences we pilots enjoy as we take to the skies. "But," she says, "there have been many great flying adventures, and there are hopefully many more years for me to enjoy adventures with my aviating friends."

Flying and The Ninety-Nines are a major part of Pat's life, but she is also accomplished in other



*Above, Pat on a swing at her grandparents house in Albany, New York. This possibly was the beginning of her desire to take flight. Right, she plays in the dirt with her cousin, perhaps the beginning of her becoming a general contractor later in life.*



areas. She is a licensed general contractor for the State of California. She has built many custom homes and has a solid reputation as a builder. When she chose to fly for a living, she realized that flying and building homes had a lot in common. It's all about making the customer happy and turning out a good product — in aviation that means ensuring the flight is, above all, safe. With her experience as a contractor, Pat has served The Ninety-Nines very well as she consulted on and organized recent reconstruction on areas at the International Headquarters building.

It might seem silly, in retrospect, that a woman now so accomplished in aviation once had doubts that she could capably fly an airplane. Flying has given Pat a real sense of confidence and accomplishment. She approaches new tasks without hesitation, having learned from aviation that the word "impossible" just doesn't belong in her life. Once shy of public speaking, she is now comfortable before many types of audiences, especially when talking about flying or The Ninety-Nines.

When asked what she would say to someone, man or woman, who is contemplating entering aviation, Vice President Pat Prentiss has only three words — GO FOR IT!



*Pat Prentiss and Lianne Oakes in Pat's Cessna 206 after placing 4th in the 2002 Palms to Pines Air Race. They had placed first the previous year.*



# Linda Marshall: Teaching Made Flying Fun

BY DIANE PIRMAN  
Santa Maria Valley Chapter



*Linda working in her shop at AF&T Salvage.*

*Linda and husband Bob out having fun in their Vultee BT-13, a WWII trainer.*



*Linda Marshall having fun with an Alaska 99.*

Linda Marshall was not drawn to flying like the proverbial moth to the flame. For more than a year she turned down the repeated invitations from her husband to fly. Bob had been taking lessons and was close to earning his Private Pilot certificate; he dearly wanted Linda to share his new passion and was eager for her to start lessons.

For the past 30 years, they have owned and operated AF&T Salvage, an auto salvage yard where Linda has done mechanics work, kept the books, driven wreckers and operated forklifts. At that time the operation also included a 24-hour towing service. In the late 1970s, by chance, a flying instructor found himself in need of a tow, and Linda's husband sent her out on the job with the instruction that the tow would be traded for a few flying lessons for her. Linda had only been in a plane three times and had a healthy fear of flying. Her plan was to take the lessons and then remain firmly planted on terra firma. That was not to be.

The instructor saw promise in this fledgling

pilot and encouraged her to continue training. Linda found that, although she wasn't over her fear of flying, the progress she was making was gratifying. And besides, there was this enthusiastic cheerleader of a husband who was encouraging her anytime she had doubts about her flying abilities. Even if it wasn't her favorite thing to do, how could she stop taking lessons?

Linda earned her Private Pilot certificate in 1979 and bought her first Piper Tomahawk. The Instrument rating followed in 1981; she went on to get her Commercial certificate the next year and earned her CFI in 1983. All that cheerleading had paid off and, once she began instructing, flying finally became a lot of fun. She received an Amelia Earhart Scholarship for Multi-engine training and achieved that goal in 1991.

Linda earned her CFII in 2003. In college, she had planned to become a teacher. Little did she know at that time that she would be teaching flying.

While working on her Instrument rating, Linda met Ninety-Nine Vivian Schrank when Vivian taxied her Tri-Pacer into the local FBO for service. Learning that Linda wasn't a Ninety-Nine, Vivian gave her firm instructions to be at the FBO the next morning because they had a meeting to go to. That was how Linda was introduced to the Montana Chapter of The Ninety-Nines. She joined at her first meeting and went on to serve the Chapter twice as Chairman and as Treasurer, Aerospace Chairman and Scholarship Chairman.

Linda has also served the Northwest Section as Flying Activities Chairman, twice as Treasurer, and as Nominating Committee Chairman, Vice-Governor and Governor. At the International level, she has been a member of the Council of Governors, a member of the Amelia Earhart Birthplace Museum Board and is currently an International Director.

She looks forward to meeting members of the Southwest Section in Van Nuys, California where she will be the International representative to the



Spring Section Meeting. Linda says that her involvement at the International level is a result of the support of Northwest Section members, which she sincerely appreciates.

Her continuing goal is to teach new pilots to fly safely. Together with business partner Don Loyd, she owns and operates Aero Flight School, LLC, where she teaches in two Tomahawks, a Piper Warrior and a Piper Archer. She says she'll teach in just about anything pilot-owners bring in as long as the documentation and certifications are in place.

Besides actively teaching flying, Linda loves to share flying with school children through the Air Bear program, Girl Scouts, Young Eagles and the Expanding Your Horizons program. She frequently introduces home-schooled students to the airport at Bozeman, Montana.

Linda and her husband own a Piper Tomahawk and a Vultee BT-13, a WWII trainer. They had a great time flying the Tomahawk twice to Alaska, once for a Northwest Section Meeting and once continuing into Provideniya, Russia in 1993. This was just after Russia had opened her borders, and they needed an invitation from a Russian to enter the country. They were invited by the tower manager at the military airfield, who opened his home to them. Linda and Bob were impressed by the sweet, inquisitive nature of the local children they met there, comparing them to the same open curiosity of American children when first introduced to pilots and aviation.

Linda's enthusiasm for aviation has taken her into the Civil Air Patrol where she served as a mission coordinator and mission pilot. She is currently the Montana Aeronautical District Search Coordinator for search and rescue in three counties of Montana. She represents The Ninety-Nines



on the Board of the Aviation Organization of Montana (AOM) and is currently chairman. This organization was founded in 1988 and includes representatives from nine different aviation entities. Linda helps coordinate an annual AOM Aviation Conference, which hosts 700-800 participants for three days and includes a trade show, seminars and banquet, all aviation-related.

For Linda, belonging to The Ninety-Nines is all about support between women pilots and the mentoring that happens as we strive for our aviation goals. She is also keenly interested in preserving the history of women who are and have been pilots.

She says that her most important mentors have been her husband, her mother and The Ninety-Nines and that being involved in aviation and with The Ninety-Nines has made her more outgoing and sure of herself. It is a distant journey from 1979 when Director Linda Marshall was afraid to fly.

*Linda is ready to enjoy the Tri-Motor flight, a present from husband Bob for her birthday in 1994.*



*Linda hiking with her mother, who she says was one of the most important mentors in her life.*

# Air marking

Airmarking started as an all-woman government project in 1933.

*Proud of the new compass rose they created at Asheboro Airport are, from left, Carolina Chapter members Reva Carpenter, Anne Honer and Liz Lee.*

The program of identifying airports to pilots was started as the National Air Marking Program, the first U.S. government program conceived, planned and directed by a woman with an all-woman staff. In 1933, Phoebe F. Omlie was appointed Special Assistant to Air Intelligence of the National Advisory Committee for Aeronautics, the forerunner of the National Aeronautics and Space Administration. The following year Phoebe convinced the chief of the Airport Marking and Mapping Section of the Bureau of Air Commerce to institute a program where each state would participate and better identify its towns and cities from the air. Under the program, a state was divided into sections of 20 square miles. Where possible, a marker with the name of the nearest town was painted on the roof of the most prominent building at each 15-mile interval. If the towns were far apart, white painted ground markers, such as rocks and bricks, were used. At the time the program was established, few pilots were flying on established airways or had the benefit of radios. With the aid of markers, even the most inexperienced pilots could determine where they were.

By the middle of 1936, 30 states were actively involved in the program, with approvals given for 16,000 markers at a cost of about one million dollars. In 1935, Phoebe chose five leading women pilots as field representatives for the program; Louise Thaden, Helen Richey, Blanche Noyes, Nancy Harkness and Helen McCloskey. At the time, these women were very well known in aviation.

Today, Ninety-Nines carry on the tradition and fulfill the need for airmarkings by volunteering their time to paint the airport names, compass rose symbols and other identifications on airports. Some of the letters in the airport name can be 50 feet tall. And, Ninety-Nines airmark airports based on need, which many times takes them far from their local areas.

On the following pages we have highlighted two airmarking projects that were undertaken by Ninety-Nines chapters.





An energetic group from the Oregon Pines Chapter, a 49½ land surveyor, a fully automated surveying system and Geomagic software all combined to make creating a compass rose for an airmarking easier than ever.

If you visit Independence, Oregon, 7S5, be sure to check out the south ramp area. Airmarking, the painting of airport names and aids such as compass roses, is a tradition in The Ninety-Nines that goes back to the early days of aviation.

**Preliminaries:** Several weeks in advance of the project, I met with Dan Evey, Airport Maintenance Supervisor, Oregon Department of Aviation (ODA), at the Independence State airport. We discussed the location, logistics and safety. The ODA generously supplied the paint and painting equipment. They went the extra mile to obtain a nice blue for us. A fellow even delivered it on his day off. A few days before the big painting day, we did the surveying. After Ty, my 49½ who is a registered land surveyor, made a solar observation and determined magnetic north, I ran the instrument, and we staked out and marked each of the points of the compass with pk nails. Pk nails are thick, case-hardened nails designed to be used in asphalt. They can be safely run over by vehicles, so we were free to leave them if rains delayed our plans. Ty had been able, in the comfort of our office, to create the rose using a CAD (Computer Assisted Design) program and load the data onto our onboard survey system. As if by magic, the rose design was right "inside" the survey instrument. I have been working with electronic survey systems for 20 years, yet it all still seems like "magic" to me.

The week had been a typical western Oregon autumn, with a marine layer obscuring the sun for much of the week, but luckily it cleared late in the day on Wednesday. It is easiest to make a solar observation when the sun is fairly low anyway. Ty used the free Geomagic program from the National Geodetic Survey to relate the solar observation and local data (ephemeris and location) to magnetic north. We used a distant flagpole as a back sight (a fixed sight). It was somewhat of a risk to undertake this project in October, but the risk was worth it. Cooler weather made painting with notoriously fast-drying highway paint a little easier. It was also more pleasant working on cooler pavement.

On Friday, Marilyn Husser, Joey Connell and I "snapped" all of the points to create the compass rose outline. We created the lines with a chalk-line, a gadget that carpenters and construc-



Using a Topcon automatic total station (survey instrument) with on-board computer, Louise Parsons and her 49½ Tyler were able to stake out all of the points of the compass.

## A Compass Rose for Independence Airport

BY LOUISE PARSONS, Chapter Airmarking Chair  
Oregon Pines Chapter

tion people use. Gene, Joey's 49½, gave us both moral and practical support, including running errands. For instance, when we opened a can of paint and found it needed mega-stirring, off he went to get a cordless drill outfitted with a stirring paddle. Layout was as easy as connect-the-dots, thanks to the surveying. Because of the risk of rain, we immediately went over all of the chalk lines with wax lumber crayon. We used some lightweight boards and lathe as straight edges to keep things neat. (Continued on page 20)

Oregon Pines Chapter offers pointers for airmarking projects.

Once The  
Ninety-Nines  
logo was laid  
out, the painting  
went quickly.  
Painting on top  
of the generous  
coat of white  
presented an  
extra layout  
challenge, but  
allowed us to  
obtain nice,  
crisp edges.

**The Big Painting Day:** Saturday we did the main painting and got the entire blue and white rose done. We had as many as eight people working for a couple of hours, which was just about perfect. While we were working, pilots came by to express appreciation for the project. While just a few might regard compass roses as obsolete, we enjoyed the encouragement. Even with GPS, appreciative pilots still like to know that they have a magnetic compass in good order.

**The Ninety-Nines Logo:** A smaller group of us laid out and painted The Ninety-Nines logo in the center. The layout took nearly as much time as the painting. Kim Lansdon, our Chapter Chair, and I worked together on this. My heavy metal drafting square was a handy aid in laying out the design. We all agreed that having the logo was worth the extra time. The interlocking 99s are very unique and beautiful, and we all painted them with care to do us justice. It took four of us about an hour and a half to paint it. Once again, pilots came by to admire the new rose.

**Finishing touches:** I came by Monday and painted in the small letters for the four points of the compass and dated the rose. We had observed how fun it was that the measurements turned out to be so many "nines." The width of the "runways" making up the logo had turned out to be nine inches. We had reduced the 80-foot Mt. Shasta Rose design to 60 feet, since an area large enough for an 80-foot rose was not available. Thus one-foot-wide areas became nine inches.

Rain was predicted for Monday late, so I was happy to get the finishing touches done

more than six hours before the rain started. All in all, we were very lucky with the weather.

**Reflections:** I already knew that this was one terrific group, but the level of teamwork was profound. Everyone was so talented, eager and helpful. We really looked out for each other.

Doing a compass rose is a lesson in "little things count." As pilots, we all love attention to detail, and it is always nice to have so many keen pairs of eyes. This was my first project as Airmarking Chair. I am especially grateful for Joey, who often served as my right hand, and we are all grateful for the enthusiasm and leadership of our Chair, Kim.



*Top right photo, from left, Louise Parsons, Chapter Airmarking Chair; Kim Lansdon, Oregon Pines Chapter Chair; and Joey Connell, Airmarking Chair Emeritus.*



*Photo right, the finished Compass Rose at Independence Airport.*



**O**n a cold and windy Friday in February, Carolinas Chapter members Reva Carpenter, Sylvia Harris, Anne Honer and Liz Lee came equipped with measuring tapes, chalk lines and soap stones to lay out an 80-foot compass rose at the Asheboro Airport. This was the first airmarking project we had undertaken on our own, and we were very excited.

When we arrived at the airport that morning, we thought we might have a problem because the surveyor had laid out the cardinal points for a 50-foot diameter compass rose. The airport manager, Karen McCraw, quickly assured us we could make it as big as we wanted and to just ignore the marked tie-down spots, etc. We used the Mt. Shasta compass rose as our pattern, and a few hours later had it drawn out to specifications. We then began our painting, getting the first coat of the white on all the points.

Anne and Mike had graciously offered to host us for the weekend, so after a long day, we cleaned our brushes and rollers and headed to their home. When we arrived, we discovered that Mike had cooked a wonderful dinner of ham, baked beans and coleslaw for us.

Mike was also our photographer during the day, taking photos as we worked on various phases of the project. We were exhausted after our first day, so we were ready for an early night. The next morning, we were awakened by the smell of coffee and sausage and eggs for breakfast (we were really beginning to like this hotel)!

The second day was still windy and cold but warm enough to paint, so we headed back out to the airport. Jewell Brown joined us that day, and we applied another coat of white and even painted some of the blue. We planned to paint again on Sunday since the good weather was predicted to hold until that evening. Jewell and Sylvia had to go home for the night, but Liz and I went back to Mike and Anne's house, and we all went out for dinner.

After another hearty breakfast, we headed back to the airport and were joined by Sylvia and Jewell, but our workday was to be a short one. It soon began sleeting, followed by a misty rain, so we reluctantly had to leave the project for another time.

On February 25, Reva, Liz and Anne returned to the Asheboro airport to finish the painting of the compass rose. We arrived around noon, and by that time it had warmed up enough to begin painting. We worked until almost dark and were invited again to stay at Mike and Anne's house

## Carolinas Chapter Tackles First Airmarking

BY REVA CARPENTER, Airmarking Co-Chair  
Carolinas Chapter

for the night. Mike prepared another great dinner and breakfast for us (you really should try this hotel sometime)!

It was cold again on Saturday but a beautiful day, so by the time we arrived at the airport and assembled our supplies, it was warm enough to paint. We worked all day and put the finishing touches on by late afternoon. We were very proud of what we had accomplished and thought it was beautiful. In fact, throughout the day other people commented on how beautiful it was. Arriving pilots said they could see it 10 miles out. And, by the third day, we had offers of help (not accepted) and donations of hot coffee.

Many thanks to everyone who participated in the project. It was a lot of fun — one of our workers even said it was more fun than a recent cruise she'd been on!

Despite cold February weather, a compass rose was created at Asheboro Airport.

*Liz Lee, Carolinas Chapter Chair, left, and Reva Carpenter, Airmarking Chair, begin painting the outlined compass rose.*



## RATINGS AND WINGS

### RATINGS

**Connie Charles** – Private Pilot  
San Diego Mission Bay Chapter

**Susan Larson** – Commercial  
Rio Grande Norte Chapter

**Karen Tierney** – Private Pilot  
Connecticut Chapter

### PROFESSIONAL

**Marita Dragten** – Lear Jet  
Pikes Peak Chapter

### WINGS

**Glenna Blackwell** – Phase II  
Connecticut Chapter

**Beverly Franklet** – Wings VII  
Greater Seattle Chapter

**Evelyn Kropp** – Phase X  
Connecticut Chapter

**Marcelaine Wininger-Lewis** – Phase VI  
Michigan Chapter

**Cyndie Magidson** – Phase V  
Ventura County Chapter

**Kaye Combs Moore** – Phase VIII  
Kentucky Blue Grass Chapter

**Ann M. Pescatello** – Phase IX  
Alameda Chapter

**Maryellyn Page** – Phase IV  
Connecticut Chapter

**Lori Plourd** – Phase V  
Katahdin Wings Chapter

**Ruth Arlene Shadel** – Phase III  
Delaware Chapter

## LETTERS

Jenny,

Good morning. I just wanted to say that I enjoy reading your column in the 99 News each issue. This month's article [March/April 2005] hit home more than usual. I, too, am a petite female pilot and have heard many comments about being a "chick" flying airplanes. (Sometimes it makes me want to switch to cargo since the cargo can't tell who's flying the airplane.) There are also the short jokes and comments. I'm going to carry a copy of your words of wisdom with me when I get another job to remind me to "ignore the ignoramus." Recently I was furloughed from Independence Air and have a tentative class date to start flying a CRJ for SkyWest.

I could probably tell you some funny stories of my own, but I'm sure that you've heard most of it already. So, thank you for your column and advice over the years.

*Joni Kozdeba  
Colorado Chapter*

### **Amelia Earhart Memorial Scholarship Fund Announcement**

BY JACQUELINE BOYD  
AEMSF Chair

Up until our March Board meeting the amount set for a Perpetual Scholarship had never been revisited. The stock market and the cost of ratings has pushed the AEMSF Trustees to revise the amount necessary to establish a Perpetual Scholarship. Beginning on January 1, 2006, the amount will increase to \$40,000. The Trustees know of only two Perpetual Scholarships which are in progress and intend to finish shortly. They are the North Central Section Perpetual and the Achsa Donnels Perpetual Scholarship. If you have a substantial amount already collected and intend to finish a Perpetual Scholarship before December 31, 2005, please contact AEMSF Treasurer Madeleine Monaco to inform her of your actions.

As a reminder, please send any AEMSF Scholarship donations to Treasurer Madeleine Monaco at 46 S. Stonington Drive, Palatine, IL 60074.

### **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



## BOOK REVIEW

Title: **Whirly-Girl 530**

Author: **RosemarieMcRae**

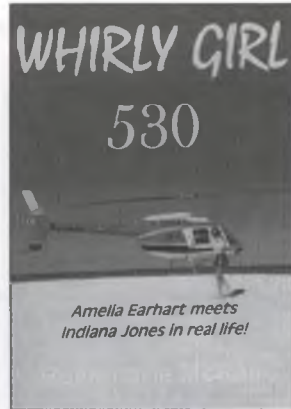
Publisher: Zeus Publications

ISBN:1-9210-0502-5

info@zeus-publications.com

BY JACQUELINE BOYD

Rio Grande Norte Chapter



**R**osemarie McRae, a Ninety-Nine from the Australian Section, has written a great little book in *Whirly-Girl 530*. The subtitle on the book jacket is: *Amelia Earhart meets Indiana Jones in real life!* After reading the book, I find that's not terribly far from the truth.

The book gives great insight into Rosemarie's career as a helicopter pilot in Australia. As the title indicates, she is a member of the Whirly-Girls and holds membership number 530. Her flying exploits are breathtaking and her writing style is entertaining. This book would be a great addition to your library from one of our own "down under."

As an aside, Rosemarie wrote this to me recently:

*I would like to take this opportunity to share with The Ninety-Nines the exciting week I have just had at our Australian Air Show held at Avalon, Victoria. As I am a member of The Ninety-*

*Nines, the Australian Women Pilots Association (AWPA), the Whirly-Girls and Vice President of the Helicopter Association Australasia (HAA), I feel that I have an excellent opportunity to bring many areas of our aviation industry together in a small way and inform other pilots of what is occurring in another part of the world of aviation.*

*Our weeklong air show included visitors from America, New Zealand, England, France, Italy, Korea, Vietnam and many other parts of the world. There were fighters doing air displays, C17s, aerobatic aeroplanes, helicopters, ultra lights, a wing walker from America, a night display that was just sensational, and many other displays and shows that kept everyone enthralled for days. The trade displays were also wonderful and covered aspects and areas pertaining to flying such as engines, avionics, aviation accessories of all types, safety and insurance.*

*There were our trade magazines and, of course, The Australian Women Pilots Association. I was very privileged to be invited by AWPA members when they saw that I had my book at the air show for sale to also display it at the AWPA booth. I was also privileged to be able to co-sign books with Nancy Bird, our Australian lady pilot who was the first female pilot in the Commonwealth to carry passengers. Nancy is now 85 and still as bouncy as ever. I am sure many of The 99s know Nancy.*

*I hope this small article helps to inform and to be of interest to the people in our wonderful world of aviation.*

Regards,

Rosemarie McRae

## 99s, Rocketplane Limited Recruiting for Rocketplane Pilot

The Ninety-Nines International Organization of Women Pilots is recruiting a **ROCKETPLANE PILOT** for Rocketplane Limited, Inc.

### Competitive Rocketplane Pilot Applicant Qualifications:

- Military test pilot school graduate or equivalent experience
- College graduate with a degree in engineering or related technical field
- Current member of The Ninety-Nines
- Pleasant personality and a team player
- Comfortable with public speaking, with the media and on camera
- Willing to relocate to Oklahoma City

Rocketplane Limited, Inc. was incorporated in 2001 to make space flight available at a reasonable price to space enthusiasts and is adhering to a rigorous design, development and testing schedule for its first anticipated passenger flight in January 2007.

The Rocketplane XP will take off from Spaceport Okla-

homa in the horizontal position, like a conventional business jet. At 20,000 feet, the pilot will ignite the rocket engine to initiate a near vertical climb to 330,000 feet above Earth. The civilian passengers will have the space experience of a lifetime, enjoying the view of Earth and the sensation of weightlessness in sub-orbital space flight. As the Rocketplane XP descends into the lower atmosphere, the pilot will restart the jet engines for a conventional landing.

The Ninety-Nines, Inc., the largest international organization of women pilots, is partnered with Rocketplane Limited, Inc. to recruit a Rocketplane Pilot from our membership ranks.

For more info click on [www.ninety-nines.org/careers/rocketplane.html](http://www.ninety-nines.org/careers/rocketplane.html)

Send C.V. or make inquiries to:

Jenny Beatty

99s International Careers Committee Chairman

18124 Wedge Parkway, No. 451, Reno, NV 89511

Or email [Careers@Ninety-Nines.org](mailto:Careers@Ninety-Nines.org).



Col. Margie Sambold, left, congratulates Aileen Anderson on her many years of service.

### 25 Years With the Civil Air Patrol

Aileen Anderson, Northern New England Chapter, retired from the Civil Air Patrol after 25 years, serving from December 28, 1979 to December 28, 2004. She was awarded a certificate in grateful recognition of loyal and dependable service to the Civil Air Patrol and this nation. Her devoted service for so many years was very much appreciated.

—Lorraine Richard

### Deborah V. Gallaway Awarded Brewer Trophy

Deborah V. Gallaway, program manager for NASA's Explorer Institutes, has been selected to receive the Frank G. Brewer Trophy for 2004.

The Brewer Trophy, administered by the National Aeronautic Association, is awarded annually for "significant contributions of enduring value to aerospace education in the United States." The trophy has been awarded every year since 1943.

Deborah was cited for "substantially enhancing and expanding aerospace education" through the creation and support of government-related programs and for "reaching and inspiring countless numbers of the nation's teachers and students."

A graduate of Texas A&M University with a master's in education from Wright State University, Deborah has been a classroom teacher, an official with the U.S. Department of Education and NASA, and a key liaison for the Centennial of Flight Commission. Her current position leading NASA's Explorer Institute builds upon her work supporting aerospace education and encouraging cooperation between government agencies and private organizations.

She has been an active pilot since 1977 and often flies her

vintage Swift aircraft at air shows and fly-ins.

The trophy was established in 1943 by Birmingham, Alabama businessman Frank G. Brewer in honor of his two sons then serving in World War II. One of those sons, Frank, Jr., served on the committee which selected Gallaway as the 2004 recipient.

The award presentation is scheduled for June 7 in Washington, D.C.

### Fran Bera Presented the 2005 Livingston Award

This year at The Whirly-Girls International Helicopter Conference, Fran Bera, a San Diego Mission Bay Chapter Ninety-Nines, was presented with the 2005 Livingston Award. Fran is Whirly-Girl #49, and she has been active in helicopters since the 1960s.

The award was established in 1988 by Nancy Livingston Stratford (WG #4) in memory of J. Arlo Livingston, an Alaska pioneer helicopter pilot, member of the Whirly-Girls Men's Auxiliary and past president of the Helicopter Association of America (now HAI).

It is awarded to a living woman helicopter pilot, a member of the Whirly-Girls, who personifies the high standards and ideals of women in helicopter aviation and who has contributed in a significant way to the advancement, recognition and credit of women in helicopter aviation.

Whirly-Girls was organized in 1955 by Jean Ross Howard (WG #13), with 12 other women helicopter pilots in France, Germany and the United States. As of 2005, the Whirly-Girls' membership reached 1,332 registered members representing 44 countries.

### Judy Cadmus Flight Instructor of Year

Judy Cadmus, President of Avionics Training Unlimited, has been selected as the 2005 Flight Instructor of the Year for the FAA Eastern Region.

Judy has over 15 years of flying experience and has been actively flight instructing since 1997. She has been a Master CFI since 1999 and is an aviation safety counselor for the Allentown, Pennsylvania Flight Standards District Office.

She began her flying career as a participant in the AOPA Air Safety Foundation's Pinch-Hitter course in 1989. Bitten by the aviation bug, she subsequently began taking flying lessons and continued on to earn her Flight Instructor certificate in 1997 and Instrument Instructor in 1998.

In 2001, Judy founded Avionics Training Unlimited, Inc., a flight training company specializing in GPS and avionics training workshops.

In addition to her flight and ground instruction, she is known throughout the eastern Pennsylvania area for her GPS presentations at FAA Safety Seminars.

A resident of Collegeville, Pennsylvania, Judy and her husband own a 1984 A36 Bonanza.



### Dawn Seymour, Keeper of the Flame

Women Airforce Service Pilot Dawn Seymour was presented the Keeper of the Flame Award for 2005 by the National Women's Hall of Fame. Located in Seneca Falls, New York, the National Women's Hall of Fame honors women's contributions to the arts, athletics, business, education, government, the humanities, philanthropy and science.

In 1940, Dawn completed the Civilian Pilot Training Program. In 1943, she joined the Women Airforce Service Pilots (WASP) after being recruited by aviator Jacqueline Cochran. Dawn became one of only 13 women to graduate from B-17 combat training as "first pilot." She has worked to preserve the history of the WASP and women aviators, successfully campaigning for a U.S. postage stamp honoring Hall of Fame inductee Jacqueline Cochran.



*Dawn Seymour.*

### International Forest of Friendship

The third weekend of June is fast approaching. From Friday, June 17 to Sunday, June 19, the annual celebration will be held in Atchison, Kansas to induct new honorees and promote the goals of the International Forest of Friendship. This year's theme will be "Forests and Flying" with a focus on people who have contributed to forestry and also have connections to aviation. This could include smoke jumpers, pilots of air tankers, re-seeders of forests from the air, foresters who fly, pilots who have helped to grow trees — all who have worked to link the three great themes of the Forest—trees, world friendship and flight.

We'll have a terrific set of honorees this year, including Wing Commander Rakesh Sharma, Indian Air Force (ret), the first person from India to fly in space. The U.S. Forestry Service also is providing much appreciated support, but there still is room for additional nominees. More information about the Forest and the 2005 ceremonies is at [www.ninety-nines.org](http://www.ninety-nines.org), which has a link labeled "Forest of Friendship."

Kay Baker, who is listed on the forms, will be glad to answer any questions, as will Lin Wells, Fay's son, at [linwells@erols.com](mailto:linwells@erols.com). We look forward to seeing you there! We'd also love to have attendees bring along someone from the "next" generation to sow the seeds of future participation in the Forest's activities.

Please also begin thinking about next year's ceremony (also the third weekend in June), which will be the Forest's 30th anniversary. The focus will be international, returning to the theme of "World Friendship through Flight." We hope to get representatives from as many of the international chapters as possible.

— Lin Wells

### Oshkosh held Monday through Sunday this Year

Get ready to head for Oshkosh for the biggest aviation event of the year, and The Ninety-Nines are a part of it. See SpaceShipOne and White Knight, the world's first successful civilian-built spaceship, which will be on display all week.

This year the format has been changed to start on a Monday, July 25, and end on a Sunday, July 31. The Ninety-Nines Tent will be located at our usual site near Hangar B. Look for the large Ninety-Nines sign and flag. Come join us — volunteers are always needed — or just stop in to visit. The traditional, informal Friday drop-in, no-charge breakfast will again be our highlight of the week. It's a great time for lots of camaraderie.

Another Ninety-Nines event is a Flying Companion Seminar being presented by the Wisconsin Chapter. It is scheduled for Wednesday, July 27, at 2:20 p.m. at the Forum tents.

We all need to be aware of the new Sport license and how it may be a membership tool. Let's find these women with the Sport license and bring them into our family of Ninety-Nines.

Those wishing to volunteer time at the Tent, please contact Rita Adams at [rvadams99@aol.com](mailto:rvadams99@aol.com) or call 847-913-0490.

—Rita Adams

### New Zealand Aviation Day

Forest Field, the venue for New Zealand Aviation Day on August 25, is a grass airfield with three runways situated on the Canterbury Plains northwest of Christchurch with a backdrop of the Southern Alps.

Held on the last day of The Ninety-Nines International Conference, the event offers a unique blend of aviation and New Zealand country atmosphere. There will be activities that demonstrate aviation in New Zealand, a country market and a Kiwi farewell lunch.

Forest Field is the home of Pam and Ces Collings, who have developed a small-scale airpark where residents own 10-acre blocks of land, each growing olives, a crop still in the experimental stage in this part of New Zealand.



*New Zealand Aviation Day will be held at Forest Field.*

## NEW HORIZONS

### LOIS CARROLL CUTLER, WASP

Lois died on January 18, 2005. She was born in Atlantic City on May 16, 1921 and lived most of her life in Philadelphia and Merion, Pennsylvania. She served her country honorably as a Women Airforce Service Pilot (WASP). Lois received her Medals of Honor from the United States Air Force and returned to Temple University, obtaining a degree in art history at the age of 48. While raising two children, Jon and Jamie, she began a career in art, becoming the President of the Florida Art Dealer's Association.

Lois was active in drama, the stage and flying. She also ran the family business – a hotel at the Philadelphia airport, which was the first hotel in the world ever built on an airport. She was a lifelong champion of civil rights and the advancement of women's rights. She was a member of The Ninety-Nines during the 1950s and was rejoining at the time of her death. Her daughter Jamie decided to follow in her mother's footsteps and began flying lessons. Lois also performed at The Ninety-Nines International Conference in Atlantic City, having written a song about The Ninety-Nines. She will be missed by many, including the WASP and her family.

—Barbara Harris-Para

### KENDRA JOY HASTON

#### Greater Kansas City

Kendra Joy Haston left our world on February 8, 2005 as the result of a tragic automobile accident. She was the current Chairman of the Greater Kansas City Chapter of The Ninety-Nines. Kendra had a passion for flying and loved flying her airplane. She was born in Independence, Missouri on June 25, 1966. She graduated from William Jewell College in 1988 and received her MBA at Avila College in 1993.

Survivors include her two young children Kira and Camden Moffet, their father Brian Moffet, her parents Ken and Joyce Haston and sister Karla Haston.

Kendra will be greatly missed by all who loved her, and she will live in our hearts forever. A brick will be placed in Atchison, Kansas at the Amelia Earhart Birthplace Museum in Kendra's honor, and the chapter has helped establish a college fund for Kendra's children.

—Jeanné Willerth

### BERNICE SCHRADER WILSON

Bernice Schrader Wilson died on January 20, 2005 at 96 after a brief illness. She was born on March 22, 1908 in Bridgeport, Connecticut and moved to Vero Beach, Florida from Michigan in 1984.

She attended Goucher College, Columbia University, Yale University, University of Southern California and Mills College. She was a flight instructor and aviation writer in the 1940s. She was preceded in death by her husband, John Kenneth Wilson.

—John J. Brown, Jr., nephew

### SALLY LA FORGE

#### Los Angeles Palms Chapter

On October 16, 2004, Sally La Forge glided to New Horizons like a graceful sailplane rising to the heavens. Her memory lingers in the hearts of her family, Ninety-Nines friends, co-workers and friends at Hughes Helicopter, personal friends and anyone who was ever greeted by her quiet smile. She was a brilliant, fun and generous person as well as a first-rate pilot and design engineer.

Sally graduated from University of California, Berkeley in 1950, one of only four women in the engineering class of more than 800. In that same year, Sally entered the flying world before taking to the air when she joined Hughes Aircraft (now Hughes Helicopters). She began her career with Hughes working on the XH-17 tip jet helicopter, continuing on to work on design and development of all Hughes helicopters, with major responsibility for performance and handling qualities. She became manager of the technical support section of the technology department, handling performance, design criteria, aerodynamic loads and computer analysis.

Sally continued her education, receiving her Master of Science degree in engineering from University of California, Los Angeles. It was 1952 when Sally took to the air, earning her Private and Commercial certificates and Instrument rating.

She joined the Los Angeles Chapter in 1954, holding every office. Her racing career included the AWTAR, Angel Derby, Pacific Air Race and the Palms to Pines race.

Sally was a captain in the Civil Air Patrol, a search and rescue pilot active in numerous air searches in California. While president of the American Helicopter Society, she co-authored papers for the group. She shared her knowledge as an instructor in the UCLA extension division teaching a course in helicopter theory.

Sally was a leader with a gentle spirit and an exceptional mind, who gave of herself and her knowledge freely. Her smile was full of love; she ended her life that way, and that is the way we will remember Sally La Forge.

—Patricia Olson

### ROSEMARY WILLIAMS

#### Memphis Chapter

Rosemary Williams, a charter member of the Memphis Chapter, passed to New Horizons on March 11, 2005. She flew the Powder Puff Derby several times.



Sally La Forge



## NEW HORIZONS

### CHARLYNE CREGER, WASP Shreveport Chapter

Shreveport Chapter once again must write about the death of one of our members, our beloved Charlyne Creger, who died at the age of 86.

Charlyne was a WASP during World War II and a nurse stationed in Korea during that conflict. She was extremely patriotic and loved her country due to her military service.

She had a sense of humor that bounced you off the walls. Everything was fun and games for Charlyne. She kept us all laughing. Our younger members and guests were in awe of her. She was so senior to all of us, yet more full of life than most of us.

Charlyne's first flight was with Wiley Post when she was 8 years old. She had to talk him into it because she was so young and small. For a fee, he would take people up for a ride in his open cockpit plane. His fee was 15 bread wrappers. This was not easy to come by in those days because bought "loaf bread" was a luxury. People made their own bread. But she scrounged up all she could find. He never counted them to her knowledge.

She recently had a meeting with her Russian counterparts, the Night Witches. These women had the same jobs as the WASP, but they also claimed some combat. She really

enjoyed this encounter.

She was quite a beauty, and this beauty stayed with her through her senior years. She worked as a lingerie model and a defense plant worker. After WWII, she went to nursing school and then served in Korea. As a civilian she became a nurse anesthetist. She campaigned diligently for the Armed Service to recognize the WASP in order for them to receive some benefits from the government. Another of her projects was a Washington memorial to honor women veterans, which was completed in 1997.

Amy Pilkinton was a dear friend of Charlyne's for many years. Her favorite quote was, "When once you have tasted flight you will always walk the earth with your eyes turned skyward; for there you have been and there you will always be." This can truly be said of Charlyne Creger. She will be missed by all who knew and loved her. She was a pleasure.

—Mary Jo Voss



Charlyne Creger

### MADINE PULASKI Orange County Chapter

It is with great sorrow that I inform you of Madine Pulaski's passing. On February 27, 2005, when she lost her courageous battle with cancer, we lost a vibrant, effervescent, inspirational, dedicated member and friend.

Madine was born July 19, 1936 and grew up in eastern Oklahoma. At age 13, she moved with her family to California, graduating from Roseville High School, later attending Sierra College. She joined TWA as a flight hostess in 1957. During a flight, she met Dr. Walt Parsel, a recent widower with four sons. They married a year later, and in 1961 their daughter, Suzanne, was born.

Walt, a pilot, introduced Madine to the joys of flying. Madine acquired her Private Pilot certificate in 1961 at Orange County Airport (SNA) and soon after obtained her Commercial certificate and Instrument, Multi-engine, Flight Instructor and Ground Instructor ratings.

She joined the Orange County Chapter in 1962 but just barely missed being a Chapter charter member. She served as Chapter Chairman and also Chairman of our Chapter's Public Relations Committee and Membership Committee for several years. Down through the years, Madine worked as a flight instructor, charter pilot, cargo pilot and bush pilot.



Madine Pulaski

Madine flew as PIC in a Cherokee 150 in the 1965 Powder Puff Derby, placing 8th. Not only did she compete in many Powder Puff Derby Races, but she also entered several Palms To Pines races, as well as the Vixen Frisk Race which she won in 1969. In February of 1966, Madine, Thon Griffith and Betty Farrell, among other Chapter members, were found loading airplanes with doctors and supplies to fly to Mulege, Baja California Sur, Mexico to deliver medical supplies and treatment to the local citizens. Madine made many similar philanthropic flights to Mexico in her lifetime.

She also traveled the world over and always returned with many humorous stories to share about her adventures. She became a consultant for Air Cal in its start-up stages and did promotional and public relations work for the company.

In 1968, she married California State Senator Dennis Carpenter. She flew Dennis, in her Bonanza, to many meetings and speaking engagements. Madine was instrumental in establishing the Long Beach to LaPaz, Mexico International Air Race for Women. Earlier, she was honored to be the first woman appointed to the California Civil Aeronautics Board.

In 1984, Madine and architect Rolly Pulaski were married. During this period, she gave flying lessons to family and friends, some of whom are now commercial airline captains.

In 2001 she was awarded her second Chapter Pilot of the Year Award, her first having been awarded in the late 1960s.

The Ninety-Nines held a very special place in her heart, and she will forever hold a very special place in our hearts. Her warm smile and vivacious personality will be deeply missed.

—Mary Van Velzer



## FINNISH SECTION

The Finnish Aviation Museum and the Dante Alighieri Association invited Fiorenza de Bernardi to Finland. She gave a lecture at the museum on February 13 about her father, Mario de Bernardi, and her own career in aviation. The next day she presented a lecture at the Dante Alighieri Association. I had the honor to act as her hostess during her visit.

The Ninety-Nines wanted to take good care of her. We met and spent time together with other Finnish Ninety-Nines, including Governor Kaisa Mölläri; our previous governor Leena Niemi; the famous Finnish woman aviator Captain Orvokki Kuortti; Eira Standertskjöld; commercial pilots Jutta Ratilainen and Tuire Sistonen; the first Finnish woman Hornet fighter pilot Inka Niskanen; and the best glider pilot in Finland at the moment, Marika Orava, who also acted as my assistant during the English speaking conversations.

Fiorenza is a charming lady. She has led a rich and interesting life. She was born on May 22, 1928 in Florence and started flying in 1951. She entered air races in Italy and other European countries only two years later, in 1953. Fiorenza has done aerobatics like her father. She has flown the Twin Otter, Queen Air, Yak-40 and DC-8 aircraft all over the world for various airline and charter companies. She received her glider pilot certificate in the 1960s and was the first woman in Italy to earn a Glacier Pilot certificate. She was also the first woman airline pilot in Italy when Aeralpi hired her in 1967 to fly the Twin Otter. She became the first woman airline captain in Italy in 1969. She amassed over 7,000 flight hours and worked as a professional pilot for 18 years until severe injuries suffered in an automobile accident necessitated her retirement in 1985.

Fiorenza joined The Ninety-Nines in 1956. She is a member of several aviation associations and was president of FPE, the European Women Pilots Federation.



Captain Fiorenza de Bernardi.



Marika Orava, Orvokki Kuortti, Eira Standertskjöld, K. Anneli Kakkola, Fiorenza de Bernardi and Inka Niskanen in The Finnish Aviation Museum

Fiorenza's father, Mario de Bernardi, was born on July 1, 1893 in Venosa. He gained his wings in 1913, serving with the Italian Army Service, shooting down several enemy aircraft during World War I. He also applied his skills to aerobatics. In 1931 he won the international aerobatic championships held in Cleveland, Ohio. He participated also in World War II. In 1940 he flew the Campini Caproni, the first Italian jet.

— K. Anneli Kakkola



## EASTERN PENNSYLVANIA CHAPTER

The Eastern Pennsylvania Chapter held its 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. Check out our work when you fly over!

— Mary Ellen Morris

## SAN FERNANDO VALLEY CHAPTER

San Fernando Valley Chapter is the proud sponsor of Aviation Explorer Post 747, a vital group of young boys and girls who are learning about aviation under the dynamic leadership of our member Ruth Logan. One of the Explorers made history on February 15 on his 17th birthday: Jesse Galeas became the youngest licensed pilot in the USA.

In May the Chapter hosted the Southwest Section meeting at Van Nuys Airport. The theme was "Wright on to Mars." Friday evening started off with a hangar party; Saturday featured tours and fun; Saturday evening, of course, centered around the banquet.

Fund-raising is an ongoing effort with us, as with all chapters. In April we held an "opportunity drawing" for a ride on an EAA B17. The chapter purchased the ticket and then convinced our friends and donors to bid for the ride.

—Jaye Howes



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



AOPA member Bill Hines, Phylis Hensley and Poochie Rotzinger participate in Reading Night at Wiley Post Elementary School.

### OKLAHOMA CHAPTER

#### Reading Night

Elaine Regier organized a celebration of the 101st birthday of Dr. Seuss at Wiley Post Elementary School on March 1, beginning with a presentation of new members of the Captain's Club, which recognizes reading. Robert Hensley, 49½, congratulated each student and told of the importance of reading to him in his profession and as a private pilot.

During Reading Night, students could select from community jobs as firefighter, police officer, zookeeper, race car driver, military and pilot. Professionals from each field were available to read with the children. Along with Elaine, Phylis Hensley, Poochie Rotzinger and Oklahoma Chapter friend Bill Hines read the book *Ruth Law Thrills A Nation* by Don Brown. This book relates Ruth Law's attempt to fly from Chicago to New York in

one day in 1916. Bill also showed a photo of his own plane and an aircraft at the Omniplex Air and Space Museum that is like Ruth's plane. Students could question the readers and see other books about the selected subjects.

#### Flying Companion Seminar

Rita Eaves chaired our Flying Companion Seminar held February 26 at Metro Tech. Our well prepared and enthusiastic instructors were Oklahoma Chapter members Karen Baskin, Charlene Davis, Phylis Hensley and 49½ Robert Hensley, Amy McCue, Ann Pogson, Margie Richison, and Poochie Rotzinger. Helen Holbird, Gladys McCaslin, Carol Sokatch and Teresa White provided support.

Chapter members brought great food for a salad lunch. Feedback from the enrollees indicates we were highly successful from their point of view as well as from our own. An added plus is that we made money for our Chapter.

—Carol Sokatch



Robert Hensley demonstrates preflight inspection to the Flying Companion Seminar participants.



To say "thank you" to the controllers for all their work, Ventura County members delivered Valentine's Day treats to the three towers in Ventura County — Camarillo, Oxnard and Pt. Mugu.

### 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 is so good to help that now we have adopted a Squadron.

Chris Brotski is the winner of the Ventura County Winter Student Scholarship Award.

—Marie Fasano-Ramos

### OLD DOMINION CHAPTER

Linda Cain, Old Dominion Chapter, spoke about The Ninety-Nines and the Museum of Women Pilots at William & Mary College in Williamsburg, Virginia in March. The occasion was a seminar on World War II Women in Aviation presented by Carl Finstrom. Professor Finstrom had attended the reception for Historic Aviation Writers hosted by the Museum of Women Pilots in the Fall of 2003, which is where he and Linda met. He was intrigued by The Ninety-Nines and the museum and wanted them to have a place in his seminar.

—Marge Shaffer

*Linda Cain, Old Dominion Chapter, and Carl Finstrom at William & Mary College, Williamsburg, Virginia*



### FLORIDA GULFSTREAM CHAPTER

Chairperson Clararose Lee brought our March meeting to order at the Sheraton Fort Lauderdale Airport Hotel. Present at the meeting were Southeast Governor Cheryl Cichocki, Lya Korda, Pam Rochowiak, Ellie Reicher-bach, Lee Leger-Miller, guest JoAnn Roy and Merrylyn Rathbun.

Merrylyn Rathbun of the Fort Lauderdale Historical Society gave us a glimpse of women in aviation since the early 1930s and their influence on Fort Lauderdale. The Fort Lauderdale Historical Society was founded in 1962 to collect, preserve and

interpret the history of Fort Lauderdale and Broward County. Merrylyn continues to collect and preserve data from women pilots in south Florida and has encouraged each one of us to fill out a biographical questionnaire and return it to the Fort Lauderdale Historical Society. When the data is received, we will be able to download the information and use it as a recruiting tool.

Southeast Governor Cheryl Cichocki discussed ways to recruit new members.

—Lee Leger-Miller

### ORANGE COUNTY CHAPTER

Members of the Orange County Chapter were invited to share their aviation expertise at the Orange County Girl Scouts Annual Career Day. The all-day event was held at Concordia University in Irvine, California in February. Those members attend-

ing were Lianne Oakes, Kelly Gorman, Vicky Anderson, Colleen Handrahan, Linda Eldridge and Patty Murray, who was honored to be the keynote speaker. This exciting affair was an "all women" event with over 300 women in attendance.

The event's theme was "From Dreams To Reality," providing a career exploration day for Girl Scouts ages 11 to 14, with a wide variety of careers represented. In the 12 years since its inception, this was the first time women pilots were part of the program. The shared

energy and enthusiasm was amazing, making for a truly inspirational day for all the attendees — Girls Scouts and presenters alike. Our members who attended said they could hardly wait to attend next year.

—Mary Van Velzer



*Patty Murray, left, was the keynote speaker for the Orange County Council of Girl Scouts workshop in February. Here she receives words of appreciation and a gift basket from the Council.*



## GRASS ROOTS



*Ambassador Chapter members gather for a meeting on March 12 in Dallas, Texas. From left, standing, are Jenny Beatty, Joy Greene, International Vice President Pat Prentiss, Amy Chu, Pat Schroeder. Seated are Michelle Booth, Janet Patton holding daughter Danielle Patton (age 2 months) and Morgan Littell.*

### AMBASSADOR CHAPTER

Ambassador Chapter members gathered at a breakfast meeting organized by International Vice President Pat Prentiss in Dallas on March 12 to discuss new directions for the chapter. Established in 1999, the Ambassador Chapter was The Ninety-Nines' first Internet Chapter, intended to reach far-flung or isolated members, members always on the go and members in transition, providing them a place to be a participating Ninety-Nine until they settle in an area with a local Chapter.

Amid the energy, excitement and productivity of this meeting, members stepped forward to assume new leadership roles and contribute to the future growth of the Chapter: Kira McCoobery and Janet Patton, Acting Co-Chairs; Liz Clark, Acting Vice Chair; Jenny Beatty, Acting Secretary; Sabrina Valine and Amy Chu, Membership Co-Chairs; Morgan Littell and Pat Schroeder, Website Coordinators; Joy Greene and Michelle Booth, Newsletter Co-Editors; and Janet Patton, Scrapbook. Learn more on our new website at [www.ambassador99s.org](http://www.ambassador99s.org).

### KITTY HAWK CHAPTER

The Kitty Hawk Ninety-Nines were on hand to welcome the Mid-Atlantic Fly-In held May 12-15 in Lumberton, North Carolina (KLBT). The four-day event was a salute to grass roots aviation, providing entertainment as well as an opportunity to educate the general public about aviation.

The Kitty Hawk Ninety-Nines hosted a welcoming booth and sold raffle tickets for a headset and a three-day weekend getaway at North Myrtle Beach. Proceeds help support the Chapter's scholarship fund.

—MayCay Beeler

## A Fun Challenge for 99s

BY NANCY MILLER  
AEBM Board of Trustees

Nine years ago I organized the first annual Ninety-Nines/Zonta Amelia Earhart Commemorative Luncheon in Birmingham, Alabama. My requirement for a speaker was that it had to be a female and preferably associated with aviation. As Amelia was both a Ninety-Nine and Zontian, the Amelia Earhart Birthplace Museum was a perfect place to donate the proceeds. I have a slight advantage as I belong to both organizations, but the first luncheon of this type I was involved with was back in the early '70s before I joined Zonta. It's wonderful working with the members of both organizations. In nine years, we've sent over \$3,000 to the Museum.

Some suggestions – find a local venue to host the luncheon for free. The first few years we met at an exclusive dining club and the meal cost ate our profits. We are now having a catered lunch at the YWCA, the CEO is a Zontian, and we have no overhead. The lunch price is held to about \$10 and we only charge \$20 per person.

We've had authors speak and made a commission from selling their books. One year a Zontian's law firm paid for the air fare of our speaker. The Alabama Council for the Humanities will sponsor speakers for organizations, and we were able to get a noted local actress to do "The Intrepid Birdmen, Pilots of WWI" for free. We made \$585 that year.

Our Alabama Chair Holly Roe is an ATC, and a Zontian is a retired ATC, which made a perfect combination for "Air Traffic Control, Then and Now." This year Ninety-Nine Susan Maule came down at her own expense and on her own time to be our speaker, and we raised \$625.

We sold raffle tickets this year for donated items and the centerpieces, and that part was worth \$143. I also ask for donations from those who are unable to attend. Zontians are a little better than Ninety-Nines for just writing checks.

These are small functions, so just think what you could do with large Ninety-Nine and Zonta chapters. If you need help finding a Zonta contact in your area, contact me at (205) 640-7675 or [alallama@aol.com](mailto:alallama@aol.com), and I'll be happy to match you with a willing Zontian.

### 99 News Tip: Photos Fly Solo

When emailing photos to 99 News, please be sure to send them as separate attachments. They should not be inserted into the body of the email, and even more critical, they should not be inserted into a Word document, as we can't get them out of there! Thanks for helping us out.





# The Ninety-Nines Annual International Conference

**Christchurch, New Zealand**  
**Sunday 21 – Thursday 25 August 2005**

Hosted by the New Zealand Section

