



INTERNATIONAL ORGANIZATION of WOMEN PILOTS®

M a g a z i n e

Official Publication of The Ninety-Nines, Inc.

July/August 2005





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

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www.ninety-nines.org/99newsreports.html

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

On The Cover

This year, 13 pilots received Amelia Earhart Memorial Fund Scholarships, four women were selected for Future Women Pilot Awards, and one pilot was presented the first Maule Tailwheel Award. We hope you will celebrate their achievements at your Section and Chapter meetings since this year's Conference in New Zealand will not be able to accommodate the traditional scholarship awards ceremony. They will, however, be honored as special "Past Winners" at the 2006 Conference in Washington D.C.

PERPETUAL CALENDAR

2005

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.
- 27-28** **25th EAA Camarillo Airshow, "Youth and Aviation,"** Camarillo Airport, CA. Ninety-Nines will be preparing the pancake breakfast and having another silent auction for the scholarship funds. Contact www.camarilloairshow.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.

Scholarship Recipients

This year's scholarship recipients are, shown on the front cover, top row from left: **Mary St. Clair**, Future Woman Pilot, Santa Rosa Chapter; **Marijke Unger**, Future Woman Pilot, Colorado Chapter; **Giselle Hartl**, AEMSF, Kitty Hawk Chapter. Second row: **Sarah Dooley**, AEMSF, Indiana Chapter; **Aubree Swann**, AEMSF, Idaho Chapter. Bottom row: **Jaclyn Poon**, Future Woman Pilot, Colorado Chapter; **Akky Mansikka**, AEMSF, First Canadian Chapter.

On back cover, top row from left: **Candice Nance**, AEMSF, Santa Clara Valley Chapter; **Torea Rodriguez**, AEMSF, Santa Clara Valley Chapter; **Carisse Craton**, AEMSF, Colorado Chapter; Second row: **Kristin Rokos**, AEMSF, Connecticut Chapter; **Erin Lamp**, AEMSF, Kentucky Blue Grass Chapter. Third Row: **Connie Irvine**, Maule Tailwheel Award, Golden Triangle Chapter; **Marisa Palacio**, Future Woman Pilot, Kentucky Blue Grass Chapter; **Janelle Barron**, AEMSF, Pikes Peak Chapter. Bottom row: **Vicki Croston**, AEMSF, Houston Chapter; **Bridget Rathjen**, AEMSF, Pikes Peak Chapter; **Catherine Cavagnaro**, AEMSF, Tennessee Chapter.

NOVEMBER

- 3-5** **AOPA Expo 2005,** Tampa, FL. www.aopa.org.
- 15-17** **National Business Aviation Associations (NBAA) Annual Convention,** New Orleans, LA. Information at 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,** Opryland Hotel, Nashville, TN. Contact: www.wai.org.

JULY

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



- 21** **Santa Clara Valley Chapter's 51st Birthday Party Celebration.** Pilot of the Year, Professional Pilot of the Year and Service Award will be presented.

SEPTEMBER

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

2007

SEPTEMBER

- 11-16** **International Ninety-Nines Conference,** Denver/Boulder area, CO. South Central Section hosting "Mountains and Memories 2007."

2008

- AUG.** **International Ninety-Nines Conference,** Anchorage, AK.

Revised 99 News Schedule

When planning your submissions, please keep in mind that there will not be a November/December issue of 99 News this year. The deadline for the September/October issue is August 1, and the January/February 2006 issue deadline is December 1, 2005.

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July/August 2005

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STATEMENT OF EDITORIAL POLICY

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99s Museum of Women Pilots

Green Stamps for a Piper Colt



Three million
Green Stamps
redeemed in
1961 bought
an airplane for
Korean pilot
Kyung O. Kim

BY MARGIE RICHISON

Do you remember saving S&H Green Stamps, licking them into books to buy small appliances, games or gifts? In 1961, The Ninety-Nines decided to buy an airplane with Green Stamps.

Members of the New York/New Jersey Section collected and licked three million of the stamps to buy a brand new Piper Colt airplane. They gave the aircraft to Korea's first female military pilot, Kyung O. Kim, who used it to teach other women in her country to fly.

Kim, 72, came to Oklahoma on May 9, 2005 to visit the Museum of Women Pilots and was honored at a reception during the afternoon. She donated photos, a Korean flag and some of her personal flying memorabilia to the Museum.

In 1948, Kim enlisted in the Republic of Korea Air Force. When the Korean War started, she became a Second Lieutenant and in 1950 flew 119 missions in L-19s. She was the only woman to fly a military plane in the Korean War. Kim transported secret documents and key personnel to and from the front lines. She retired from the ROK (Republic of Korea) Air Force as a Captain after the armistice.

Kim came to the United States to attend Guilford College in Greensboro, North Carolina. She obtained her U.S. Private Pilot certificate in 1959 and became a Ninety-Nine.

Her name, Kyung O. Kim, means "Beautiful Golden Tree Castle" in Korean. "I want to help women in Korea to help their country," she said. "I want to teach them to fly."

A Colt for Kim

The NY/NJ Section spearheaded the drive to collect three million S&H Green Stamps in order to purchase a Piper Colt for Kim. Ninety-Nines all over the country saved trading stamps for the "Colt for Kim." Muriel Morrissey, sister of Amelia Earhart, gave 32 books of stamps for the project. After 2,500 books were collected, Kim was presented with the keys to her new airplane.

Kim has been president of the Korean Women's Aeronautic Association, Director of the Korean National Council of Women, President of Korean Zonta International and is well-respected in Korea. She was decorated six times by her government and is the holder of her country's Silver Star.

It was an honor to meet Kim, who was in the U.S. visiting her daughter and family.



Kyung O. Kim visits with Margie Richison at the 99s Museum of Women Pilots.



President's Message

BY ELAINE MORROW
Minnesota Chapter

Have you ever been in a parade? Why not plan now to have an entry in a local parade in the months ahead? This is one way to publicize The Ninety-Nines and have lots of fun doing it. If you can't get a trailer to decorate, try for a convertible from your local car dealer or just carry a sign with your Chapter or Section name, handing out membership brochures. We would love to see some pictures of your parade successes in future issues of our magazine.

Or, come to Sun 'n Fun in Florida next April and join the Volunteers Parade of golf carts. This year (in Florida!) it was so cold we all wore jackets and gloves in the early morning, but it was an experience not to be missed. The Ninety-Nines owe much to Nancy Wright, Barbara Sierchio, Marie Grein and the other Florida Suncoast Chapter members and their 49½s and families for the huge amount of effort and personal expense they incur each year to provide such a welcoming building for everyone. It was evident that this permanent facility is much appreciated by Ninety-Nines and their guests. If you've never been there, or not attended recently, make sure to include it in your calendar for the future. (See page 24.)

Ninety-Nines' enthusiasm more than counteracted the dull skies the last week of April during the NIFA SAFECON in Salina, Kansas where they participated as judges on the flight line, worked in the scoring room, monitored tests and assisted me in the Communication Center. Past International Director Carolyn Carpp and Past International President Lois Erickson conducted interviews for *both* the Men and Women's Achievement Awards and presented the trophy for the Top Scoring Woman Pilot.

The San Fernando Valley Chapter Ninety-Nines did an outstanding job hosting the Southwest Section Meeting in Van Nuys, California. There were educational seminars, historical tours, a fly market so large it took two rooms, and special recognition of members who have been Ninety-Nines for more than 50 years. From California, I went to Oklahoma City to review the databases and procedures at

Headquarters and was able to streamline some reports and participate in the meeting with Lois Feigenbaum's family about dedicating some of her items to the Museum of Women Pilots.

I then traveled to New Orleans for the Southeast Section Meeting and was joined by International Vice President Pat Prentiss, Past International President Lois Erickson, International Director Connie Wilds and General Counsel Cecile Hatfield. Pat and I had fun inducting the new Section officers and were able to enjoy some of the warm weather and swinging French Quarter.

It was truly a privilege to be a guest of the Tennessee Chapter and represent The Ninety-Nines at the banquet honoring Evelyn Bryan Johnson (see page 25) in Sevierville, Tennessee on May 26. Miss Evelyn has been a dedicated member for over 57 years and says she is not retiring as a flight instructor and FAA designated examiner at 95 years young — she just "got tired of dealing with the FAA." Miss Evelyn was recognized by representatives of the Tennessee government, the FAA, Civil Air Patrol, Phil Boyer of AOPA, and other aviation organizations. I was honored to be interviewed about The Ninety-Nines as part of a documentary on her life.

By the time you receive this issue, we will be getting ready for the International Conference in New Zealand. Even if you are unable to attend this Conference, there are plenty of opportunities in the future: 2006 in Washington, D.C.; 2007 in Boulder/Denver, Colorado; and 2008 in Anchorage, Alaska. Please plan to join us!



Elaine Morrow

Photo top: Officers were inducted at the Southeast Section meeting: Shown are, from left, Governor Marie Grein; Secretary Virgilea Sworts; International President Elaine Morrow; Vice Governor Martha Corbi Bulluck; and International Vice President Pat Prentiss.

Photo below: Members of The Ninety-Nines for 50-plus years were honored at the Southwest Section Meeting: from left, Fran Bera (57), Lindy Boyes (55), Claire Walters (61) (seated), Mayetta Behringer (58), Elaine Morrow, Mary Wenholz (56) (seated) and Barbara Evans (54).





BY CAPTAIN PAT PRENTISS
International Vice President

CAREERS: A Call for Women Pilots

Our guest columnist is Captain Pat Prentiss, Ninety-Nines International Vice President and a Senior Navigator in our PPLI mentoring and leadership program. Here she shares from her experience as a pilot type rated in the CE-500, CE-650 and HS-125 business jets and as Director of Operations for a busy jet charter operator.

— JENNY T. BEATTY, International Careers Committee Chairman

In my capacity as Director of Operations for a Corporate Part 135 Operation, one of my responsibilities is to interview and hire new pilots. Recently, in a search for a replacement pilot, I browsed several aviation employment websites and was surprised that there were very few female applicants.

I concluded that women applicants are proportionally lower because, not only do men represent a larger percentage of the available workforce, but also many women are voluntarily choosing other career paths. Nevertheless, the opportunities are there. I see more and more professional women pilots come through FlightSafety and Simuflite, more women instructors in flight schools and more women flying for the larger air carriers. Some of the largest corporate flight departments in the United States have women as their chief pilots or directors of operations, and I notice an ever-increasing number of new and senior female crewmembers.

My assessment? Women are preferred because they are very motivated and conscientious. They work well with other employees and tend to be more customer-service oriented. More importantly, women exhibit to a far lesser degree than men the

character traits the NTSB and FAA consider as contributing to incidents and accidents, specifically the macho, anti-authority and impulsive attitudes. The result is that their judgment and decision making reflect a more conservative and safer approach. And, of course, safety and proper risk management are the ultimate goals of any reputable operation.

This past weekend, I attended a retirement lunch for a Ninety-Nine friend who had spent almost 22 years with Continental Airlines. She recounted, with a few tears, her last flight and the persistence it had taken to reach that point. On the last leg, the airline provided a handout to all the passengers describing her credentials and letting them know this was her retirement flight. Standing at the flight deck, looking at the smiles of the passengers and receiving their congratulations as they exited the aircraft was a very emotional and rewarding experience for her.

What it made me realize is that good pilots, regardless of gender, will always be in demand, even when the journey began 22 years ago.

The doors are open, but remember, as in any undertaking, persistence almost always insures success.



PRO 99s PROFILE: Suzanne Skeeters

By Betsy Jordan Donovan, International Careers Committee

Introductory flights at San Luis Obispo Airport in California were \$10 when teacher-in-training Suzanne Skeeters, now a DC-10 Captain for Northwest Airlines, took her first flight in 1977. After Suzanne's private pilot checkride in 1978, Wanda

Strassburg, the examiner (a Ninety-Nine), encouraged her to become an airline pilot. "Wanda planted a seed that took hold and began to germinate. God bless Wanda and other women mentors!"

Suzanne has instructed and has flown for charter and corpo-

rate operations as well as for regional carriers. Experienced on the DC-10, Boeing 747, 757 and 727, she holds the following certificates: Airline Transport, Commercial, Flight Engineer and Flight Instructor. An active Ninety-Nine since 1979, Suzanne is a member of the Aloha Chapter in Hawaii.

Suzanne's sage advice: "Perseverance, perseverance, perseverance! Do not give up. Find mentors to help you and encourage you. There will always be naysayers. Don't agree with them! Stay focused and positive. Help someone else along the way. Encourage others who are doing the same thing. Don't burn bridges. Thank the people who help you. Enjoy the journey!"

In my years of being a Ninety-Nine, I have never met a member who didn't just plain love to fly or one who didn't want to help others. So, how can we help? There are many ways, but using our flying skills to transport patients in need of medical assistance is one important one. Three of the organizations dedicated to using private aircraft for this purpose are Wings of Hope, Wings of Mercy and Angel Flight.

Wings of Hope's mission is "to save lives, improve the quality of life and bring hope to people around the world where the utilization of aviation is vital." Based at the Spirit of St. Louis Airport, Chesterfield, Missouri, Wings of Hope has provided 145 aircraft around the world, including North, Central and South America, Asia and Africa. The organization cooperates with and provides volunteer pilots to assist other humanitarian groups.

In places where the terrain is rugged, roads impassable and travel by boat or oxen too slow, an airplane from Wings of Hope can seem like a miracle as it transports ill and injured people quickly and safely to clinics and hospitals. In the U.S., the service specializes in transporting stretcher or debilitated patients and their families.

Doug Clemens from WOH says, "We have several Ninety-Nines in our group, and they do wonderful work! Many have traveled to the four corners of the globe delivering medical care, and some fly here in the U.S. with the Medical Air Transport caring for people enroute."

Four Wings of Mercy chapters in the upper Midwest provide flights for people needing to get places for medical attention. Flight duties in Minnesota are performed by over 40 volunteer pilots (some of whom are Ninety-Nines), 30 volunteer nurses and 25 aircraft. Large-cabin singles and twins are more desirable since the organization's policies require two pilots, and, in some cases, an attendant; aircraft with large useful loads are particularly needed.

Some businesses have committed to a certain number of flights per year with their corporate aircraft. This includes the Cessna Conquest owned by Dura Supreme and flown by Al Knowlton and Linda Dowdy, Minnesota Chapter member.

Ninety-Nine member Judy Benjamin is Mission Coordinator in Kansas City for Angel Flight Central, one region of Angel Flight American. In 10 short years in the Central Region, over 5,000 missions have been flown by volunteer pilots in hundreds of small planes to access medical specialists and clinics best suited to treat the spe-

Flights of Kindness

BY NADINE SUGDEN, Minnesota Chapter

cific ailments of children and adults. Volunteers also have flown compassion flights to reunite families.

One volunteer pilot said, "It's a neat way to do some flying with a special cause associated with it. My husband and I take Angel Flight missions whenever we can. After one flight, a cancer patient told me, 'You truly are an angel!' That certainly made me feel good!"

The exciting merger between Angel Flight American and AirLifeLine will bring more, new and much-needed pilots into the organization, especially with the new expansion into HSEATS, the Homeland Security Emergency Air Transportation System. Pilots will be asked to respond to emergency disaster relief missions to provide transportation of supplies and relief officials. The critical need for such a nationwide system was shown after September 11, 2001 when 150 volunteer pilot missions were flown on September 12. HSEATS will provide a network of highly qualified volunteer pilots in the event of future need.

To volunteer for these three organizations, or to find information about the many others seeking volunteers to fly for the myriad of needs that exist, see a complete listing through the Air Care Alliance, www.aircareall.org/listings.htm. Let's show the world that Ninety-Nines care!



Payton Sage, 5, sits on the stair door of N46TB, a Piper Navajo owned by Vic Lametti. Vic and Linda Dowdy flew Payton and his father from Nebraska to the Twin Cities.



Nicole Musgrave and her mother are flown by Steve Nelson and Linda Dowdy. Nicole had undergone hip surgery and was in a cast that covered her from the waist down. The Baron was perfect, since she could be lifted into the plane through the large cargo doors.



The entrance to Peach Field, the small village in southeast China where Wenyu Fu lived until she went to college.

The Road to the Sky

BY WENYU FU and TWEET COLEMAN
Aloha Chapter

Wenyu Fu's long journey to becoming a pilot began in a small, crowded village in China, where few residents had ridden in an automobile, much less taken flight in an airplane.

Did you always want to fly since you were a child?" people often ask me. To the slight disappointment of most of the listeners, my answer is: "No, I didn't." As a matter of fact, I had never even seen an airplane until I was 23 years old.

Born in a small, crowded village named the Peach Field in southeast China in the Sixties, flying was the last thing on my mind. In fact the only thing in every Chinese's mind during that time was food. Due to some extreme and unrealistic national policies in the Fifties, it is estimated more than 30 million people died of starvation from 1959 to 1963. Some of my family members and relatives were among them.

At the age of 4, I was the official babysitter to my younger sister and brother, while my illiterate mother and Communist Party outcast father labored in the field to feed our family of seven. On the very first day of school, one of the

items I had to carry with me to class was a small wooden stool. The elementary school I attended didn't have money to buy chairs for the students. School hours were spent between borrowed living rooms and collapsing temples.

After-school hours were spent hand-washing laundry in the river, fetching water from the well or hiking miles to collect leaves and dried grasses for heating and cooking.

Electricity was not available in my village until I was in senior high school. Until the mid Eighties, no one in the village had ever had a chance to ride in an automobile, much less pilot an airplane. Everyone in the village had only one obsession, FOOD. I shared that need, yet had two additional desires: reading and leaving the village.

As soon as I learned to read, I was hooked. Sadly there were no books available besides our textbooks. China was in the middle of the so-

called "Cultural Revolution." From 1966 to 1976, most of the books were burned or banned. There were no public libraries. So my older sister's and cousins' textbooks became my target, as were bits and pieces of used newspapers and magazines that came as grocery wrapping materials. In junior high school, I resorted to hand-copying books I borrowed from others.

Reading saved me. It opened a few small windows for me to see a limited outside world that fascinated me to no end. It also helped me form my life long dream of leading a life different from that of the previous generations in the villages.

During this time, none of the neighborhood girls finished elementary school, and my parents desperately needed my help to care for my sick grandma and young siblings. However, my love for books and curiosity about the outside world fueled my determination to do something different with my life, and I kept returning to school. In the late Seventies, when the disastrous "Cultural Revolution" came to an end, universities in China started reopening their doors to students with excellent academic merit.

After two unsuccessful attempts at the national college entrance exam, I was finally accepted by The University of International Business and Economics in Beijing, one of the 50 key universities in China.

At that time only four percent of high school graduates had a chance for higher education, less than one percent got into national level colleges and even fewer made it to a key university. Until this time, no one from my village or the immediate area knew of anyone who had previously qualified to study in Beijing.

My first trip to Beijing took three days to travel the 1,200 miles. It consisted of a 25-minute walk along a dirt path among rice paddies, a 45-minute ride on a hired rickshaw, a six-hour bus ride sitting next to livestock, an overnight stay in the provincial capital Fuzhou, and a 36-hour train ride on a hard seat in a very crowded economy cabin.

Yet, I didn't mind. I was one of the very first in my hometown to see and ride on a train. I was going to Beijing, the political, cultural and intellectual center of China, the place of my dreams. And I was going to college, with a full scholarship from the government paying everything from room and board and tuition to half my train fare. I was also guaranteed a top job upon graduation.

Needless to say, four years in Beijing transformed me from a village girl to an educated woman. What did not change was my curiosity

about the world and my belief in leading a life of my choosing.

Thanks to the relative openness of the university, I was exposed to a bit of Western culture, capitalist ideas, freethinking and the like. By the time I was a senior, I realized that neither individual rights nor freedom existed in China. Life was extremely suffocating. While I read foreign words such as "we hold these truths... all men are created equal...rights...life, liberty and the pursuit of happiness," new dreams started forming in my mind and in my heart. I knew the life I had been seeking was across the Pacific. Though I didn't know anybody in the United States, I was determined to find a way to realize my dream.

After nearly two years of research and study, I was accepted into an MBA program at Tarleton State University, Texas. It took another year of battling with various government regulations and officials before I had a visa to the United States. However, raising the funds for traveling to the States took another six months of persuading friends and relatives. During this time, I had saved a whopping \$480 from a monthly salary of \$40 as a customs officer.

In October 1988, I landed at Los Angeles International Airport, not knowing a soul in this country. And I could barely speak English.

While attending college in Texas, I held three jobs simultaneously to pay tuition and support myself. Despite a nearly impossible schedule including working at the campus cafeteria on school days, a garment factory at night and a Chinese restaurant on the weekends, my average grade during the first semester was 3.4 out of 4.0.

Though I always enjoyed school, my true love was to see the world. The new freedom I found in this great country tempted me to quit



Wenyu Fu in April 2005.

Reading saved me. It opened a few small windows for me to see a limited outside world that fascinated me to no end.

Wenyu stands in front of the recently restored 1,000-year-old village temple where she went to elementary school for several years.



I know most of the young girls in China don't even know that there is such a thing as a female pilot, let alone being able to dream about becoming one. If I could only show them an example, then I could plant some seeds of inspiration.



Wenyu and friend on Civil Air Patrol in Hawaii.

school and try different things. When I saw a newspaper ad looking for flight attendants, I immediately sent them my resume. To my great surprise, I was hired by Northwest Airlines.

My very first trip as a flight attendant was from Honolulu to Tokyo. It was like a dream. Lying awake all night in the layover hotel, I remember thinking how it was barely three years ago that I struggled to get financing for a ticket to the United States. I remember on my very first airplane ride from Hong Kong to the U.S., I thought the passenger next to me was joking when he said that the B-747 airplane we were on had two stories. There I was, three years later, not only riding the airplane as much as I liked, but getting paid for it.

Some of the perks that come with being a flight attendant are flexibility in scheduling and excellent travel benefits. At first I took advantage of them by traveling as much as I could, and then I realized that my background put me in a great position to set up ventures between the East and the West. My first endeavor was to start a tour company providing guided trips to China. The tours brought me some extra income, but the real reward was the feeling that I was contributing to the understanding of two very different peoples and the appreciation of two almost opposite cultures.

Due to my background and the personal touch I added to the trips, without a penny of advertising, I had people lining up to go to China with me. One of the many people who asked for

information was NWA B-747 pilot Suzanne Skeeters, the very first female pilot I met. While she was asking me about traveling to China, I bombarded her with questions on how she became a pilot. Suzanne's inspirational flying career planted the seeds of flying in me.

On my 36th birthday, February 1999, I went to a flight school at the Honolulu International Airport and took my introductory flight. The half hour experience in the little Cessna 152 brought me to tears. Later on, I described it to friends, "I felt like an angel, so light, so free, so happy."

What also struck me was the fact that I could just walk into a flight school, rent a small airplane and fly around with an instructor. What an incredible privilege that is! To many of my girlfriends back in China, what I did could only happen in a science fiction setting. Aviation is one of the several fields and professions that are still forbidden to women in China. I thought to myself how fortunate I was to be living in a country where the sky is the limit. There was simply no excuse for me not to make an attempt to reach it.

I know most of the young girls in China don't even know that there is such a thing as a female pilot, let alone being able to dream about becoming one. If I could only show them an example, as Suzanne did for me, then I could plant some seeds of inspiration. And someday those seeds might grow all the way up and reach the blue sky.

Thus, after the intro flight, I set out to restructure my life with a complete focus on flying. On July 7, 1999, with a detailed timetable and

financial plan on how to achieve my goal, I started my flight training. Three months later, I became a proud Private Pilot, followed by a Multi-Engine rating in February 2000, Multi-Instrument in March 2000 and Multi-Commercial in May 2000. And in October 2000, one year after my Private Pilot certificate, I became an instructor myself.

During that same year of working on my ratings, in order to pay for my flight training, I maintained a full-time job as a flight attendant and also organized and escorted three tours to various parts of China, including remote destinations like Tibet.

Right after I earned my Private Pilot's certificate, based on a recommendation of a friend, I joined the Aloha Chapter of The Ninety-Nines. In 2000, I became one of the first from Hawaii to join Women in Aviation International and helped kick off the drive to establish the Hawaii 50 Chapter. The friendship I gained through The Ninety-Nines and WAI carried me through the many ups and downs of flight training. Furthermore, I applied for a scholarship and was awarded \$1,000 from the Aloha Chapter in 2000.

Immediately upon receiving my CFI, I started instructing. Though I wished I could put all my time into the lessons, I simply could not survive on the income. With aging parents to support, and the cost of a whole year's flight training to pay for, I kept my flight attendant job but had to scale down on tours to China. Nevertheless, within one year, I logged 770 hours from instructing alone and added Instrument and Multi-Engine ratings to my Instructor certificate.

Just like the rest of the world, 9/11 shocked me and set me back, but it only made me more determined. Shortly after 9/11, I heard of a potential flying job in Saipan. The chief pilot was not encouraging. He told me on the phone, "We are only going to hire three, but there are five pilots coming for the interview and training. If you want to come, you can. There is no guarantee. You will have to pay for your own expenses while in training."

I was not discouraged. Within 10 days of getting the word, I was in Saipan, an island of 46 square miles, 3,800 miles away from my Hawaii home. Another five weeks later, when the training was over, I was one of the four pilots out of 6 trainees the company decided to hire to fly their Shorts 360s. I became the only female pilot for Pacific Island Aviation, a small commuter in the Northern Mariana Islands in the middle of the Pacific Ocean.

With a secure job at Pacific Island Aviation,

I could have just waited for an upgrade to get my Airline Transport Pilot Certificate, but I felt it was critical that I do everything I could to advance my career. Therefore, on July 2002, as soon as I had the minimums for the ATP, I took out my last savings for flight training. On the third anniversary of my very first flight lesson, I had my ATP.

In an effort to broaden my aviation experience, I researched and realized that the next step up would be flying jets for a regional carrier. In December 2002, I was hired by Pinnacle Airlines to fly the Canadair Regional Jet.

In the fall of 2003, ISA+21, International Society of Women Airline Pilots, awarded me a B737 type rating scholarship. In the spring of 2004, I completed the B737 type rating with Pan Am International Flight Academy in two weeks.

At Pinnacle Airlines, there is a minimum flight time requirement for captain upgrade. To meet that requirement, I flew the highest hours possible every month. In the fall of 2004, less than two years after joining the company, I was checked out as a CRJ captain.

Though I really enjoy flying the CRJ, my dream is to someday work for an international carrier and to command a jumbo jet across the Pacific. I know I have a long way to go.

Besides my personal career goal, my lifetime goal is to establish a scholarship fund to help girls with financial needs in my hometown and start a mentor program for women aviation enthusiasts throughout China and Asia. Just like so many people have done for me and are still doing, I would like to do whatever I can to encourage dreams and to support those who otherwise might not have a chance.

Besides my personal career goal, my lifetime goal is to establish a scholarship fund to help girls with financial needs in my hometown and start a mentor program for women aviation enthusiasts throughout China and Asia.

Wenyu flying the Shorts in the Mariana Islands.



2005 Scholarship Recipients

BY JACQUE BOYD
AEMSF Trustee

Make it a special year for these thirteen AEMSF Scholarship recipients, four Future Woman Pilots Award winners and the first recipient of the Maule Tailwheel Award.

The Amelia Earhart Memorial Scholarship Fund Board of Trustees is pleased to announce the recipients of the 2005 Scholarships, Future Woman Pilot Awards and the first winner of the Maule Tailwheel Award.

As our International Conference is in New Zealand this year and we believe that none of the winners will be able to attend, the AEMSF Trustees would like to ask for each and every member to help make this a special year for these winners. Some celebrations of their awards have taken place at recent Section meetings, and there are more planned for the Fall Section meetings. This particular group will also be honored as special "Past Winners" at the 2006 Conference in Washington D.C.

The Trustees feel confident that the change in the membership time requirement led to a great many more members being able to apply. There were many qualified applicants, which made the work of the Trustees difficult. This year there were 13 AEMSF Scholarship recipients, four Future Woman Pilots Awards and the first recipient of the Maule Tailwheel Award.

The Application Process

The process and procedures in place for each applicant are tremendously important for the success of the scholarship. Each Chapter is allowed one applicant for every 25 members, or major portion thereof. Regardless of size, each Chapter is allowed at least one applicant. Selecting that applicant from your Chapter should begin *now*. Don't wait for the deadline to be looming. The applications will be on the website shortly, so please check the Fact Sheet carefully.

Many Chapters have their own selection committee that helps the applicant be sure to fill out the application correctly and supply every necessary piece of information. The application then goes to the Section Scholarship Chairman. Check the online Directory to make sure you have the correct information for your Section's Chairman. Many Sections have a very specific process in place for the applicant. Communication between the applicant, the Chapter and the Section Scholarship Chairman is vital.

Not every application sent to the Section Chairman is sent on to the AEMSF Trustees. Each Section has a quota based on Section mem-

bership numbers. Each Section Scholarship Chairman should notify each applicant that their application has been forwarded on to the Trustees. If it has been returned to the applicant, it should include the reasons why the Section has decided not to send it to the AEMSF Board.

If you have questions during any phase of the application process, please contact one of the Trustees. Even though Headquarters is very helpful in answering many questions, it is the AEMSF Board of Trustees who will be best able to answer your specific concerns about an application.

After all applications have been evaluated at the Section level, they are sent on to the AEMSF Trustees by a specified deadline. Again, check the Fact Sheet for those dates.

Each application is logged in by the Trustee who has been designated to receive them.

When the designated Trustee has collected all the applications from the Section Scholarship Chairmen, they are sent to the other Trustees for evaluation. Through the years, the Trustees have developed very specific criteria for their evaluations. Each Trustee rates the evaluations on her own and takes those numerical ratings to the Spring AEMSF Board meeting. The Trustees then collectively discuss and rate each application. The scholarship recipients are chosen based on those joint rankings combined with the monies available for that specific year.

Letters are sent to each of the applicants at the end of the AEMSF Trustees Spring Board meeting. If the application has not been selected as a "finalist," reasons will be outlined in the letter.

The Trustees "finalist" list of recipients is sent to the three outside judges for their evaluations. The combination of the Trustees' rankings and the judges' rankings decide the final recipients of the AEMSF Scholarship.

Donations and New Perpetuals

A sincere thank-you goes to each and every member who donated to the Fund this year. The uniqueness in funding of the Amelia Earhart Memorial Scholarship Fund lies in the fact that it is supported solely by the membership through individual, Chapter and Section donations. The heartfelt thoughtfulness of donations in memory of members and supporters of the organization adds to the special quality of the Fund. Without each and every member, the Fund would not be able to make such a marvelous contribution to the lives and careers of the recipients.

Please send your donations directly to the AEMSF Treasurer, Madeleine Monaco, 46 S. Stonington Drive, Palatine, IL 60074.

MAULE TAILWHEEL AWARD



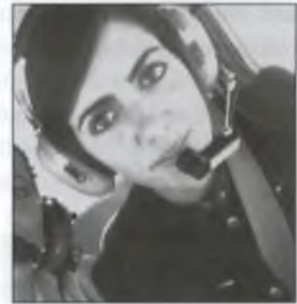
CONNIE IRVINE, Golden Triangle Chapter, South Central Section

Connie is from Keller, Texas where she joined the Golden Triangle Ninety-Nines at the age of 15 when she began taking flying lessons. She is currently a junior at Purdue University. She will graduate in December 2005 with a major in Aviation Flight Technology and a minor in Aviation Management. Connie has her commercial certificate for both Single and Multi-Engine Land. She also has her CFI, CFII and MEI. She is currently a part-time instructor at Purdue. Connie is very excited to receive this scholarship and cannot wait to get behind the controls of a tailwheel airplane.

FUTURE WOMAN PILOT AWARDS

MARISA PALACIO, Kentucky Bluegrass Chapter, North Central Section

Marisa was born in San Juan, Puerto Rico on February 22, 1983. In 1996, her family moved to Dayton, Ohio, where she attended Dayton Christian High School. After graduating as valedictorian, she earned a BA in Business Management from Taylor University. Marisa moved to Louisville, Kentucky, where she began working on her Private Pilot's certificate with Christine Poelma. She started her Private Pilot training in November 2004 and passed the checkride on March 30, 2005. Before she achieved her Private Pilot certificate, Marisa took and passed the Instrument written with a 97 percent and then her Instrument Instructor written with a 100 percent. Currently, Marisa is working on her Instrument rating with plans to fly for the commercial airlines.



JACLYN POON, Colorado Chapter, South Central Section

I was thrilled to learn that I have won the AEMS-FWP award. Flying and becoming a professional pilot has been a childhood dream of mine, ever since my first flight from Hong Kong to the United States. I am thankful for the support of The Ninety-Nines. I am currently studying remote sensing at the University of Colorado, where I earned my BS in Aerospace Engineering. I will work on my Instrument rating at semester's end and go full-throttle towards finishing my PPL. I look forward to engaging in an active role in the Colorado Chapter of The 99s.

MARY ST. CLAIR, Santa Rosa Chapter, Southwest Section

I am very proud to be a Future Woman Pilot. My love is my children and my passion is flying. Skydiving last Mother's Day was my idea of quality time with my son, and my daughter's wedding won't be complete without a fly-by after the ceremony. My proudest flight was in a 1956 Cessna on a five-hour proficiency race for the 2004 Ninety-Nines event using dead reckoning as our main means of navigation. We won second place! This compelled me to visit The Ninety-Nines headquarters in Oklahoma City during my son's graduation from Fort Sill.

I am so thankful for this scholarship and The Ninety Nines' support of my becoming a pilot.



MARIJKE UNGER, Colorado Chapter, South Central Section

Marijke Unger was born in the U.S. to a Dutch father and Argentine mother. She lived in Alexandria, Virginia until the age of seven and then in Argentina and the Netherlands. She attended the University of Pennsylvania, where she met her husband, Eric. After college, she studied at the University of Leiden in the Netherlands and then completed a Masters program at Middlebury College in Vermont and the University of Paris in France. After her studies, Marijke worked at the United Nations and then at the World Wildlife Fund working on climate change. After two years with the University of Colorado's National Snow and Ice Data Center, Marijke is now at the National Wildlife Federation, working as a regional representative for the organization's local affiliates in Arizona, New Mexico, Nevada and Utah. She hopes to fly her own plane to meetings whenever possible, as well as discover backcountry strips in the area.

AMELIA EARHART MEMORIAL SCHOLARSHIP AWARDS



JANELLE BARON, Pikes Peak Chapter, South Central Section

I am a 17-year-old pilot from Monument, Colorado. I took my first flight at age 15, and I've been hooked ever since. I won the Future Woman Pilot Award from The Ninety-Nines, which made it possible for me to continue my flight training. With the support and encouragement from The Ninety-Nines, I went on to pass my checkride on my 17th birthday and become a Private Pilot. I will be going to college this fall while continuing my flight training to become a commercial pilot. I also enjoy playing basketball and guitar, snowboarding, drawing, writing and rapping.

CATHERINE CAVAGNARO, Tennessee Chapter, Southeast Section

Catherine Elizabeth Cavagnaro was born and raised in northern California and earned her BA and Ph.D. degrees in mathematics. She never dreamed she would have the opportunity to pilot airplanes until her husband Will gave her flying lessons for their tenth wedding anniversary. In the past five years, she has earned her Private, Commercial and CFI-I certificates as well as Instrument and Multi-Engine ratings. Catherine teaches spins and aerobatics, flies for the University of Tennessee Space Institute and is a veteran of four air shows. When not flying, she enjoys teaching math, chasing her sons Jack and Pete and running long-distance.



CARISSE CRATON, Colorado Chapter, South Central Section

Born and raised in Denver, Colorado, Carisse is acclimated to her favorites: high altitude flying and far distance running. Carisse has enjoyed becoming a commercial pilot pilot, combining her superior hand/eye coordination with an interest in physics and aerodynamics. Financially, flying has been a challenge but always an adventure, and she funded her flight training working as a waitress while in college. She is currently working in simulator engineering at Northwest Airlines in Minneapolis, Minnesota. Carisse wants to become a professional pilot and scientist.

VICTORIA CROSTON, Houston Chapter, South Central Section

Victoria Croston, born in 1954 in the middle of Kentucky, grew up to be a dental hygienist. Raised by a vivacious role model of a mother who happens to be "Rosie the Riveter," she learned that the world is out there and that she just needs to go after what she wants. During 30 years of improving people's smiles, she managed to become a skydiving instructor, airshow performer, single mom (now married to a wonderful man) and an Instrument rated pilot. She has also managed to be a speaker at numerous aviation events and "Rosie Dedications" and represented her mom in the building and dedication of the WWII memorial. Her hobbies include gardening, aviation, cooking and taking care of strays. She maintains an active role as an Angel Flight Pilot and is currently serving as vice president of the Houston Chapter of WAI.



SARAH DOOLEY, Indiana Chapter, North Central Section

My name is Sarah Dooley. I live in central Indiana and attended Triton Central High School in Fairland, Indiana. During high school, I was active in cheerleading, track and cross-country. Also, I was a member of the National Honor Society and graduated with a 4.0 grade point average. I began taking flying lessons during high school. At the age of 17, I passed my Private Pilot checkride and became a licensed pilot. Currently, I am a student at Purdue University in West Lafayette, Indiana majoring in Professional Flight Technology. My ultimate career goal is to be a corporate pilot. My favorite hobby is flying. I also enjoy biking, jogging, shopping, cooking and spending time with my friends and family.

AMELIA EARHART MEMORIAL SCHOLARSHIP AWARDS

GISELLE HARTL, Kitty Hawk Chapter, Southeast Section

From an early age, I had been interested in aviation, helping my dad with his aviation safety articles. In college, I caught the "bug" when I learned to fly, earning my license in 2002. After graduating from Carolina, I became the Chapel Hill flight-club manager responsible for enrolling new students. I wanted to instruct those students, but there was little opportunity in the wake of 9/11, so I joined the North Carolina Air Guard and trained as crew chief. Currently, I am working toward my Instructor, Commercial, and CFI ratings with the goal of being selected for pilot training. The Ninety-Nines have been an inspiration to my flying, and I've shared this inspiration with others. No dollar value could be placed on what encouragement it would be to win the Amelia Earhart Scholarship.



AKKY MANSIKKA, First Canadian Chapter, East Canada Section

I developed an interest in flying while growing up in Eindhoven, Holland, where I would watch airplanes take off and land every day. In Canada, my father worked in the aviation industry and sometimes would take me to work with him near Toronto's Malton Airport. I took my first flying lesson in 1960 but was unable to pursue my interest at that time. I became a teacher, but when two of my three children were in university, I finally went back to flying. The impetus was a bout with cancer and the realization that the time to do things you dream of may never come unless you take the steps to do them here and now. I obtained a Private Pilot certificate in 1997, followed by a Night rating, an IFR rating in 2001 and Commercial Rating in 2003. I am also involved with dragonboating and have competed with Canada's National Team.

CANDICE NANCE, Santa Clara Valley Chapter, Southwest Section

From the time that I was sporting pigtails and lollipops, my father remembers me saying, "I want to fly, Papa." Having now grown out of pigtails and grown into college textbooks, my life has revolved around flying. With over 200 logged flight hours at the age of 21, I currently work at a local private FBO at an international airport as a customer service representative. With two years of aviation industry work experience and counting, my future depends on the possibilities of flight. In my second year of coordinating the Flying Companion seminar, I hope to share the fun of flight.



BRIDGET RATHJEN, Pikes Peak Chapter, South Central Section

The camaraderie of The Ninety-Nines has given me the courage to pursue my dream of flight. With no aviation background, I truly began at ground zero. Being a pilot has brought me to a place of self-fulfillment that I never imagined.

These bonds have helped me put knowledge into drive, and the goal was born through optimism, adaptability and tenacity. With everyone cheering for me, no one held more enthusiasm for my success than Dick Seaman and Phyllis Wells. Thank you! I look forward to showing my students the great phenomenon that will hold us in awe forever — *flight*.

ERIN LAMP, Kentucky Blue Grass Chapter, North Central Section

My name is Erin Lamp, and I was born March 5, 1975. I was raised in the small community of Corydon, Indiana and graduated from Corydon Central High School in 1994. Working full-time and attending college part-time, a long 10 years later I graduated from Indiana University Southeast with a BA in General Studies/Minor Basic Supervision. My first flying experience was at the age of eight. My grandpaw surprised me with my first trip to a local grass strip where I found myself in a Cessna 172. That is when my journey began. I took to the skies in June 2001 with my first intro flight. On December 21, 2001, I proudly became a Private Pilot. My next goal was achieved April 4, 2003 when I became Instrument rated. I am planning a busy aviation year in 2005, completing my Commercial, Multi-Engine and CFI ratings this summer.



AMELIA EARHART MEMORIAL SCHOLARSHIP AWARDS



TOREA RODRIGUEZ, Santa Clara Valley Chapter, Southwest Section

I was inspired by girlfriends to learn to fly in 2002. A few months into my lessons, I instantly knew I wanted to make it a career. Since then I have pursued my ratings with vigor and have gotten involved in many aspects of the aviation community: my local Ninety-Nines chapter, the International Ninety-Nines Careers Committee, a local Women in Aviation chapter and holding office on the Board of Directors of my local training club. Simultaneously, I work full-time and have started a new business with my husband. Currently I aspire to be a corporate pilot.

KRISTIN ROKOS, Connecticut Chapter, New England Section

I started my flight training four years ago. Before that I had close to no experience or familiarity with aircraft. I decided that I wanted to be a pilot when I was 15 years old. It wasn't until the summer after I graduated from college that I began my flight training. I worked hard. I didn't have the money or time to go to the flight schools in Florida, so I did all my training at a local airport, where I eventually became a flight instructor. It was here, at Capital Aviation in Waterbury/Oxford Connecticut, that I instructed for about a year and a half. Recently I have been employed with Tradewind Aviation, also in Waterbury/Oxford, flying the Cessna Grand Caravan C-208B. In April of this year, I received a job offer from Colgan Air (U.S. Airways Express). I've worked hard to get to this point and never accepted anything but the best from myself. Aviation has brought many wonderful and unforgettable experiences to my life, including jumping out of an aircraft, doing hammer-heads in an Extra-300 and the rewarding experience of flight instruction. Aviation has challenged me, thrilled me and given me a sense of accomplishment like nothing else.



AUBREE SWANN, Idaho Chapter, Northwest Section

Having two brothers and being the youngest taught me to be as adventuresome as I could be so that I would never be left behind. However, once their schooling left me to my own decisions, I learned to fly my senior year of high school. Born and raised in Meridian, Idaho, I took advantage of Idaho's backyard and grew to love the types of recreation that it provides. I have spent my last four years at the University of North Dakota in the flatland region and will joyfully walk (or fly) away with a BA in Aviation Management.

Amelia Earhart Memorial Scholarship Fund Revision Announced

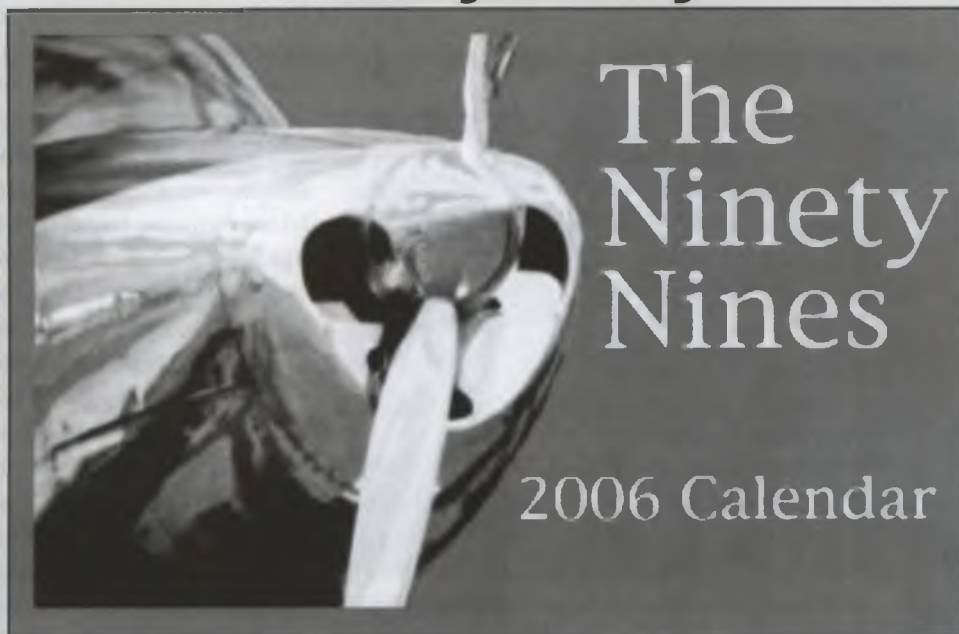
BY JACQUE BOYD
AEMSF Chair

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 Per-

petual 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, 46 S. Stonington Drive, Palatine, IL 60074.**

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Frances Luckhart: Truly an *International* Director

BY JACQUE BOYD
Rio Grande Norte Chapter



Wee Lass Frances Young just before she leaves for Newfoundland.

If you listen carefully you can hear it: there's a slight "oot" instead of an Oklahoma drawled "out" in Frances's speech patterns. That might come as a small surprise from a girl living in Catoosa, Oklahoma. With a little closer examination it all makes sense.

Frances was born at home in a small cottage called Fiddleton-Bank-End in Scotland. The area isn't far from Hermitage Castle in the Scottish lowlands. Her father, from Newfoundland, had been in Scotland during WWII and met Frances' mother. They married and had two children before they decided to return to Newfoundland. Frances graduated from Memorial University in

Newfoundland and became a teacher. During her first year of teaching she taught a classroom of first grade girls and then went on to teach 6th grade boys.

She married a Royal Canadian Mounted Policeman, and they had three children, two girls and a boy. She taught school until her oldest daughter was in Frances' class. Things were just a bit too confusing for her with Mom as her teacher. She would come home from school and say, "Guess what Miss told us today?" Then she would look at Frances and say, "Oh, that was you!"

Frances was divorced when the children were relatively young, and she became a single parent. Nine years later she met and married her husband Don and moved to the Tulsa, Oklahoma area where Don had been raised. After five years, in 1984, Frances became an American citizen.

Frances' Scottish heritage has reared its head lately. She has always been a knitter, but in the past few years she's taken to becoming a spinner. To push that a little further, the wool she spins comes from shearing her own sheep.

"I get my love of sheep from my Grandfather Scott, who was a professional shepherd in Scotland," Frances says. "He raised sheep and sold many as breeders to New Zealand farms."

It all started when her grandson, then a member of Future Farmers of America in high school, said she should buy one of his friend's sheep that wasn't being taken care of very well. Grandma gave in and bought the sheep, named Shadow because it followed Frances around like a pet. So that the sheep wouldn't be lonesome, they bought him a friend.

Her grandson was showing two ewes, and they were brought into the Luckhart animal fold. They tried to breed both pairs, but at the time only one became pregnant. A ewe will normally have twins, but this one had triplets. Last spring the remaining ewe also had triplets. And so add the talent of being a shepherdess, spinning yarn from her own sheep, to Frances' list of stellar talents.

Frances took to flying as a "gut reaction" to Don's announcing that he wanted to learn to fly. Don had spent most of his adult life under the sea as a submariner, so it took Frances by surprise when he expressed his interest in spending a little time above the earth. The same summer that Frances had gone to Scotland to visit her family, she came home to a husband suggesting that it might be a good idea if they bought an airplane.



Frances at her spinning wheel, using wool sheared from the sheep she raises.

He took her out to Harvey Young Airfield and opened a hangar door. All that Frances remembers seeing were bits and pieces of airplane all over the floor. Don explained that the Beech Musketeer was down for an annual, and this way they could have it painted any color they wanted and any type of interior put in. Frances went for it, and the Musketeer became a part of the Luckhart family.

Don got his license and took Frances up flying. He was concerned and told her that he thought she should really learn to at least land the airplane in case anything happened to him. Frances started taking lessons and found that landing was one of the hardest things about learning to fly. "If I'm going to learn to land this sucker, I'm just going to go and get a pilot's license so I can take it up and fly it whenever I want," she said.

To put a marvelous end to a great accomplishment, she took her private pilot checkride on her 50th birthday in December of 1991. Frances took her checkride with a woman who is now a Captain for Southwest Airlines. A couple of months later she received a telephone call from a member of the Tulsa Chapter of The Ninety-Nines. She was invited to a meeting and became a member in early 1992.

After a few years, Frances and Don traded the little Beech for a Cherokee 180. They made great use of the airplane by going to Canada several times a year, visiting two of Frances' children who still live in Toronto. They also flew to The Ninety-Nines Conference in Halifax, Nova Scotia. Frances was able to be one of the pilots during the Amelia Earhart commemoration in Atchison, Kansas at the Forest of Friendship.

Don did much of the work on the airplane, but when he developed macular degeneration it became a strain, and he had to stop flying. He and Frances made the tough decision to sell the Cherokee.

When speaking about those who have inspired her in The Ninety-Nines, two names are immediately mentioned. First is Jody McCarrell. Frances met Jody at the International Conference in Halifax. There was a bit of turmoil during the business meeting, and Frances had strong doubts about whether she really wanted to remain in an organization with some difficulties. Jody told her that she needed to "stick around" and become involved. She did just that. Throughout her tenure in the organization, she's held offices at the Chapter level and was also Treasurer, Vice-Gov-



Frances in her N21891.

ernor and Governor of the South Central Section before she ran for election to the International Board of Directors.

Frances also mentions Tulsa Chapter member Mary Kelly as an inspiration to her flying life. Mary was a well-known instructor in the area, and Frances says she was simply one of the best representatives for aviation and for women in aviation in particular. The Oklahoma Chapter gave a Perpetual Scholarship to the Amelia Earhart Memorial Scholarship Fund in Mary's memory, and the Tulsa Chapter awards a \$1,000 scholarship every year in Mary's honor.

Frances has a marvelously dry sense of humor and a sardonic wit. When asked what she wanted her legacy as an International Director to be, the laughter had to die down first. She cares deeply about the organization and hopes the members will see where they can help, step up to the plate and take responsibility for The Ninety-Nines. She wants to ensure that The Ninety-Nines will remain a viable entity for the members, now and in the future.

"In my role as Director, I would like to make people aware of the importance of The Ninety-Nines in aviation history. I speak to groups every chance I get." She had an engagement in nearby Ponca City, Oklahoma in June to speak at a career day about women in aviation and The Ninety-Nines.

Frances is truly an international representative for the organization.

She cares deeply about the organization and hopes the members will see where they can help, step up to the plate and take responsibility for The Ninety-Nines.



Frances holds one of her sheep. She uses their wool to spin into yarn.

Donna Moore: A Black Belt Flies for Breast Cancer

BY DANIELLE CLARNEAUX
99 News Associate Editor



Donna displays her black belt form.

Donna dubbed her C210 "Miss Piggy" due to the aircraft's weight.

When Donna Moore was growing up in southeastern Ohio in the '50s and '60s, she would watch *Sky King* on Saturday TV, worshipping Penny and being very jealous of the fictitious character. She would read books about Amelia Earhart, wondering what it felt like to soar with the birds. But at that time she never shared her wonder about aviation with anyone because she never dreamed she could actually be a pilot.

First, she was a girl. Second, there were no pilots in the family and third, you needed to be rich to fly. But when 4G5, Monroe County Airport, had its grand opening, she was there, anxiously hoping for a ride. And she got one.

"The pilot put me up front with him while my older brother sat in the back," recalls Donna. "The pilot went over the controls with me, explaining the elevator, ailerons and rudders. As we were flying along over the Ohio River, he

gave me the controls. I was thrilled and walked on a cloud all the way home. Of course, no one believed that I actually flew the plane. In fact, they talked me out of believing that I flew the airplane."

Several years later, she was preparing for college and debating her future career. A nurse? A French teacher? An English major? She remembers her mother talking about being a stewardess. "Funny," says Donna, "even then I knew I wouldn't be satisfied in the cabin." So a decision was made, and off she went to pursue a career in nursing, a career where she would help people.

"I was so idealistic. The Vietnam conflict was the main focus of the news, and I was going to graduate and join the Air Force and pursue a military career."

However, as for so many, love decided to enter the picture. While still a student, she started dating Allan Moore, a quiet accountant. Shortly after graduation, they were married and settled into a routine life. She and Allan both continued with their education, with Allan pursuing a second degree in accounting and Donna earning a degree in management.

While attending the University of Akron, she became concerned about personal safety, especially since she was often on campus at the computer center after midnight. So, after graduation, she enrolled in Taekwondo, the Korean martial art.

"Martial arts became my passion," says Donna. "As I progressed through the ranks, I would teach adults and children as well as participate in demonstrations. Currently I am a third degree black belt, not as active but still enjoying a good workout."



She completed her Master's in Business Administration in the late 1980s and was a department director in a hospital. "My life had been consumed by school, work and martial arts. I was looking for a new passion," she says. A co-worker was working on his Private Pilot certificate, and Donna would ask him about his lessons and eagerly listen to his various stories. Finally, she asked him what she needed to do to get a pilot's license. The rest, you might say, is history. She called a local flight school and took the intro flight, asking questions faster than the CFI could answer. "When I got home, my mouth wouldn't stop! I was hooked." In 1991, after 11 months of training and putting her instructor through the "wringer," she earned her Private Pilot certificate.

"First, you must understand that I was my instructor's first student to solo and first to get a license. And I also put the plane in a spin while practicing slow flight, got ice on the pitot tube and static port, losing my instruments on a solo flight, came back at night on my long solo cross country, and the list goes on. But I did it!"

Two years later, she had a wet instrument ticket and, in 1995 after receiving the Amelia Earhart scholarship, she became a Commercial pilot. Currently she is slowly pursuing the CFI.

Aviation opened a new world to Donna, one of wonder and adventure. Thanks to The Ninety-Nines, she has had the opportunity to travel places she only dreamed about.

"My greatest adventure was when my fellow Ninety-Nine Betty Huck and I flew to Calgary for the International Conference," says Donna. "I have had the opportunity to fly 'girl's trips' to Eleuthera, an Outer Island in the Bahamas. Betty Huck and I are flying the Air Race Classic again in 2005. My next challenge will be flying my plane to Anguilla, an island in the Caribbean. Anguilla is my home away from home, the place where I dream about retiring."

Donna has been active in aviation organizations, including being a board member of East Central Ohio Pilots Association where she earned the Pilot of the Year recognition in 2002. She has also been a Safety Counselor for the FAA and is the AOPA Airport Support Network volunteer for her local airport, Akron-Canton (CAK).

Most of her involvement in aviation has been with The Ninety Nines. In 1991, shortly after earning her Private Pilot certificate, she met Tweet Coleman, a captain for Continental who introduced Donna to The Ninety-Nines. Donna soon



Donna with her first airplane, Warrior.

purchased her first airplane, a Warrior, with another Ninety-Nine. As a member of the Lake Erie Chapter, she became the Chapter Chairman in about one year, and in 1994 she became a charter member of the Women with Wings Chapter and served as Vice Chairman and Chairman.

During this time she became involved at the Section level, serving as Director, Secretary, Vice Governor and Governor, receiving various awards including the Fledging of the Year and Pilot of the Year from the Lake Erie Chapter.

Donna says The Ninety-Nines have been an important part of her life for almost 15 years. "The support from other individuals is unmatched in any other group. My goal is to support new members, assisting them over their barriers. I want to be a CFI to assist others in achieving their goals. Too many individuals get their license and never fly for any number of reasons," says Donna. "For me, the biggest thrill is to see the joy of someone else achieving a goal, whether it be just taking a flight or doing a cross country."

In 2003, Donna had an idea: The Ninety-Nines' Fly for Breast Cancer Cure. As a nurse who specializes in healthcare quality, she served on many committees that worked with cancer patients and recognized the need for improvement in breast cancer care. While attending a Section meeting, she was introduced to various members who were breast cancer survivors.

"After discussing my idea with Betty Huck, I presented the idea to the Board as a flying event for 2004. I am proud to say that in 2004 we raised over \$26,000 for breast cancer research. Our goal is \$50,000 in 2005!"

And with Donna's unfailing commitment and enthusiasm, you can believe that her goal will be met, if not surpassed.



Donna and Allan on their wedding day in 1974, and more recently during a cruise in the Caribbean.



THE NINETY-NINES WELCOMES THESE **124** NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

ACADEMIC: DAVIS, Elizabeth Drew, Section Member, Southeast Section • DAVIS, Kristen, Chicago Area Chapter, North Central Section • MARKEY, Emily Elisabeth, Section Member, South Central Section • SARTER, Pia Nicole, First Canadian Chapter, East Canada Section • VOELKEL, Lauri Kay, Phoenix Chapter, Southwest Section • **FUTURE WOMAN PILOT:** ACOSTA, Melanie Joyce, Shreveport Chapter, South Central Section • BOLTHOUSE, Melissa, San Diego Mission Bay Chapter, Southwest Section • CRUIKSHANK, Debbie K., Colorado Chapter, South Central Section • DIRKS, Belle Amika, Orange County Chapter, Southwest Section • FORBES, Diane Lynne, Greater Kansas City Chapter, North Central Section • FOSTER, Nancy Ruth, Arkansas Chapter, South Central Section • GIBSON, Dorothy Louise, Florida Spaceport Chapter, Southeast Section • GILL, Megan Lea, Women With Wings Chapter, North Central Section • GOLDSTEIN, Sarah Ashley, San Diego Mission Bay Chapter, Southwest Section • HERZBERG, Katherine Elizabeth, Las Vegas Valley Chapter, Southwest Section • HEWES, Denise Elaine, North Georgia Chapter, Southeast Section • HOPE, Kristin MacKenzie, Utah Chapter, Southwest Section • JONES, Elizabeth Anne, Arkansas Chapter, South Central Section • JORDAN, Heather Kimberly, Greater Detroit Area Chapter, North Central Section • KIM, Jaden J., San Diego Mission Bay Chapter, Southwest Section • KRAMER, Fiona, Eastern Pennsylvania Chapter, Mid-Atlantic Section • LANDON, Jennifer L., Long Beach Chapter, Southwest Section • MARTINEZ, Alexis Olivia, Los Angeles Palms Chapter, Southwest Section • MCGAVOCK, Hannah Elizabeth, Colorado Chapter, South Central Section • MINER, Christine Ann, Chicago Area Chapter, North Central Section • MOORE, Dawn M., Orange County Chapter, Southwest Section • NAGAMINE, Mika, Santa Clara Valley Chapter, Southwest Section • PORVEN, Sharon L., Connecticut Chapter, New England Section • RAINALTER, Uta Johanna, Aloha Chapter, Southwest Section • ROYAL, Ashley Renee, Three Rivers Chapter, North Central Section • RUMPZA, Karin Ann, Phoenix Chapter, Southwest Section • SHACKELFORD, Tiffany M., All-Ohio Chapter, North Central Section • SHEA, Maryann, Garden State Chapter, New York-New Jersey Section • SMITH, Rebecca McHenry, Austin Chapter, South Central Section • SMITH, Rebecca R., Florida Suncoast Chapter, Southeast Section • TEAL, Juliana Rose, Tucson Chapter, Southwest Section • TYKS, Heather S., Monterey Bay Chapter, Southwest Section • WARREN, Deborah Jane, Columbia Cascade Chapter, Northwest Section • WHITAKER, Shannon Michelle, Florida Suncoast Chapter, Southeast Section • WOODRUFF, Olivia Paige, Kentucky Bluegrass Chapter, North Central Section • **NINETY-NINE:** ALEXANDER, Adrienne Christel, Section Member, Southeast Section • ALLINA, Karen Marie, Three Rivers Chapter, North Central Section • ARIAS-GARCIA, Laura, Member at Large • AVERYT, Andrea Denise, Phoenix Chapter, Southwest Section • BALESTRINO, Marcia A., North Jersey Chapter, New York-New Jersey Section • BRYAN, Caroline Suzanne, Ambassador Chapter, South Central Section • CAGNOLATTI, Nicole Ann, Reno High Sierra Chapter, Southwest Section • CARLING, Holly Anne, Intermountain Chapter, Northwest Section • CHAN, Alice Mei Lune, Fresno Chapter, Southwest Section • CLARK, Sheri Michelle, All-Ohio Chapter, North Central Section • COLLUM, Lois Diane, Bakersfield Chapter, Southwest Section • COMEAUX, Elaine M., Colorado Chapter, South Central Section • CUSHMAN, Twyla Banner, Eastern Ontario Chapter, East Canada Section • DELYSER, Dydia Yvonne, Section Member, No Chapter, Southwest Section • DISHION, Amelia T., Ventura County Chapter, Southwest Section • DISMUKES, Jeannie Lee, Kentucky Bluegrass Chapter, North Central Section • DISNEY, Caroline Elizabeth, Section Member, Australian Section • DONNELLAN, Andrea, Antelope Valley Chapter, Southwest Section • DUCKWORTH, Ladda Tammy, Chicago Area Chapter, North Central Section • FAILING, Joyce, Long Beach Chapter, Southwest Section • FISHER, Jane Carol, Western New York Chapter, New York-New Jersey Section • FISHER, Rebecca Lynne, Old Dominion Chapter, Mid-Atlantic Section • FOSTER, Susan Carol, Willamette Valley Chapter, Northwest Section • GATTIS, Lynn A., Mat-Su Valley Chapter, Northwest Section • GILLIS, Tiffany Anne, Section Member, New England Section • GORDON, Jessica B., Colorado Chapter, South Central Section • GREESSEN, Karen, San Antonio Chapter, South Central Section • GRUNDLER, Susie Currans, Imperial So-Lo Chapter, Southwest Section • HACKETT, Monica F., Section Member, Arabian Section • HANZEK, Shannon Krista, British Columbia Coast Chapter, West Canada Section • HECKMAN, Vickie S., Michigan Chapter, North Central Section • HERZOG, Deborah Lee, Reno Area Chapter, Southwest Section • HICKEY, Stephanie Marie, Section Member, North Central Section • HILDEBRAND, Charlotte L., Section Member, Southwest Section • HOWARD, Eleanor Harding, Washington D.C. Chapter, Mid-Atlantic Section • INGHAM, Leslie Diane, Santa Clara Valley Chapter, Southwest Section • JACKSON, Bette D., Columbia Cascade Chapter, Northwest Section • JENNINGS, Denise Evelyn, Fullerton Chapter, Southwest Section • KAMIL, Carolyn Y., Los Angeles Palms Chapter, Southwest Section • KAUR, Arpinder HMN, Section Member, South Central Section • KELSEY, Chelsea Lee Lara, Tucson Chapter, Southwest Section • KIM, Kyung O, Section Member, Far East Section • KLEIHEGE, Nancy Buck, Section Member, North Central Section • KOONTZ, Celeste N., Colorado Chapter, South Central Section • LAIRD, Sharon H., Eastern Idaho Chapter, Northwest Section • LOTT, Marlaina Maria, Florida Goldcoast Chapter, Southeast Section • LYMNOS, Debra E., Katahdin Wings Chapter, New England Section • MAXWELL, Caryn R., Sedona Red Rockettes Chapter, Southwest Section • MAZAN, Denise Leigh, Old Dominion Chapter, Mid-Atlantic Section • MERKLE, Betty Lou, Iowa Chapter, North Central Section • MILLER, Lesley G., North Jersey Chapter, New York-New Jersey Section • MITAS, Kristin A., Washington D.C. Chapter, Mid-Atlantic Section • MOOG, Waltraut, Section Member, German Section • MUEHLBERG, Bonnie Lee, Oklahoma Chapter, South Central Section • NORTHROP, Patricia Kay, Lake Tahoe Chapter, Southwest Section • NYDEGGER, Julie-ann, Ambassador Chapter, South Central Section • O'LAUGHLIN-DOUGHERTY, Nancy Carroll, Tennessee Chapter, Southeast Section • O'NEIL, Kathleen Mary, Idaho Chapter, Northwest Section • PATTERSON, Mary Therese, Section Member, British Section • POLUCHIN, Patricia Holdgate, Colorado Chapter, South Central Section • PRIOR, Laurie B., Fort Worth Chapter, South Central Section • RIEDER, Nalena Kay, Ventura County Chapter, Southwest Section • RITCHEY, Sherry, Santa Clara Valley Chapter, Southwest Section • RUSHFORTH, Karin Sachie, Aloha Chapter, Southwest Section • SAALA, Rebekah Susan, Santa Rosa Chapter, Southwest Section • SCARPELLINI-METZ, Nanette Marie, Section Member, South Central Section • SERIAN, Mary Ann, New York Capital District, New York-New Jersey Section • SHUMAKER, Penny L., Hampton Roads Chapter, Mid-Atlantic Section • SINGLETON, Dawn Eshelman, Eastern Pennsylvania Chapter, Mid-Atlantic Section • SLOAN, Peggy Jean, Greater Cincinnati Chapter, North Central Section • SPIVAK, Polina Kuznetsov, Santa Clara Valley Chapter, Southwest Section • STAHL, Amanda Michelle, Section Member, Mid-Atlantic Section • STEELE, Kathy N., Phoenix Chapter, Southwest Section • STEPHENS, Carol Lyn, Wisconsin Chapter, North Central Section • STONE, Patricia E., San Diego Mission Bay Chapter, Southwest Section • SULLIVAN, Julia Lee, Military Internet Chapter, Southwest Section • SUTTON, Kathleen M., First Canadian Chapter, East Canada Section • THOMAS, Lynn A., Section Member, Northwest Section • TOWNSEND, Suanne R., Colorado Chapter, South Central Section • VANBERG, Sheree, Western Washington Chapter, Northwest Section • VYETCHNOST, Rebecca, Colorado Chapter, South Central Section • WHITE, Nancy Colleen, Brazos River Chapter, South Central Section • WOODS, Paula Jane, Phoenix Chapter, Southwest Section • WRIGHT, Bonnie Jeanne, San Diego Mission Bay Chapter, Southwest Section.

RATINGS AND WINGS

RATINGS

Elizabeth Cook – CFII

San Diego Mission Bay Chapter

Carin Counihan – MEI

Alaska Chapter

Kryss Crocker – Private Pilot

Monterey Bay Chapter

Sunni Gibbons – Commercial

Santa Maria Valley Chapter

Kelley Gorman – Instrument

Orange County Chapter

Terri Gorman – Private Pilot

Santa Clara Valley Chapter

Sarah Hom – Private Pilot

San Diego Mission Bay Chapter

Susan Larson – Commercial Helicopter

Rio Grande Norte Chapter

Peggy Loeffler – CFI

Connecticut Chapter

Judy McCarthy – Private Pilot

Ventura County Chapter

Cindy Oshiba – Commercial

Aloha Chapter

Lisa Powell – Private Pilot

San Diego Mission Bay Chapter

Judy Phelps – CFII

Ventura Chapter

Torea Rodriguez – Commercial Multi-Instrument

Santa Clara Valley Chapter

Kathy Salm – ATP

Tucson Chapter

Sally Siehe – Private Pilot Certificate

Greater St. Louis Chapter

Sandra Stone – Private Pilot

Ventura County Chapter

Patty Synk – IFR

Women With Wings Chapter

Judy Yerian – Instrument

Phoenix Chapter

SOLO

Chris Brotsky – Solo

Ventura County Chapter

Teri Mantz – Solo

Monterey Bay Chapter

PROFESSIONAL

Andrea Burton – 737 type rating

San Francisco Valley Chapter

Thyra Blaom – 747 type rating

New Zealand Section

Rani Hohgood – Citation type rating

Old Dominion Chapter

Nichole Wolfe – 737 type rating

Greater Seattle Chapter

WINGS

Linda Blodgett – Phase XII

All-Ohio Chapter

Marcia K. Gitelman – Phase XIV

Finger Lakes Chapter

Lori Plourd – Phase V

Katahdin Wings Chapter

Michaele Serasio – Phase I

Monterey Bay Chapter

Lee Unger – Phase XVII

Tucson Chapter

99 News Tip: Great Photos = Great Magazine!

You know the old saying, "A picture is worth 1,000 words." Well, we like words too, but nothing beats a great photo for eye appeal. So grab that camera (if digital, remember to set it on highest quality) and take some creative photos of your events — close ups, group photos from different angles or in interesting settings, and an airplane in the picture is always a nice focal point.

To help us when sending digital photos, please rename them to include a clear identification so we'll know which article they belong to. We don't get much of a clue when a photo is titled IMG_1432. And please, don't embed in text.

We also love a good story along with those great pics and are always on the lookout for feature articles, especially profiles about interesting women pilots.

Questions? Email us at articles99News@cs.com

COMMEMORATIVE COINS

Still recovering from a car accident she had on her way home from the International Board Meeting last November, Claire Walters surprised us with her presence at the Spring Southwest Section Business Meeting in Van Nuys, California held on May 13-15.

We were given a preview of The Ninety-Nines Commemorative Coin. Claire's longtime friend, whom we shall call our Aviation Angel, donated five hundred of these most beautiful coins. One hundred of the coins are allocated to raising funds to replace the archive room floor at Headquarters, and the proceeds from the remainder of the coins will benefit the 99s Museum of Women Pilots.

There were so many females waving their checks to purchase the coin, it looked like a New Years Sale. They can be purchased from Headquarters, the Museum or Claire Walters.

—Lilian Darling Holt



Claire Walters displays The Ninety-Nines Commemorative Coin, also shown above.

SUN 'n FUN 2005: LOTS OF ACTIVITY AT 99s BUILDING

The Ninety Nines completed another successful year at Sun 'n Fun in Lakeland, Florida. Over 400 people signed our book, including Ninety-Nines, 49½s, Future Women Pilots, new members and guests.

We signed up four Future Women Pilots and two Ninety-Nines, reinstated one Ninety-Nine and gave information and applications to several prospective members.

We were fortunate to have International President Elaine Morrow attending the entire week. She pitched in with the daily chores, as well as meeting and greeting people. It was particularly nice for new members to meet her. Betty Huck, Governor of the North Central Section, was also at the building.

There was a joint Ninety-Nines/WASP/Tuskegee Airmen luncheon on April 13 with 45 people attending. The WASP enter-

tained us with a little of their history and songs. Several of the WASP are also Ninety-Nines, and we enjoyed having them visit at The Ninety-Nines building. They had their own tent with a wonderful exhibit and gave talks at the museum.

The fifth graders from Marie Grein's WINGS program at Skycrest and Kings Highway Elementary Schools in Pinellas County visited Sun 'n Fun on April 14. These students spend a year studying aviation and rocketry as an extra school activity. Marie spent the entire day touring with them at Sun 'n Fun, and they had their lunch at our building. They particularly enjoyed seeing the P38 Glacier Girl that was recovered from the ice in Greenland in 1992.

The Florida Suncoast Chapter held their meeting on April 16, and the Volunteer Workers' Parade was April 17. After much work decorating the golf cart "float," Elaine Morrow, Marie Grein, Nancy Wright and Barbara Sierchio all dressed in red shirts and white pants. Alas, it was too cold to go without coats at dawn, so our matching outfits didn't show. Our cart was a big hit as usual with our "Miss Volunteer" and "Miss Sun 'n Fun" wearing swim suits. We enjoyed waking up the campground with our air horns.

— Barbara Sierchio



Attending the joint Ninety-Nines/WASP/Tuskegee Airmen luncheon at Sun 'n Fun are, from left, Dima DeLuise, Future Woman Pilot, FloridaSuncoast Chapter; Ruth Fleisher, Ninety-Nine and WASP, Florida Goldcoast Chapter; and Elaine Morrow, International President.

A NEW ROAD FOR BARBARA ERICKSON LONDON

Aviation legend Barbara London was recently honored with a Long Beach Airport road being named after her: Barbara London Drive. She is a member of the Long Beach Chapter of The Ninety-Nines.

The only female recipient of an Air Medal during World War II, London flew and delivered warplanes as an original member of the Women's Auxiliary Ferrying Squadron and the Women Airforce Service Pilots. Following her service, she remained an active member of the Long Beach Airport aviation community.

TOUCH & GO



Ninety-Nines join in the celebration honoring Evelyn Bryan Johnson (seated far right) at the Tennessee Museum of Aviation on May 26.

TO MAMA BIRD WITH LOVE: EVELYN JOHNSON HONORED

It was another big day for Evelyn Bryan Johnson as over 400 people helped commemorate her retirement as a Designated Pilot Examiner for the Federal Aviation Administration. The event, To Mama Bird With Love, was hosted in May by the Tennessee Museum of Aviation and Aviation Hall of Fame to pay tribute to the 95-year old aviatrix from Morristown.

Evelyn was first appointed to the post by the then Civil Aviation Administration in 1952 and has held the designation for 53 years. She earned the title of Mama Bird early in her career as a Flight Instructor because of her protective and caring way with her student pilots. She was recognized by the FAA for performing more than 9,000 pilot flight examinations during her career. With 57,620 hours of flying time, an equivalent of 6.5 years in the air, Evelyn has accumulated more flying time than any woman in aviation history. She is listed in the Guinness Book of World Records.

Evelyn announced that the City of Morristown recently renewed her contract to manage Moore-Murrell Airport, so she isn't retiring altogether. She invited everyone to drop in and visit her at the airport anytime. She's managed the airport since it opened in 1953.

— Amanda Maples

CORPORATE AVIATION SCHOLARSHIPS

Women in Corporate Aviation (WCA) is offering scholarships to women and men interested in pursuing various careers in corporate aviation or to individuals wishing to continue their education. The scholarships of varying amounts are being offered in conjunction with business and corporate aviation industry leaders. The scholarship winners will be announced at the 2005 National Business Aviation Association Conference being held in New Orleans on November 15 -17.

Applications must be postmarked by September 10. Applications and guidelines can be found at www.wca-intl.org/.

— Ava C. Sumpter-Shubat

BOOK REVIEW

You Can Fly!

By Greg Brown and
Laurel Lippert

Photos by Tom Lippert

Published by Aviation Supplies
& Academics, Inc.
Newcastle, Washington, 2004
ISBN: 1-56037-543-X
\$19.95 US 114 Pages



BY JACQUE BOYD
Rio Grande Norte Chapter

Laurel Lippert is a member of the Lake Tahoe Chapter of The Ninety-Nines, and Greg Brown is a tried-and-true friend of The Ninety-Nines. Plus, if you notice that Laurel and the photographer have the same last name, you'll see there's a family association here: he's Laurel's husband. Their qualifications are top-notch. Greg was named Flight Instructor of the Year in 2000 and the first NAFI Master Flight Instructor. Laurel is also a flight instructor and a freelance writer. Tom's photos have been published in numerous magazines.

Many of the "can you fly" books on the market today aim toward an aviation career as in, "Do you want to be an airline pilot?" That's fine. However, there's a significant audience out there who want to fly but never intend to fly for a living. In today's financially precarious world, flying for "fun" can be a questionable goal. This book helps answer the questions that anyone who has ever dreamed of flight but questioned that dream may have come up with.

This small book is a great all-around guide to becoming a pilot. After I read it, I had my high school aviation class read it and then review it for me. Comments were: "I wish we'd had this a few months ago." "The kids next year who don't know anything should read this." "The pictures are great, reading it doesn't make you feel like an idiot." "Can I have that copy instead of our other book?"

How can the advice of a high school aviation student lead you wrong? This is a great little book and one that could help answer questions for anyone even remotely interested in taking to the skies.

WANTED: Interested, enthusiastic Ninety-Nines to serve as Trustees for the Amelia Earhart Birthplace Museum. This is a management position at the International level. Elections take place in Spring 2006. Terms begin July 1, 2006. For further information, contact Sondra Ridgeway, 785-228-997 or Sondra.ridgeway@sbcglobal.net before October 1, 2005.



NEW HORIZONS

ANNE MAY "BOO" BERGMAN San Diego Mission Bay Chapter

Boo Bergman flew to new horizons on April 30, 2005. She was born Anna May Buchold on May 3, 1927 in Calexico, California. She was first generation American and was very proud of that fact. Her father was from Berlin, Germany, and her mother was from Mexico. Her nickname "Boo" was derived from her maiden name, Buchold.



Anne May Bergman.

Boo's dream was always aviation. When she was in high school, her dream was to become a flight attendant. Her mother objected, and instead she attended San Diego State University with a major in Physical Education. But her dream persisted, and on July 1, 1958, she became a valued member of The 99s.

Boo's niece remembers flying with her to Palm Desert for lunch several times in a Cessna. It was quite a thrill and solidified her belief that she had the coolest aunt! Her love of flying rubbed off on her dear husband, Chet Bergman. He also became a pilot due to Boo's inspiration.

Her last few years were spent with family and friends. She was a loving wife, stepmother, sister, daughter and aunt. She was consistently kind, polite and patient. She shared many wonderful life lessons with her family.

She was always a great humanitarian, spent much time at the San Diego Zoo and donated to the preservation and care of many animals.

She loved The Ninety-Nines.

—Annelie Brinkman

BLOSSOM FRIEDMAN North Jersey Chapter

It is with great sadness that I inform you of the passing of one of our very dear charter members, Blossom Friedman, on March 9, 2005.



Blossom Friedman.

Blossom was quite a character and had many interesting stories to tell. She often attended our meetings and was thrilled when, at the International Conference in Atlantic City last year, we presented her with a framed photograph of our group. She took it home and hung it on her living room wall, but not before taking it

to work to show her family, her friends and co-workers.

Fly high, dear Blossom. You will always have a place in our hearts!

— Marion Starer

KENDRA JOY HASTON Greater Kansas City Chapter

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. 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.

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.

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

— Jeanné Willerth

LINDA HAYDEN San Gabriel Valley Chapter

San Gabriel Valley lost a very valuable member to cancer on April 25, 2005. Her family requests that funds be applied to scholarships, one of which will be administered by the San Gabriel Valley Chapter. Please e-mail Virginia Harmer for further information, dvharmer@juno.com.

Thank you for your thoughts and prayers.

—Virginia Harmer

DOROTHY LIMBACH Los Angeles Palms Chapter

It is with sad heart that I notify you of my mother's passing on March 8, 2005. She gave it a fight, but I'm sure she is now in a more wonderful place.

She loved life and all it brought to her. And, her life was good. She amazed me at all she did — flying, traveling around Europe in her 80s by herself, taking classes at Santa Monica College in her later years, learning to use the computer, looking into her history.

She will surely be missed by me and all who knew her.

— Karynn Dittmar, daughter

Dorothy was an early aviator, belonging to The Ninety-Nines since 1967. She was a treasure and will surely be missed.

— Cynde Magidson, Ventura County Chapter

New Horizons Submissions

Please include in your write-up the name of the deceased, the date of death, their Ninety-Nines Chapter, interesting personal and aviation related information and a photograph if possible. And don't forget to include your name.

NEW HORIZONS

NANCY COOPER MOORE Hudson Valley Chapter

Nancy Cooper Moore, 78, flew to new horizons on October 30, 2004. Born on August 22, 1926, Nancy grew up in Woodstock, New York, the daughter of Charles and Tyve Cooper. She was a graduate of Stevens College in Missouri, where she learned to fly.

It must have been contagious. Shortly thereafter, her father learned to fly – and then her mother as well. They must have been an unusual family at the time. Nancy also married a pilot. He was a carrier pilot in World War II and was trained to land with the tail down so that the hook would catch the restraining wires on the deck of the carrier. Nancy was trained to land with the tail up. Lack of agreement on the proper attitude for landing made for some lively discussions as the runway approached!

One of only a handful of licensed women pilots in the 1940s, she was a winner of the Amelia Earhart Aviator award. During the 1950s, she competed in transcontinental and international air races. In the Powder Puff Derby race of 1952, she was sponsored by the Eisenhower for President committee.

In 1975 she returned to our area, living in Bearsville, New York. She introduced hundreds of students to flying as a flight instructor and ground school teacher for Carroll Air Service at the Kingston Airport. She had a strong passion for exploration and was a devoted nature and animal lover throughout her life.

A Lifetime member of The Ninety-Nines, Nancy was a flight instructor and commercial pilot at Kingston Airport.

A memorial celebration of her life was held on June 18, 2005. Nancy is survived by her brother Peter Cooper, sister Joan Pool and her sons Christopher and Charles.

— Charles and Christopher Moore



Nancy Cooper Moore.



Mary Lou Romgano.

MARY LOU ROMGANO Bakersfield Chapter

Bakersfield Chapter lost a dedicated member when Mary Lou Romagno died May 29, 2005 as a result of a series of strokes. Mary Lou lived life with passion, devotion and adventure and inspired others to do the same. She served the Chapter in all positions, and as Chairman, her enthusiasm gave the Chapter a vital new direction. She

was Chapter liaison to the Minter Field Air Museum, and her writing talents served her well as Public Relations Chairman. At

one time she inspired the completion of a Chapter History Book.

Mary Lou's passions ranged from flying, motorcycle riding, writing groups, to being a practitioner for her church.

She was an accomplished pilot, author, entrepreneur and motivational speaker. She and her husband George loved to ride their Harley across the country. She would write articles of their experiences for the local newspaper and had many other articles published in *Bakersfield Magazine*. When not flying or riding, she kept track of finances for the family business.

Well known to Bakersfield's flying community, Mary Lou earned her Private Pilot certificate in her early 50s. Initially, Mary Lou had a fear of flying and of heights. She conquered that challenge, as she did any others that got in her way, and went on to fly her own airplane with joy. She served on the Hayward Race stop in Bakersfield for several years, as well as competing well in the proficiency race. Through her publishing company, she was instrumental in helping Achsa Donnels, Ninety-Nines Charter Member, present her autobiography, *Achsa*.

We have all lost a dedicated 99 and a treasured friend.

— Joan Paynter

EVELYN SASSER Phoenix Chapter

Evelyn Sasser passed away peacefully at home on April 30, 2005 after a long illness. She was born in Harriman, Tennessee on October 26, 1922 and moved with her family to Hollywood, Florida at the age of 13.

In November 1943, Evelyn met a Navy lieutenant, Keith. After a three-week courtship, he proposed. Married in 1944, they had 60 years together. Keith was a Navy pilot, and his love of flying opened a new chapter of their life together. In 1964, Evelyn earned her Private Pilot certificate.

Evelyn is survived by her husband Keith, son Don and his wife Sandy, daughter Nancy Eden and five grandchildren.

LAURA M. SELLENGER Greater St. Louis Chapter

On March 15, 2005, the Greater St. Louis Chapter lost one of our longtime members, Ninety-Nines Life Member Laura Sellenger, who passed away from infirmities in her 93rd year.

Laura joined our Chapter with five other new pilots at the end of 1941, doubling the original number of members, and she had been an active member ever since. She held each of the Chapter offices, plus Treasurer of the North Central Section.

In 1982, Laura served as Co-chairman with Loretta Slavick for the highly successful International Convention held in St. Louis. Her talent and wonderful sense of humor, as well as her rock-solid support of The Ninety Nines and our Chapter in particular, will be missed by us all.

— Jan Pocock

SAN FERNANDO VALLEY CHAPTER

After 14 months of performing “perfect weather” dances, it happened! San Fernando Valley hosted the spring Southwest Section Meeting the weekend of May 13-15 at Van Nuys Airport. The undisputed highlight of the weekend was the hangar party for more than 200 guests at the large, comfortable, hangar of member Paula Sandling and her husband Michael. Situated on the runway of the busiest general aviation airport in the country, we had spectacular seats for the landings and takeoffs of beautiful aircraft.

Several Chapter members created aviation themed squares for a quilt that was auctioned at the Section meeting.

To top off the weekend, our Chapter won three first place awards: Aerospace Education, Pilot Proficiency Training and Airmarking.

In June, we awarded a \$3,000 career scholarship and recognized members of our Chapter with our special annual awards.

— Jaye Howes



At the Southwest Section Meeting, the San Fernando Valley Chapter won three first place awards, being held by, from left, Lois Peck, Aerospace Education; Jeanne Kirhofer and Delores Mathews, Pilot Proficiency Training; and Jennifer Miller, Airmarking. Left, a quilt made by San Fernando Valley members was auctioned at the Section meeting.



From left, Jan Churchill, Darlene Wolf, Marilyn Alderman, Col. Ernest G. Talbert, Anne Eriksen, Christine Schissler and Jane Waggoner, Delaware Chapter Chairman (in rear).

DELAWARE CHAPTER

Colonel Ernest G. Talbert, Commander, Delaware Air Guard, 166th Airlift Wing, and several Delaware Ninety-Nines attended the air base Change of Command. Col Talbert has supported the Delaware Ninety-Nines with many of their fund-raising efforts.

We wish Colonel Talert good luck in his future military endeavors.

— Christine L. Schissler

FLORIDA SPACEPORT

Barbara Walters-Phillips and Elaine Morrow, International Ninety-Nines President, met at Sun 'n Fun. Barbara was the recipient of the prestigious Ray Lien Award, given annually to the person who does the most to further the cause of aerospace education.

— Marie Grein



Barbara Walters-Phillips and Elaine Morrow at Sun 'n Fun.

CHICAGO AREA CHAPTER

The Chicago Area Chapter's Girl Scout Aviation Badge Day was a huge success. More than 200 enthusiastic Girl Scouts, troop leaders and parents from the city and suburbs gathered at the Illinois Aviation Academy at DuPage Airport to attend the event. Thanks for the success of this activity goes to the many volunteers, but it never would have happened at all without the dedication of co-chairs Kristy Brooke and Elizabeth Hitchcock, who took on the project.

Seven stations were set up in the Academy hangar, with presenters covering various topics: Jennifer Biedron, portraying Amelia Earhart; Deanna Close, Air Traffic Control; Diane Cozzi, Dining in Space; Deb Kirschner, Maps & Charts; Cynthia Madsen, Real Airplane Display; Caelie and Ed Skalniak, Glider Flying; and Vickie Szewczyk, Careers.

When it comes to helping Girl Scouts earn their aviation badges, this was the Chicago Chapter's first ever event of this scope. The event garnered terrific local newspaper coverage for The Ninety-Nines, including a large photo and interviews with Chapter Chairman Donna Klein and several of the Girl Scouts. The chapter is encouraged by the success of this event and is looking forward to conducting this aerospace education activity on an annual basis.

— Diane Cozzi



Participants in the Chicago Area Chapter's Girl Scout Aviation Badge Day.



Colorado Chapter Ninety-Nines complete a compass rose.

COLORADO CHAPTER

What do you get when you mix 35 Ninety-Nines, gallons and gallons of blue and white paint, a few quarts of coffee and enough donuts to make you smile? You get a compass rose painted in a record three hours.

It was a beautiful morning at Jeffco Airport (BJC) on Saturday, May 14. Airmarking Committee Chairman Jan McKenzie made sure we had the right stuff to get the job done. Masking tape could be heard tearing off the rolls over the din of Cessnas and jets taking off a short distance down the runway. Rollers on long poles and tiny rollers for the close spots were the necessities along with enough donuts for a flock of pilots. The donuts and coffee were furnished by the fabulous airport staff.

Since there had been a compass painted before, which was tired and worn, the laying out of the new and improved compass rose was a little easier. Out came the chains and chalk. Everyone was making circles and marking asphalt. Chalk lines, made with a twang, were done by Ninety-Nines and Forty-nine-point-fives alike. Thank goodness those fellows came along.

After the cleanup was accomplished, a Jeffco fireman rolled in with his truck with enough height to take a group photo of the new, fabulous compass rose and The Ninety-Nines with smiles, waves and a few leftover donuts.

— Margot Plummer

NORTH GEORGIA CHAPTER

North Georgia Chapter Member Pauline L. Mallary is presented with the Wright Brothers Master Pilot Award by Patrick Bruce, Program Safety Manager from the Atlanta FSDO. The presentation was held during a recent Georgia Chapter Silver Wings Fraternity luncheon. Chapter President Bill Bell and National President Raymond Hicks offer their congratulations. Pauline was honored for her aviation safety and achievements over the past 52 years of continuous flight and her aviation volunteer efforts on the national, state and local levels. Her history as a flight instructor, charter pilot and professional race pilot is chronicled in her memoir, *Racing In The Skies, A Pilgrimage To The Past*.



DALLAS CHAPTER

At the end of May, Dallas Chapter members headed north to Sherman Municipal Airport and painted a 12-point compass rose. These are always impressive sights from the air.

In June we served a pancake breakfast at Mid-Way Regional Airport, and we served lunch at the Texas Chapter of the Antique Aircraft at Gainesville Municipal Airport.

In October, we participated in a local seaplane fly-in north of Dallas at Cedar Mills.

In November, we hosted a Flying Companion Seminar at the Collin County Regional Airport in McKinney.

In December, Katherine Stanton and her husband hosted our annual Christmas party.

Also during the fall, Katherine Staton and Chris Hettenbach spoke on behalf of our Chapter at a meeting for the Dallas Civil Air Patrol. Katherine and Chris told both cadet and adult members how they got into flying and what flying means to them professionally and provided information to members about The Ninety-Nines.

In March, we headed east of Dallas to Terrell Municipal Airport and had a two-weekend airmarking.



Pictured with N4114BC are, from left, Indiana Chapter members Barbara Simmons, Sue Sears, Betty DeBaun, Dorothy Smith, Nancy Warren, Sarah Dooley, Esther Wyandt, Linda Guthrie and Martha Ozbun.

INDIANA CHAPTER

On April 16, members of the Indiana Chapter gathered at the North Vernon Airport with local community members and pilots to celebrate the life of Betty Cull. The focus of the event was a memorial tribute to Betty that was commissioned by the Indiana Chapter and placed that day on the wall in the terminal building of the North Vernon airport (OVO).

Betty "Betts" Cull joined The Ninety-Nines in 1945 and was an active member until her death in 1988. She was a journalist and an activist for aviation and helped establish the airport at North Vernon. She left a legacy of dedication to aviation that was marked by numerous accomplishments, among them being the only woman civilian aerial observer in the United States to be hired to work with the Army Air Corps during WWII. She served two terms on the city's aviation commission and was the first woman flight instructor at Sky Harbor Airport in Indianapolis.

—Nancy Warren

VENTURA COUNTY

Samantha Basset and Angelee Conroy delivered a "Welcome to Oxnard Airport" basket for the flight instructors and employees at CP Aviation.

We have lots of aerobatics in our area, and Rich Stowell, the aerobatic instructor who developed the Emergency Maneuvers Training Program, gave us some tips on how much altitude it takes to get back to the runway.

At another Chapter meeting, we viewed the beautiful blue-green waters of the Bahamas when a member gave the group a presentation about the preparations you need to fly from Oxnard, California to the Bahamas in a Cessna 182. We are keeping up our skills by having more impromptu fly-outs to local airports for dinner.

Vicki Cruse is again a member of the U.S. Aerobatic Team. Vicki and her Zivco Edge 540 are flying the aerobatic box in Burgos, Spain.

—Marie Fasano-Ramos

FLORIDA GULFSTREAM CHAPTER

The city of Fort Lauderdale sponsored Fleet Week USA and the Sea and Air Show in April. I was proud to volunteer in the name of the Florida Gulfstream Chapter and to salute our military.

— Lee Leger-Miller



Navy pilot Lt. Joe Maggi, Navy Pilot Lt. Mike MiTrudell, Ninety-Nine Lee Leger-Miller and Marine Pilot Capt. Barton O'Brien.

GRASS ROOTS — Section and Chapter reporters share their recent activities

SANTA CLARA VALLEY CHAPTER

On April 23, Santa Clara Valley Ninety-Nines held another successful Flying Companion Seminar at Reid-Hillview Airport. We had 19 students who completed the class and were given a workbook to take home — overall a very successful and fun day of aviation education.

Santa Clara Valley Chapter is very proud to announce that they are the sponsors of two Amelia Earhart Memorial Scholarship winners this year — the only ones in the Southwest Section. Candice Nance will use hers for her Commercial SEL certificate, and Torea Rodriguez will use hers for her CFI-Instrument.

With great pleasure, we have also nominated Janet Hitt for induction to the Forest of Friendship. Janet has been an active Ninety-Nines member since 1948 and has widely contributed to aviation since 1946. She just recently retired from the San Jose FSDO where she most recently served as an FAA Safety Inspector and Examiner.

— Torea Rodriguez

ORANGE COUNTY CHAPTER

Again, our Chapter was treated to a fabulously rewarding day sharing aviation knowledge with a great group of 20 flying companions. The fund-raiser took place on April 23 in the Eddie Martin Building at John Wayne Airport. With Chapter member and Ninety-Nine International Vice President Pat Prentiss at the controls orchestrating the event from start to finish, success was a sure thing.

The topics covered were What Makes An Airplane Fly, Plotting The Course, Radio Procedures, What'll I Do If?, Basic Instruments, and Introduction To The Sectional. This was a very involved and focused group, and many of them remained after the session in order to gain more information.

The refreshments are an important part of any Flying Companion Seminar, and Cynthia Shofer handled this "like it was a piece of cake." Kudos goes to Cynthia and all the participating members for again sharing their talents and expertise to make this program a tremendous success.

— Mary Van Velzer

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.



Flight instructors (seated) from left, RJ McGlasson, Morgen Reeb, Beverly Pelcher; (standing) Denise Decker, and Von Egge.

OLD DOMINION CHAPTER

Girl Scout Day

Once again our Chapter participated in Girl Scout Day, an annual event at the Udvar-Hazy Center of the Smithsonian Air and Space Museum. We arrived that morning with flight simulators in tow and armed with sectionals, charts, plotters and literature on learning to fly.

This year was the biggest turnout of record with more than 1,600 girl scouts and 800 adults and siblings participating. The girls were very enthusiastic as they plotted courses for favorite vacation spots, located airports, then took turns "flying" as they got the feel of the simulators. There were many gifted future aviators that day, and we hope that we were able to foster an interest in aviation for these girls. We look forward to sharing the skies with these future Ninety-Nines. The event included exhibitors in many areas of aviation, from the Wright Experience to NASA, and we feel honored to be included.

— Denise Decker

Air Race Classic Top Ten

Sophia M. Payton, Florida Suncoast Chapter Ninety-Nine, won the Air Race Classic for the fourth time. Her co-pilot was Marilyn Patierno, North Jersey Chapter, and their passenger was Sophia's great-niece and FWP, 17-year-old Erica Cochoff of Ackworth, Georgia.

Top 10 Teams – 8 of which are 99s!

1. Sophia Payton, Marilyn Patierno & Erica Cochoff, 111.23 17.432.
2. Judy Bolkema Tokar, Sarah Bean & Ann Williams, 126.00, 17.365.
3. Bonnie Johnson & Carol Foy, 108.62, 17.183.
4. Royce Clifford & Melissa Sliffe, 124.26 15.587.
5. Marge Thayer & Helen "Wheels" Beulen, 142.22, 15.544.
6. Jan Bell & Lara Gaerte, 112.97, 14.586.
7. Denise Waters & Ruth Maestre, 126.00, 14.493.
8. Sarah Tower & Erica Ebenhoeh, 108.62, 14.381.
9. Margaret Ringinberg & Karen Allina, 112.97, 14.268.
10. Gretchen Jahn, Ruby Sheldon & Julie Filucci, 174.63, 14.262.



**2005
Scholarship
Recipients**

