



INTERNATIONAL ORGANIZATION of WOMEN PILOTS

M a g a z i n e

Official Publication of The Ninety-Nines, Inc.

September/October 2005





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

The 99 News
P.O. Box 950033
Oklahoma City, OK 73195

Email:
news@ninety-nines.org

Online Form:
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

Over 220 Ninety-Nines traveled down under for the 2005 International Conference held in Christchurch, New Zealand in August. The event was hosted by the New Zealand Section, and Ninety-Nines came home with fond memories of the group's warm hospitality. Photo top left: International President Elaine Morrow opens the Conference. Top right, unidentified. Bottom left, Francis Luckhart and Nancy Bird Walton greet in the traditional Maori fashion. Bottom right, New Zealand Section Governor Pam Collings hosts New Zealand Aviation Day.

Photos by Lilian Darling Holt.

PERPETUAL CALENDAR

2005

OCTOBER

- 25 **Patty H. Robertson Aerobatic and Aviation Medicine Symposium**, NASA/JSC's Center for Advanced Space Studies (CASS) in Houston, TX, www.utmb.edu/pmr/PHRSymposium.htm.
- 31 **Intent to Seek Election Form deadline.** The form should be filed with the Nominating Committee by October 31, 2005.

NOVEMBER

- 2 **76th Anniversary of The Ninety-Nines**, founded in 1929.
- 3-5 **AOPA Expo 2005**, Tampa, FL. www.aopa.org.
- 4-6 **North Central Fall Section Meeting**, Louisville, KY. Join us for a Professional Pilot Leadership and Mentoring program, an afternoon at Churchill Downs, a Saturday evening banquet and an Amelia Earhart Tea. Contact Terri Donner, (502) 419-7938, tdonner@iglou.com.
- 5 **Ninety-Nines Breakfast Social at AOPA Expo 2005**, Tampa, FL, 8 to 9:30 a.m., Marriott Hotel, Salon C. Meet with Ninety-Nines members from across the U.S. (See page 26 for more details.) Contact Susan Theurkauf, (626) 792-8006 or email sjtfliight@msn.com.
- 6 **Women Take Flight, Past and Present**, The New England Air Museum, Bradley International Airport, Windsor Locks, CT. Co-sponsored by the Connecticut Chapter. Meet extraordinary women aeronauts, aviators and astronauts. Visit www.neam.org.
- 9-11 **58th Annual Meeting and Convention, National Business Aviation Association (NBAA)**, Orlando, FL. The convention has been relocated and rescheduled due to the devastating impact of Hurricane Katrina. See www.nbaa.org for more information.
- 17-19 **Fall Board of Directors Meeting**, Ninety-Nines Headquarters, Oklahoma City, OK. Travel days are November 16 and 20.

Editor's Note: The photographs in this issue were selected to provide a flavor of the Conference in New Zealand. Most of the pictures were submitted without identifying information. While we tried to identify all of the members, we weren't entirely successful. If you are one of the unidentified (or were incorrectly identified), please let us know.

DECEMBER

- 1 **99 News Deadline**, January/February 2006 issue.
- 1 **Amelia Earhart Memorial Scholarship Deadline.** For information, visit www.ninety-nines.org/aemsf.html.
- 31 **Bylaws and Standing Rules**, deadline for submitting proposed amendments. Contact jajurenka@juno.com or send to address listed in the adjacent notice.

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.



Important Deadline

Bylaw and/or Standing Rules amendments may be made by this Committee, a Chapter, a Section, the Council of Governors or the International Board of Directors to be presented to the membership at the 2006 annual meeting in Washington, D.C., USA. Postmark by December 31, 2005 to: Jerry Anne Jurenka, Intl. Bylaws/Standing Rules Chair, 10 Oak Forest Drive, Longview, TX 75605 USA, Fax (903) 663-5808, e-mail: jajurenka@juno.com.

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 January/February 2006 issue is December 1, 2005.

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INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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September/October 2005

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Volume 31, No. 5

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STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc. Deadline: 1st of month preceding date of publication. Spelling and proper names are proofed against information submitted. All photographs submitted are sent to The 99s Headquarters.

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Publisher reserves the right to reject any material submitted for publication. Copy submitted for publication shall become the property of The Ninety-Nines and shall not be returned. Articles submitted with accompanying pictures will receive publication preference. Pictures will be sent to Ninety-Nines Headquarters in Oklahoma City for its Archives.

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U.S. - \$65
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U.S. - \$20
Canada and other countries - \$30 (U.S. dollars)

Add a one-time \$10 initiation fee for new members in all categories of memberships.

President's Message

BY ELAINE MORROW
Minnesota Chapter



Photos, top to bottom: **Oshkosh:** Marion Blakey and Elaine Morrow. **East Canada/North Central Section Meeting:** Pat Prentiss, Elaine Morrow, Dee Brasseur, Donna Moore. **AEBM:** Sondra Ridgeway, Elaine Morrow, Lou Foudray. **Chicago Chapter:** Front row, Tammy Duckworth, Iraq veteran; Back row: Cynthia Madsen, Rita Adams, Ellen Herring, Elaine Morrow. **Northwest Section:** Patti Payne, Sunny Gibbons, Betty Prakken, Elaine Morrow.

“How can I increase Section Meeting attendance? What can I do to rejuvenate my Chapter? How can I get members to serve as officers? How can I retain members? Do we *have* to have a business meeting every month?” These were some of the questions asked by members as they visited The 99s tent at the EAA AirVenture in Oshkosh. And they echo questions I’ve heard from members at other events this year.

Some suggested options. Consider scheduling joint Section or Chapter meetings. Schedule mutual activities with other groups, like the Civil Air Patrol, women pilot groups in other countries and other aviation groups. Consider changing your Chapter bylaws to hold business meetings only four times a year or less. You can still meet each month, but there is no business meeting held. This encourages members to run for office with fewer agendas to prepare, fewer minutes to record, etc., and attendance increases with more opportunities for interaction.

The best way to retain members is to get them involved. Have your newest members host a meeting, help on a committee, or participate in a calling tree to contact members to see if they need a ride to meetings. What are some of *your* ideas? I’d love to hear them.

I was particularly pleased at the number of flight school owners, ground school instructors and colleges asking how to get their young women involved with our organization. Please see the separate article on AirVenture in this issue by Rita Adams. Rita does an outstanding job coordinating the volunteers all week and organizing the popular Friday morning breakfast for all 99s, FWPs, 49½s and guests at Oshkosh.

In addition to attending the East Canada/North Central Joint Section Meeting, I attended the dedication of the Lois Feigenbaum Dining Room at the Amelia Earhart Birthplace Museum in Atchison,

and Lois’ memorial and footstone dedication in St. Louis. Before returning home, my husband and I acted as Chair/Timer for the first stop of the Air Race Classic, and the first weekend in July I presented the Award of Achievement to Gene Nora Jessen at the Northwest Section Meeting in Spokane, Washington, since she was unable to attend the annual Conference in New Zealand.

July concluded with a full week at Oshkosh. What an experience to see Glacier Girl (P-38 from World War II), Global Flyer, White Knight and the new sport aviation aircraft all in one location, while the shuttle Discovery was in space. During a seminar, Marion Blakey, FAA Administrator, said there are only about 40 licensed sport pilots currently in the United States. So it was exciting when The Ninety-Nines signed up their first Light Sport Aircraft Future Woman Pilot, who then agreed to be a resource for others.

The high point of the week was when Tammy Duckworth, Chicago Area Chapter, showed up in the tent. Tammy, a major in the Army, flew Blackhawk helicopters in Iraq until she was shot down last November, losing both legs. I arranged for her to be interviewed by the announcers on the flight line, and it was inspirational to see the people coming up afterward to shake her hand and say, “Thank you.”

In other business, the Board of Directors accepted the Finance Committee’s recommendation to reduce the number of issues of the 99 News from six to five for the 2005-2006 fiscal year in order to balance the current budget. Because the Board realizes that the magazine is our greatest tool for member communication and a valuable benefit, the decision to cut the November-December issue was made only after all other possible reductions had been made. You can be assured this is a temporary measure.

The Ninety-Nines is actively seeking outside donors and has developed a new fundraising brochure encouraging businesses and individuals to become Friends of The Ninety-Nines, a copy of which has been sent to all Chapters.

The Ninety-Nines International Board extends our most sincere condolences to those suffering from the devastation of hurricanes Katrina and Rita. We extend our best wishes for success in your challenges in the months ahead, and our members can be counted on to respond for the long term, whether it is donation of aircraft, their expertise as pilots, their time with volunteer efforts, or money and material goods. Special prayers and thoughts are with our fellow Ninety-Nines who lost homes and family to these destructive hurricanes.



New Zealand 2005

BY SUSAN LARSON, International Treasurer

New Zealand photos courtesy of Donna Crane-Bailey, Lilian Darling Holt, Diane Myers and Bobbi Roe

It was five years in the making, but this conference in New Zealand was so very worth the wait! To see over 220 Ninety-Nines and 80 of their family members and guests enjoying the beauty of Christchurch and the South Island during a lovely lull in winter weather will never be forgotten. The New Zealand Section Ninety-Nines and their spouses were hosts beyond compare, and all their guests departed with fond memories of warm Kiwi hospitality and spectacular Kiwi scenery.

The planning trio of Pam Collings, Helen Beard and Pat Campbell should be very proud of the results of their hard work and the professional demeanor and polish of the hired conference planners. From arrival on Sunday to Friday departures, the local Ninety-Nines were always available to chat with out-of-country folks and answer questions — and always with big smiles.

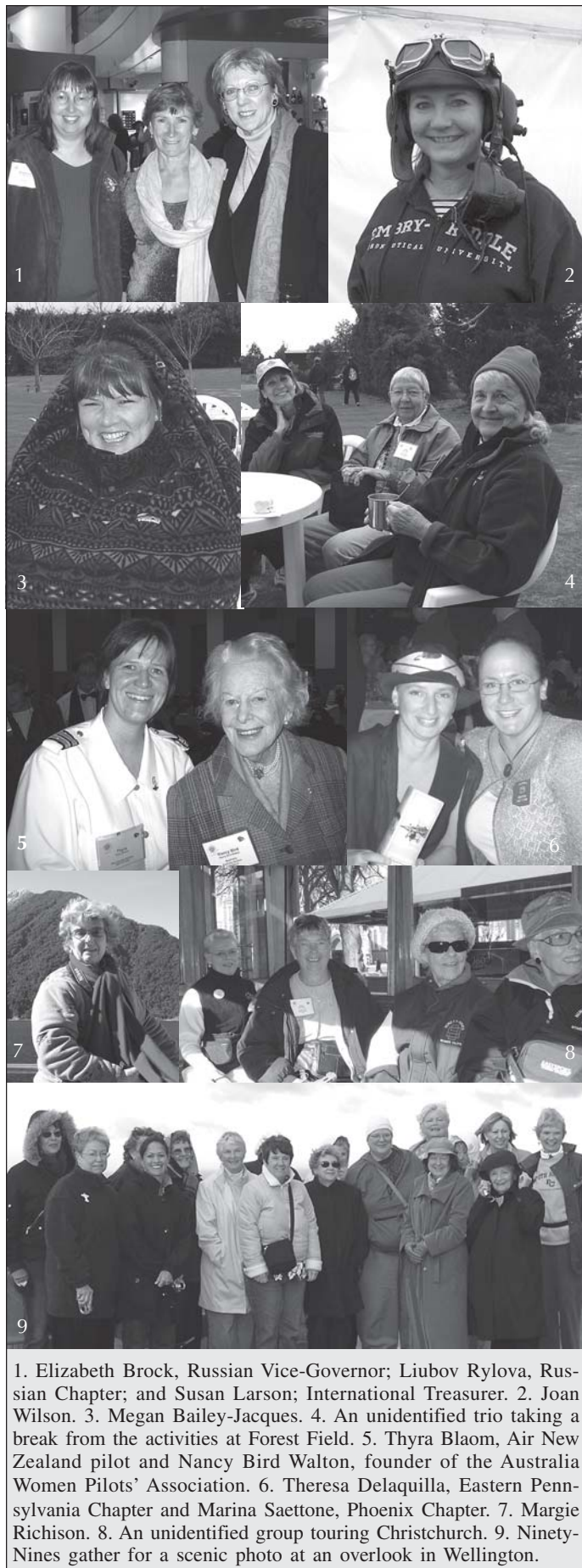
The conference schedule included day tours of Christchurch, Hanmer Springs, Akaroa town and harbor on the Banks Peninsula, Willowbank Wildlife Reserve and a train trip to Arthur's Pass. Social events opened with a classy welcome reception at the International Antarctic Centre where delegates got their first opportunity to meet New Zealand Ninety-Nines. They toured the attraction, which featured the history and development of Antarctica, and they were even able to experience frigid winter conditions in the centre's indoor Antarctic Storm attraction.

The centre is the base of not only Antarctica New Zealand but also the U.S. Antarctic Program. It was also here that Ninety-Nines who had volunteered to work at the World Precision Flying Championships in Fort Worth in 1996 had the chance to once again see Gregg Ward. He and his family own



1. The Auckland Sky Tower. 2. New International Directors Joan Kerwin and Lisa Cotham with Elaine Morrow. 3. A Nepalese Red Panda. 4. Dee Bond Wakelin, Mary Patterson and Edith Robinson. 5. At Forest Field, Margie Richison, center; her companions are unidentified. 6. Vicky Anderson. 7. Reception at the International Antarctic Centre in Christchurch. 8. The Mid-Atlantic Section extends an invitation to the 2006 Convention in Washington D.C. 9. At the business meeting, standing, Pat Prentiss, Diane Myers, Irene Engard, Vicky Anderson, Marci Mauthe; sitting, Kim Ernst, Lianne Oakes, Brenda Jackson, Mary Van Velzer.





1. Elizabeth Brock, Russian Vice-Governor; Liubov Rylova, Russian Chapter; and Susan Larson, International Treasurer. 2. Joan Wilson. 3. Megan Bailey-Jacques. 4. An unidentified trio taking a break from the activities at Forest Field. 5. Thyra Blaom, Air New Zealand pilot and Nancy Bird Walton, founder of the Australia Women Pilots' Association. 6. Theresa Delaquilla, Eastern Pennsylvania Chapter and Marina Saettone, Phoenix Chapter. 7. Margie Richison. 8. An unidentified group touring Christchurch. 9. Ninety-Nines gather for a scenic photo at an overlook in Wellington.

and operate Continental caterers in Christchurch, and he was a member of the Precision Flying Team from New Zealand that year.

After touring the Christchurch area again on Tuesday, an optional dinner event was held at the Royal New Zealand Air Force Museum, featuring static aircraft displays along with memorabilia of the development of the New Zealand Air Force. The organizers chose to feature local aviators and Ninety-Nines in a well-prepared video presentation by Alistair Campbell. In addition, Lady Bird Walton of Australia contributed a few words. At age 90, she is still going strong and telling us what to do from time to time!

Wednesday was our workday when we convened to conduct the annual business meeting of the organization, and in record time, no less. Three by-laws proposals were on our agenda, and we voted on two with no significant discussion or delay, while one was withdrawn. The first provided conformity concerning the criteria for eligibility to hold office as a trustee and also clarified that no member may serve concurrently on the Board of Directors and as a Trustee. The second proposal essentially reworded the membership requirement so that U.S. Light Sport Pilot certificate holders are eligible for membership. A third proposal was withdrawn before it could be voted on. Elections for two positions on the International Board of Directors were held, and the organization welcomes Lisa Cotham and Joan Kerwin in their new two-year terms as Directors. After all this work, we adjourned to a catered lunch before enjoying a variety of seminars.

The evening's festivities were comprised of the Amelia Earhart Memorial Scholarship Awards and annual Awards Banquet. Although none of the scholarship recipients were able to attend, the presentation by the AEMSFS Trustees was beautifully prepared with projected photos of each recipient along with personal comments about their goals and amusing stories read by Joy Parker Blackwood and Peggy Doyle. Present to receive the Award of Inspiration was Pam Collings, our conference convenor, and Jenny Beatty for the President's Award. Unfortunately, neither Patty Wagstaff nor Gene Nora Jessen were able to attend the annual ceremony to receive their awards, the Katharine B. Wright Memorial Award and Award of Achievement, respectively. (Please see page 8 for more about these four special award winners.)

New Zealand Aviation Day was the theme for Thursday's activities at Forest Field, a private airpark about a half hour drive from the city. The home of our hostess and her husband, Pam and Ces Collings, it is also the home of many of their good friends in the aviation community. The day was created exclusively for our conference and featured aircraft from around New Zealand and from the airpark, which in turn participated in an airshow with Gregg Ward as air boss. Amazing what caterers can do down under!

A large marquee (known as a tent in more northern climes) was erected on Pam and Ces' back lawn along the primary grass runway. Although it was a cool and overcast day, the propane heaters and free wine for the tasting kept us

all warm while we enjoyed a simple country lunch featuring Ces' famous pumpkin soup, lamb burgers and sausages. Arranged around the inside perimeter of the tent were merchants from the Waimakariri River area of the Canterbury Plain selling jewelry, lavender products, old-fashioned aviation helmets and, of course, wine. The entire airpark community was involved in the event, either flying, producing or dancing in the aviation themed musical entertainment, or on K.P. duty. With warm hearts we found it difficult to say goodbye and return to Christchurch.

Like all good things, this conference too had come to its end. With hugs and fond farewells, we climbed into buses, cars and airplanes for our next stops, either in New Zealand, Australia or Pacific islands, but all eventually leading home.

Exploring Down Under

BY PAT PRENTISS, International Vice President

The pre- and post-conference tours were exhilarating, and they highlighted our conference. The cultural North Island tour gave members the opportunity to experience New Zealand's rich history and culture, both Maori and European. From a Maori concert in Rotorua to the wineries in Hawkes Bay to the art and life of Wellington, the North Island had it all.

The spectacular South Island showcased the most dramatic scenery in New Zealand. Members traveled the wild and sparsely populated west coast where most of the natural environment is still intact and preserved, while offering a coastline strewn with relics of the heady gold-rush days.

Leaving the west coast, the tour took us over the Haast Pass into beautiful Queenstown where we enjoyed morning tea at the edge of Lake Wakatipu beneath the rugged Remarkables. Then came the descending trip through the Fiordland National Park where we paused at the Mirror Lakes before passing through the famous Homer Tunnel to finally board an unforgettable cruise on the majestic Milford Sound.

Upon arrival and departure, many members took the opportunity to spend some time in Auckland, New Zealand's largest city and aptly known as the City of Sails. This beautiful bustling city offered great cafes and restaurants and world class attractions. Within half an hour of the downtown area we could travel to the wild west coast, passing through rainforests and the idyllic islands of Hauraki Gulf.

And of course, there were those who braved the 4-WD tours in the heart of New Zealand's high-country, which is also the embodiment of the Middle-Earth of Tolkien's imagination, the guided sea kayaking trips that cruised the forest-fringed bays and granite archways of the unique coastline known as Abel Tasman National Park, the 'do you dare' bungy jumping, the Tarawera Volcanic trip, the jet boats with many twirls, and some of the finest wine tasting along the way.

There is no doubt that these tours sent us home with special memories, and there is no doubt that many of us will return.



1. Evelyn Kropp. 2. Lilian Darling Holt with elephant statue at Auckland Zoo. 3. At the business meeting, seated, Thelma Cull; standing, Dorothy Robinson, Carol Andrews and Edith Robinson. 4. Unidentified member in the sim. 5. Houston Chapter members at the luncheon, front row, Rose Lepore, Cathy Wappler, unidentified, unidentified; back row, unidentified, Andrea Chay (Greater Seattle), Lois Gronau-Fietz, Carol Brackley and Bobbi Roe (Greater Seattle). 6. Jet boat on the Haase River. 7. Marian Hartley at the Jean Batten memorial. 8. Brigitte Iwaszkiewicz. 9. Donna Moore and Mayetta Behringer. 10. Lee Orr.



Patty Wagstaff



Jean Nora Jessen



Pamela Collings



Jenny Beatty

2005 Awards Announced at New Zealand Conference

KATHARINE B. WRIGHT MEMORIAL AWARD

Patty Wagstaff

Patty Wagstaff flies one of the most thrilling, low-level aerobatic routines in the world today. Flying before millions of spectators each year, her breathtaking performances give spectators a front-row view of the precision and complexity of modern, unlimited hard-core aerobatics

She is a six-time member of the U.S. aerobatic team and the first woman to win the title of U.S. National Aerobatic Champion. She is the highest-placing American with gold, silver and bronze medals; a three-time U.S. National Aerobatic Champion; an IAC Champion; a six-time recipient of the "First Lady of Aerobatics" Betty Skelton Award; and the first woman to win the title of U.S. National Aerobatic Champion. She has trained with the Russian Aerobatic Team and flown airshows and competitions on five continents, including Russia, Argentina, Iceland and Kenya.

In March 1994, her airplane, the Goodrich Extra 260, went on display in the Smithsonian National Air & Space Museum in Washington D.C. right next to Amelia Earhart's Lockheed Vega.

Patty has won many awards for her flying and is particularly proud of receiving the air show industry's most prestigious award, the Sword of Excellence, as well as the Bill Barber Award for Showmanship. She was also the 1996 recipient of the Charlie Hilliard Award.

During the off-season, Patty's projects include stunt flying and coordination for the movie and television industry. She is a member of the Screen Actors Guild, the Motion Picture Pilots Association and the United Stuntwomen's Association. She has "demoed" airplanes for companies such as Raytheon and recently has been in Africa working with the Kenya Wildlife Service giving recurrency and bush training to their pilots in Kenya.

AWARD OF ACHIEVEMENT

Gene Nora Jessen

Gene Nora Jessen worked her way through Oklahoma University by teaching flying. In 1961 she was chosen for the Mercury Astronaut program for women. When the pro-

gram was discontinued, she worked as a sales and demo pilot for Beechcraft Corporation doing extensive flying throughout the United States. Along with her husband Bob, Gene Nora started a Beechcraft dealership in Boise, Idaho, and they currently own Boise Air Service.

Gene Nora's ratings include ASMEL, ASES, IFR and Gold Seal CFI. She served on the FAA Women's Advisory Committee, and she writes columns for the *Western Flyer* and *Idaho Statesman*. She has served as an FAA Safety Counselor and as a board member for the Idaho Aviation Hall of Fame.

She was The Ninety-Nines International President from 1988-90 and has held all Chapter and Section offices and helped with the development of the Museum of Women Pilots at The Ninety-Nines headquarters in Oklahoma City.

Racing inspired her to write *Powder Puff Derby of 1929*, a carefully researched book about the first major women's cross country air race.

Perhaps her greatest contribution, according to members of her Ninety-Nines Section, has been gaining the hearts of young women and inspiring them to reach out and fulfill their dreams. She has given generously of her time and talent to promote careers and further the causes of aviation education.

AWARD OF INSPIRATION

Pamela Ann Collings

Pam was made a member of the New Zealand Order of Merit in the 2001 New Year's Honours List for services to aviation. Among her previous awards are the Royal New Zealand Aero Club Notable Achievement in Aviation in New Zealand, 1981; The Nancy Bird Trophy (Australian Women Pilots' Association) for the most noteworthy contribution to aviation by a woman of Australasia, 1992; and the Fédération Aéronautique Internationale Paul Tissandier Diploma for Services to Aeronautics and Airports, 1993.

Pam started flying in 1963 after winning a scholarship at Canterbury Aero Club and gained her Private Pilot's certificate in 1965. Watching the World Aerobatic Championships in France in 1972 prompted her to take a 10-hour course in advanced aerobatics, buy a Pitts Special in early 1975 and spend the next 10 months training in the USA with the goal

of competing at the World Championships in Kiev, Russia in 1976. She competed again in 1980 at Oshkosh, Wisconsin, and was awarded a trophy for sportsmanship.

She instigated the formation of a New Zealand Precision Flying Team and traveled as coach with the team of five pilots to the World Precision Flying Championships in the USA in 1985. New Zealand hosted the 1999 World Championships in Hamilton.

Pam has been an active member of the New Zealand Association of Women in Aviation (NZAWA) since 1966 and served as president between 1995 and 1998. She was instrumental in developing the first Women in Aviation Conference held in Queenstown in 1998. Pam established the New Zealand Section of The Ninety-Nines in 1980 and is now the Section Governor as well as the 2005 International Conference Convenor.

Pam works for the Civil Aviation Authority as a Senior Education Adviser involved with safety education products including the safety magazine *Vector*. She is also a part-time senior flight instructor and is archivist to the NZAWA. Pam and her husband Ces have their own airfield at Forest Field and invite fellow aviators to use it. They have regularly hosted a Scout Aviation Camp for the Canterbury region.

Pam Collings has been an inspiration and mentor to many women through her involvement in the New Zealand Association of Women in Aviation and The Ninety-Nines. She has encouraged and promoted women in aviation consistently and positively throughout her own career and continues to stimulate others to pursue their aviation dreams.

PRESIDENT'S AWARD

Jenny T. Beatty

At a high school career day, a misinformed guidance counselor told Jenny Beatty that she couldn't be a professional pilot because she was too short and wore glasses. Today, her pilot experience encompasses over 10,000 flight hours and ratings in the Boeing 747, the McDonnell Douglas DC-9, the Beechcraft BE-1900 and seaplanes and gliders.

Jenny says, "My mother learned to fly in 1945, following both of her parents who were sport pilots from 1929 through the 1950s. But no one was actively flying when I was growing up, so flying as a professional pilot was a journey into unknown territory.

"During my struggle to advance from flight instructor to freight dog and charter pilot to finally an airline pilot, and during nine moves to seven different states, there was a constant that endured: The 99s."

At her mother's urging, Jenny joined The Ninety-Nines immediately when she got her Private Pilot certificate in 1981. She was awarded the Amelia Earhart Scholarship in 1995. She presently serves as a Trustee for the Amelia Earhart Memorial Scholarship Fund and is International Careers Committee Chairman for The Ninety-Nines.

Jenny established the Pro 99s Network email discussion forum in 2002 and the Professional Pilot Leadership Initiative mentoring program in 2004 in order to connect and mentor women striving to advance in professional pilot careers.

Jenny is a columnist for *The 99 News* and *Aviation for Women* magazines and a regular speaker on pilot careers at the International Women in Aviation Conference. Her aviation writing has also appeared in the *New York Times*, *ISA News* (International Society of Women Airline Pilots) and *Woman Pilot* magazine.

Jenny is currently flying as First Officer on the McDonnell Douglas MD Super 80 jet for American Airlines.



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Amelia Earhart and Bessie Coleman

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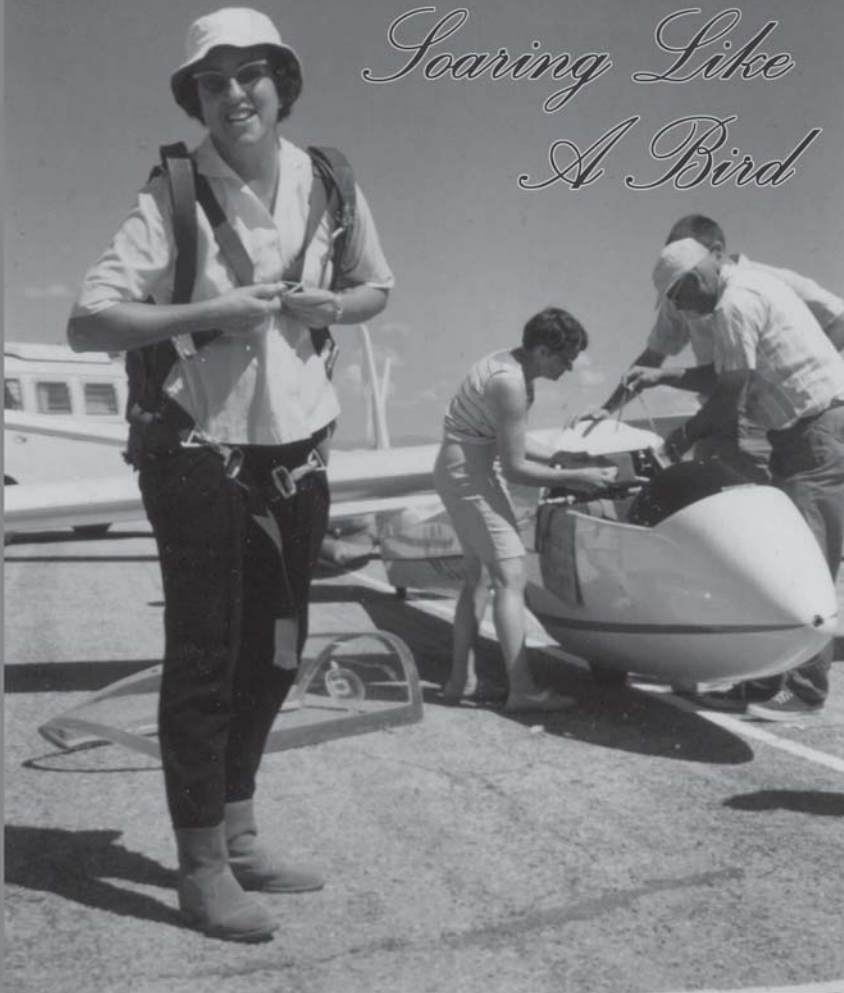
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girls explore™
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HELEN DICK

Soaring Like A Bird



On July 15, 1967, Helen prepared to take off in her Scheibe Zugvogel 3B while her crew readied the sailplane. She flew 284 miles from Marfa to Muleshoe, Texas.

BY BERTHA RYAN
Guest Author

She was soaring over the crest of the Sierra Nevada, that mountain range on the east side of California that runs approximately north and south. It was a good soaring day. Perhaps the record was within her reach. The scenery was magnificent, but much of her concentration was on finding and utilizing the best areas of rising air, deciding when to look for the next thermal, picking the best time to cross the valley to the better lift of the Inyo and White mountains on the east side of the valley.

Helen Dick was on one of her many soaring flights in the Owens Valley and surrounding areas that provide some of the best conditions in the world. Then suddenly — WHOOSH! There was the flash of a fighter jet in front of her. She was momentarily startled but then realized it was one of her NASA pilot friends saying hello.

Johnnie Williams was Helen's friend and partner in the sailplane. He worked at the NASA facility at Edwards Air Force Base and would monitor Helen's soaring flights via radio in case she landed out and needed a friend to retrieve her. Einar Enevoldson, a NASA test pilot at the time, also a sailplane pilot, was returning from a business trip in his NASA jet and listening on the frequency. Suddenly he realized he must be close to her position. He looked down from his altitude of 40,000 feet, saw her sailplane several thousand feet below and decided to say hello.

How did a young woman from Idaho wind up soaring in the spectacular Sierra Nevada? Helen started life in Pocatello, Idaho, the youngest of three children in a railroad family. Her father was an engineer with the Union Pacific. As was the custom in those days, the family would often go to the airport and watch the airplanes fly. Helen dreamed of the freedom of flight and the feeling of flying like a bird.

That goal was on hold for a while as Helen completed her education, first attending Idaho State College for two years and then the University of California at Berkeley where she earned a Bachelor of Science degree in Foreign Trade. She returned to Pocatello after graduation and took the first step towards her goal. As World War II approached in 1940, the government initiated the Civilian Pilot Training program as a means of introducing pilots to aviation and possible later military service. There were two spaces available for women, and Helen immediately volunteered and started training.

She took ground classes, flew a Piper J-3 Cub and, as they say, was hooked. In addition to the Cub, she flew an Interstate Cadet. Her Private Pilot certificate came in 1940, and she joined The Ninety-Nines in 1941 as a member at large. Later she became a Life Member.

Helen accumulated 75 hours of flying time and joined the WASP (Women Airforce Service Pilots) with the class 43-W-8. The PTs (primary trainers) were her favorite, and she had a great

instructor. BTs (basic trainers) were a little different. By 1943, as the war was drawing to a close, the military realized they were training more pilots than they would need, so they started washing out a high percentage of the women. The class of 43-W-8 started with 96 trainees, but only 48 graduated. Helen was one of those who did not complete the training.

Her desire to help in the war effort continued, however, and she joined the SPARs, the women's branch of the U.S. Coast Guard. She took her basic training at Brooklyn, New York and then was assigned to San Francisco. She loved the SPARs and enjoyed her time with them. Her main tasks were in the separation center as the war ended and the members of the military returned to civilian life.

Post-war employment was available to her in Idaho, but she chose to continue in some form of civil service and found her way to Los Angeles. Soon after, she moved to San Diego, which became her home from that time on. She spent a year with Convair before returning to civil service. She took a position with the U.S. Customs, later the Coast Guard, where she could utilize her educational background.

She transferred her Ninety-Nines membership to the San Diego Chapter (now the San Diego Mission Bay Chapter). This group was very much involved with the All Woman Transcontinental Air Race, and Helen often volunteered as a timer, once as chief timer. She flew a race with Mary Ring in an Aeronca. After running out of gas near Odessa, they landed safely on a road, obtained fuel from a nearby rancher and made their way to Odessa where

they won the "Booby" prize for the day.

Her heart remained in the air, but her flying was limited to rental airplanes. Then she met fellow WASP and Ninety-Nine Dorothea Shultz, who persuaded her she could get free flying time by joining the Associated Glider Clubs of Southern California and becoming a tow pilot. Helen was convinced — the chance for free or at least inexpensive flying was a benefit she could not resist.

Soon she was very active in the club, not just as a tow pilot but also as the club secretary. Then the members began telling her she had to fly gliders. Being a typical power pilot at the time, Helen resisted. Eventually she bowed to the pressure, and her life was forever changed as she discovered the joy of soaring.

In the spirit of volunteerism that Helen has exhibited so much during her entire life, she soon found herself involved in activities helping others. Her efforts started with the club and then expanded to the national level.

Soaring has a series of badges as pilots advance in proficiency. The Silver badge requires a gain in altitude of 3,270 feet, a distance of 32 miles and duration of five hours. A pilot earning the Gold badge must gain 9,600 feet and soar a distance of 186 miles. Diamonds are added to the badge by a gain of 16,404 feet, a distance of 310 miles and a distance to a pre-declared goal of 186 miles. The pilot submits an application to the Soaring Society of America (SSA) to document the flight. Helen took on the task of approving these applications and documenting the accomplishments of the individual pilots.

Being a typical power pilot at the time, Helen resisted flying gliders. Eventually she bowed to the pressure, and her life was forever changed as she discovered the joy of soaring.



Helen in her Scheibe Zugvogel 3B in the mid-'60s, ready for takeoff in California.



Helen with her Schempp-Hirth Open Cirrus sailplane at Rosamond Airport, California in 1974.



She herself was the tenth American woman to earn the Silver badge, #337 in the United States, in 1959. Then she began working on the Gold badge, which she completed in 1962, the third American woman and #120 in the United States. In 1967, she became the first American woman to complete the Diamond badge, #79 in the United States and #545 in the world.

Her devotion to all aspects of soaring prompted her to become a life member of the Soaring Society of America. She was the first woman elected to the Board of Directors of SSA, where she served for three years. She helped build a club sailplane and later joined with a partner to build a personal sailplane.

Helen chose not to fly in soaring competition but helped as an official in several contests. She was an active member of the Southern California Competition Club (S3C), formed for the purpose of developing competition documentation techniques and encouraging pilots to take part in contests.

This generous donation of her time, as well as her soaring accomplishments, earned her several awards. The Ninety-Nines honored Helen by inducting her into the Forest of Friendship in 1992. She was the 40th person elected to the United States Soaring Hall of Fame (the second woman), an honor she received in 1968.

She received an Exceptional Achievement Award in 1972 in recognition of her sailplane records. The SSA's highest award, the Warren E. Eaton Memorial Trophy, is presented to only one person each year and then only if there is a suitable candidate. Other women had received this award with their husbands, but Helen was the first woman to receive it in her name only (1972).

In 2005, SSA awarded her a Certificate of Appreciation for her Lifetime Contributions. Also in 2005, the Southwest Section of The Ninety-Nines recognized Helen with a certificate for her valuable membership since August 1, 1941.

She owned, with partners, six sailplanes during her soaring career — a flat top double bubble L-K, a flat top single bubble Schweizer 1-23, a Zugvogel IIIB, an HP-14T (homebuilt), an Open Cirrus and a Kestrel (also two airplanes, a Mooney and a Cessna 140).

However, her main love was soaring for records, a task in which she had great success. Most of her flights were north from the desert of Southern California along the mountains of the Owens Valley and often times towards the northeast from the north end of the Owens Valley. She and her partner pioneered the northern part of this route that is only now being soared extensively by other pilots.

When Helen was soaring weekends, the radio chatter indicated other sailplane pilots were wondering where she was and trying to follow her. They knew her successes and would try to learn from her cross-country soaring strategies.

In the days before the high performance sailplanes of the modern era, Helen set several sailplane records remarkable for their time: United States, Feminine, Single-place, an out and return flight of 249 miles (1964); a distance flight of 306 miles (1967); another distance flight of 380 miles (1972); a goal flight of 227 miles (1966); another goal flight of 349 miles (1972); and a California State Feminine distance record of 418 miles (1974).

Helen's greatest joy was soaring along the Sierra, across the Owens Valley and on to the Inyo and White Mountains on the eastern side of the valley. She lived the dream of her youth — the freedom of flight, the feeling of flying like a bird. And that's how a young woman from Idaho found herself soaring along the magnificent Sierra Nevada, enjoying the power of nature.

Actually, it's a pretty interesting story how I wound up flying in this year's Air Race Classic with my Great Aunt Sophia Payton — and winning first place! It all started when I was sitting outside watching my eight-year-old sister play basketball.

My dad came home from work, and I noticed he was talking to my Great Aunt Soph on the phone. After he finished, he came over to me and told me he had wonderful news. "I was talking to Soph about the race this year. She was telling me she was interested in taking a passenger, so I volunteered you. What do you think?"

Of course I was really excited and said, "Absolutely!" At 17, I've known for years that Soph always competes in these races, but the thought never crossed my mind that maybe one year I would be doing it with her. I was never really that interested, but when I found out I now had the opportunity, I went for it! I learned that a passenger was required to have at least a Student Pilot certificate. I didn't have one, but I went to get it as fast as I could. At this point I was all set to go!

Soph flew in from Florida to pick me up, and we then met up with Marilyn Patierno, our copilot. We flew in Marilyn's airplane to St. Louis, where we got the airplane we were to fly in the race. This was where I took my first flying lesson. It was really rough that day. Soph thought it would be good to test me out to see if I could handle rough air. We went flying in a Katana, and the turbulence didn't bother me at all. I guess I'm used to rough weather because all my life I have gone to Florida for vacation at Soph's. We'd go deep sea fishing in the Gulf, and the Gulf has its days, so turbulence was no problem.

The activity for the race was at Purdue University. Students worked the entire race this year, as well as other volunteers from the university and Ninety-Nines. They really did an outstanding job. Before the race there were activities that were available for the racers. My favorite was the community cookout. Why? Because the contestants got to fly the 727 flight simulator. It was the coolest thing ever. It was like I was actually flying a real plane. I got to take off and land it. The best part was, I didn't crash!

The community cookout gave all the racers a chance to hang out with friends and meet new people. It was a public event, and

Winning the 2005 ARC with Great Aunt Soph!

BY ERICA COCHOFF

Grandniece of Sophia Payton, Florida Suncoast Chapter

the contestants manned a booth, telling people about themselves and the air race.

As the race began, there were certain duties that Soph assigned me. In her words, she "made me work," but I didn't mind. It was all fun for me. The day before the race, we polished and waxed the plane. My part was the belly. I waxed that belly so good. In fact, I like to believe that was the extra little bit that helped us bring home the victory! Maybe it was, as the difference between 1st and 2nd was only .067 kph. Or was it the seven pounds I lost?

To save time during the race, Soph had me pay for the gas at each stop. I was our time-keeper, traffic lookout and our official photographer.

The best part of the race was meeting all the other racers. I met so many different people, and they are the ones, especially Soph, who inspired me to become interested in flying. They all had one thing in common — their love for flying! I met a 16-year-old passenger, Sally Creason, and we hung out during the race and discussed flying the race in the future. I now am working towards getting my license and will be back when I meet the qualifications for the air race.

I've heard rumors that the rules might change for passengers in the race next year. They might need to have a student license and some flight time. I think this would be a mistake to add the flight time as a requirement. Had I not been able to go on this race, I would not have the thoughts and strong feelings towards becoming a pilot myself. Also, remember that many of us are 16 and 17 years old, and many of us are working to earn our own spending money. Also, like me, they may not know if they have any interest in becoming a pilot or having a career in aviation until they actually experience a race. Being a passenger certainly changed the way I look at the future.



Top winners of the 2005 Air Race Classic are team pilot Sophia Payton, right, and her passenger Erica Cochoff, Sophia's grandniece. Not shown is the team's co-pilot Marilyn Patierno.

The day before the race, we polished and waxed the plane. My part was the belly. I waxed that belly so good. In fact, I like to believe that was the extra little bit that helped us bring home the victory!

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

ACADEMIC: BROWNE, Amanda Leigh, Section Member, New York-New Jersey Section • HERMANSON, Gretchen S. Section Member, New York-New Jersey Section • **FUTURE WOMAN PILOT:** BLACKWELL, Sama Elizabeth, Colorado Chapter, South Central Section • CASEY, Jessica A., Oklahoma Chapter, South Central Section • CHEN, Annie AnnLei, Intercollegiate Internet Chapter, North Central Section • COURTNEY, Maryellen, Section Member, Northwest Section • CUMMISKEY, Tawnya L., Orange County Chapter, Southwest Section • DILLEY, Gail A., Indiana Dunes Chapter, North Central Section • DINIUS, Leslie A., San Fernando Valley Chapter, Southwest Section • DOUGHTY, Gina, Embry-Riddle Daytona Chapter, Southeast Section • EARNEST, Carolyn S., Kansas Chapter, South Central Section • ERICKSON, Heather Ann, Fresno Chapter, Southwest Section • GAPONOVA, Lyubov, Sacramento Valley Chapter, Southwest Section • GILL, Megan Lea, Women With Wings Chapter, North Central Section • GROENING, Rachel Ann, Florida Spaceport Chapter, Southeast Section • HEILMANN, Charli Elaine, Women With Wings Chapter, North Central Section • HOWELL, Linda Jayme, Oklahoma Chapter, South Central Section • KRESS, Rebecca Lynn, Santa Rosa Chapter, Southwest Section • MCELROY, Julia Eleanor, Eastern New England Chapter, New England Section • MCLAUCHLIN, Mary Lisa, Oklahoma Chapter, South Central Section • MONTGOMERY, Lynda G., Phoenix Chapter, Southwest Section • NEFF, Carol S., Section Member, South Central Section • O'HARA, Laurel Anne, Columbia Cascade Chapter, Northwest Section • POTTER, Annemarie C., Reno High Sierra Chapter, Southwest Section • RAMSDELL, Kelley Jean, South Dakota Chapter, Northwest Section • RENFROW, Leslie Kay, San Antonio Chapter, South Central Section • REVER, Linda Jeanne, San Gabriel Valley Chapter, Southwest Section • RODRIGUEZ, Traci J., San Gabriel Valley Chapter, Southwest Section • RUFF, Jessica Nicole, Florida Suncoast Chapter, Southeast Section • SINGBEIL, Lisa Jacqueline, Canadian Rockies Chapter, West Canada Section • STAN, Amanda M., Mount Diablo Chapter, Southwest Section • TAYLOR, Dena Marie, Monterey Bay Chapter, Southwest Section • THOMPSON, Holly Coe, South Dakota Chapter, Northwest Section • WEBER, Christina Marie, South Dakota Chapter, Northwest Section • WINSTON, Karen Yvonne, Oklahoma Chapter, South Central Section • **NINETY-NINE:** ASHCRAFT, Linda Fitzpatrick, Arkansas Chapter, South Central Section • BARNHART, Wendryn E., Reno Area Chapter, Southwest Section • BARTLEMAN-LOSCHER, Michelle, Alaska Chapter, Northwest Section • BETRAND, Jeanine, Coachella Valley Chapter, Southwest Section • BROST, Jamie McCall, South Dakota Chapter, Northwest Section • BRUEHL, Melanie Jeanne, Rio Colorado Chapter, Southwest Section • BRYANT, Margret Nelle, All-Ohio Chapter, North Central Section • BURNETT, Lynsey Rae Marie, Colorado Chapter, South Central Section • BURNOR, Terri Anetta, Minnesota Chapter, North Central Section • CARNEAL, Carolyn Taylor (Lyn), Virginia Chapter, Mid-Atlantic Section • CLARK, Kelly Cristina, Colorado Chapter, South Central Section • COLE, Milena Martha, Tucson Chapter, Southwest Section • DENMARK, Margaret C. Maggie, Kitty Hawk Chapter, Southeast Section • DITSCH, Patricia Ruth, Arkansas Chapter, South Central Section • FISHER, Rebecca G., Alaska Chapter, Northwest Section • GEHMAN BROUGHMAN, Elizabeth, Eastern Pennsylvania Chapter, Mid-Atlantic Section • GETTMAN, Louise, Alaska Chapter, Northwest Section • GRASS, Sue Jane, San Joaquin Valley Chapter, Southwest Section • GRAVANCE, E. Elise, Antelope Valley Chapter, Southwest Section • GREENLEE, Eloise R., Michigan Chapter, North Central Section • GREEN, Kimberly Danielle, Section Member, Russian Section • GRIFFIN, Patricia Corcoran, Eastern Pennsylvania Chapter, Mid-Atlantic Section • HAMPTON-KOON, Tonya M., Kitty Hawk Chapter, Southeast Section • HARTE-GOLDSMAN, Eileen, Section Member, Southwest Section • HASEGAWA, Yuko, Oklahoma Chapter, South Central Section • HAYES, Linda Charlene, Houston Chapter, South Central Section • HERZOG, Deborah Lee, Reno Area Chapter, Southwest Section • JACKSON, Bette D., Columbia Cascade Chapter, Northwest Section • JONES, Jennifer Terri, Section Member—No Chapter, Southeast Section • JORGENSEN, Kendra Anne, South Dakota Chapter, Northwest Section • KASTANAS, Gaynelle R., Kentucky Bluegrass Chapter, North Central Section • KELSEY, Chelsea Lee Lara, Tucson Chapter, Southwest Section • KURTZ, Mary Electra, Tucson Chapter, Southwest Section • LACLAIR, Terri Ann, Alaska Chapter, Northwest Section • LAZURENKO, Lydia B., Michigan Chapter, North Central Section • LEE, Susan H., Brazos River Chapter, South Central Section • LOTT, Perry Lee, Section Member, South Central Section • MACADAM, Martha P., Eastern Pennsylvania Chapter, Mid-Atlantic Section • MOHN, Rebecca Jean, Section Member, Southeast Section • MORGAN, Sandra B., Kentucky Bluegrass Chapter, North Central Section • MURRAY, Kathleen A., Utah Chapter, Southwest Section • NELSON, Vanessa Nadine, Columbia Cascade Chapter, Northwest Section • NICHOLS, Joanne, Reno High Sierra Chapter, Southwest Section • PALUZZI, Victoria Ann "Vickey", Las Vegas Valley Chapter, Southwest Section • PATA, Maryann, Oklahoma Chapter, South Central Section • PETERSON, Amy Elaine, Idaho Chapter, Northwest Section • PRITCHARD, JoAnne, North Jersey Chapter, New York-New Jersey Section • PULIDO, Jacqueline Margaret, Section Member, Mexico Section • ROBINSON, Edith Gillian, Members At Large, New Zealand Section • SHULTS, Tammie Jo, Section Member, South Central Section • SKELTON, Erin, San Diego Mission Bay Chapter, Southwest Section • STAFFORD, Ruth Margaret, Greater Kansas City Chapter, North Central Section • STANLEY, Trinity D., San Gabriel Valley Chapter, Southwest Section • STONER, Melanie, San Fernando Valley Chapter, Southwest Section • SWENSON, Gail Lynn, South Dakota Chapter, Northwest Section • TOHIDI, Karen Ann, Los Angeles Palms Chapter, Southwest Section • TOMASCHEWSKI, Silvia, Section Member, German Section • TOWNSEND, Suanne R., Colorado Chapter, South Central Section • URBAN, Judith Aleanor, San Gabriel Valley Chapter, Southwest Section • VARNEY, Kaye Lynn, Santa Rosa Chapter, Southwest Section • WAGNER, Sheilagh Farmer, Kentucky Bluegrass Chapter, North Central Section • WESTERHEIDE, Judith Lee, All-Ohio Chapter, North Central Section • WILEMAN, Patricia A., Rio Colorado Chapter, Southwest Section.



CAREERS:

Captains, Navigators, Leaders...99s

BY JENNY T. BEATTY
International Careers Committee Chairman

The Ninety-Nines Professional Pilot Leadership Initiative, our mentoring and leadership program for members pursuing pilot careers, is well into its second year. Here, in their own words, participants and graduates share how the PPLI principles have guided them toward success.

Take responsibility for your career advancement, even while being mentored. "I love that the PPLI refers to the mentee or protégée as 'Captain' and the mentor as 'Navigator.' I think the lesson that we have to take charge of our training and career is so important, as is the lesson that there will be many along the way that can help us 'stay on course' by sharing their journeys."

Build a network so we can all succeed, together. "The PPLI initiated me into the 'good old girls' club.' I was able to finally make those all-important connections which are so valuable for mentorship and career advancement." "I am a shy person, and networking is by definition uncomfortable for me. Being part of the PPLI forced me to overcome these fears of making contact."

Learn new career development skills. "Going in, my biggest weakness was goal-setting. I had so many ideas about so many different avenues in aviation that I just had no idea where to begin. Writing my Development Plan forced me to think through things in a very practical manner. Now that I have determined specific steps for reaching attainable goals, progression is no longer the impossible daunting task it once seemed."

Share what you know with others. "The main reason I was able to accomplish so much during this time was knowing that at a moment's notice I could reach other women who had been through what I was going through and get advice on how to proceed." "I wrote long emails to my Navigator expressing my frustrations and felt enormous relief when her responses relayed similar stories. Knowing that I was not alone, that other women have succeeded in our profession, helped me to persevere."

Become a leader in our aviation community. "As Chapter Chairman I learned a lot about delegating tasks and encouraging participation." "I feel more confident about my place in The Ninety-Nines. That has translated into who I am as a person. I walk taller, am more professional in everything I do and finally feel like I have made a place for myself in the aviation community."

Carry these newfound abilities and resources beyond the PPLI. "I truly wanted to rid myself of the loneliness and feelings of, 'Am I the only one in a less-than-desirable job struggling to make it? Will I ever overcome those obstacles and get the information I need to succeed?' Well, I have gotten those answers, and I have reaped more than I ever hoped for. I am really happy with what I am doing, and I am excited to see how and what I can contribute to The Ninety-Nines in the future."

If you're pursuing a career in any pilot profession, apply to the PPLI! Information: www.ninety-nines.org/careers/.

PRO 99s PROFILE: Chris Abbott

BY BETSY JORDAN DONOVAN, International Careers Committee

Chris Abbott's first airplane ride ever was in a Cessna 150, and that's all it took for her to be hooked. At age 20, she began her training and built her hours with traffic watch, instrument instructing, flying charter and freight. Chris's next job at WalMart had her in the Turbo Commander and Lears where she progressed to Captain on both aircraft. For a change, she moved on to Piedmont Airlines (Dash 8) for a short time before taking time off to raise her infant son.

After two and a half years, she returned to the air as a charter pilot for Martinaire, located in Richmond, Virginia, where she flies as copilot on the King Airs 200 and 350 and



the Lears 30 and 31. About her absence from the cockpit, Chris noted, "The hardest part was feeling so rusty in planes that I had once been Captain in. If there had been any way to stay part-time all along, I would never have quit."

Chris holds a Learjet type rating, ATP and a CFII. She became a Ninety-Nines member recently in order to participate in the Professional Pilot Leadership Initiative (PPLI) program as a Navigator. Chris's advice to others: "Network, network, network!"

"My husband Wayne wanted to learn to fly. So we hocked everything we had to buy an airplane. I had no interest. I'm scared of heights."

BY KRISTAL HARDIN
Arkansas *De Queen Bee-Citizen* Correspondent

Jody McCarrell of De Queen, Arkansas is known around town as "the lady that flies." Jody's love for flying has taken her to far away places, afforded her many opportunities to meet interesting people and participate in international aviation organizations and events. She is currently on the International Board of Directors and is the immediate International Past President of The Ninety-Nines.

Jody's introduction to flying began in 1956. "My husband Wayne wanted to learn to fly. So we hocked everything we had to buy an airplane. I had no interest. I'm scared of heights," Jody said. "But I won \$90 in a bowling pot and took it to Sid Fischer, a flight instructor, and learned to fly."

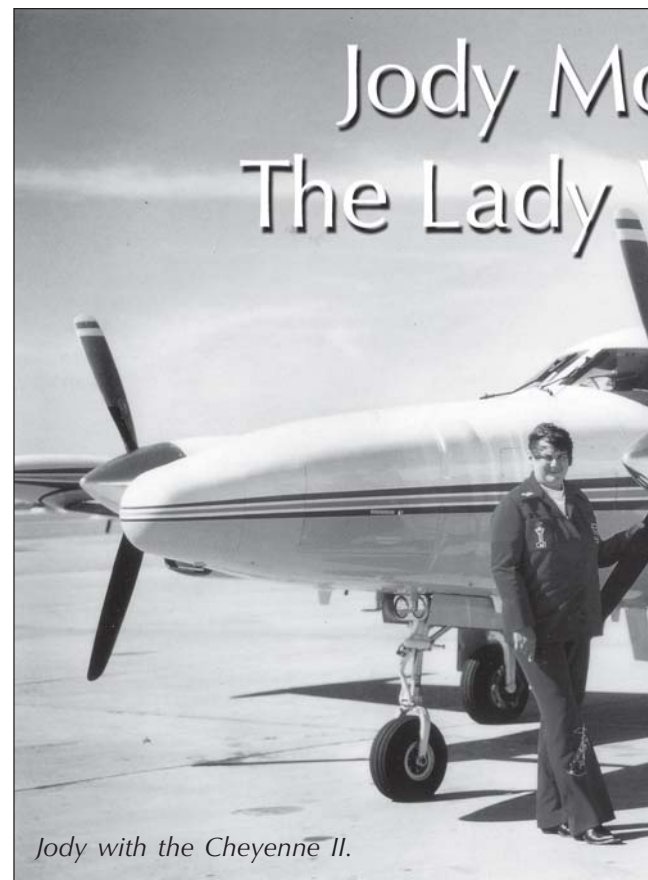
She got her Private Pilot certificate in 1960. "Wayne insisted that I join a group of lady pilots called The Ninety-Nines," said Jody. "He created his own monster. I'd say I was going to lunch, and he would ask, 'Which state?'"

The McCarrells moved from Texas to Cove, Arkansas in 1972. They put a runway on their property that allowed Jody to fly often. "I had a hard time moving. I would still fly and buy my groceries in Dallas."

Jody used her ability to pilot a plane to financially support her hobby. In the early 1970s, she did corporate flying for Cliff and Dorothy Lane of Lane's Poultry before Tyson's bought them out. She flew a Baron twin-engine six-passenger airplane.

When Lane purchased a Cheyenne turbo-jet that seated eight to ten passengers, Jody went back to school to become certified to fly a turbo-jet. She attended flight school in Pennsylvania with 60 men. She also bid for fire contracts and had a fire patrol route, along with some aerial photography contracts for Weyerhaeuser.

After 12 years of corporate flying, Jody began moonlighting for Al Lynch in Wickes, Arkansas. Lynch owned Allison's Collectibles in Dallas, Texas and made women's clothing. He needed a woman pilot, and Jody was the woman for the job. Lynch built a runway on his place and purchased a Cessna 172. When Jody went to work for Allison Collectibles, they purchased an eight-passenger twin engine Cessna 402. During those years of corporate flying, Jody said she was tacking on 1,000 hours of flight time a year.



Jody with the Cheyenne II.

Jody also became a certified flight instructor during the early 1970s. She and Wayne, who eventually got his license, ran the De Queen, Arkansas airport from 1975 to 1990. "I taught several in De Queen to fly," Jody explained. "I had to have someone to run around with."

Obviously, Jody is not your average housewife. She has participated in the Women's Air Derby, also known as the Powder Puff Derby, and the Air Race Classic. These races are flown from coast to coast covering 3,000 miles in three days.

It hasn't been all champagne wishes and caviar dreams. Like most pilots, Jody has had her share of near scares in 16,000 hours of airtime. "I've blown engines, but with twin engines, there is still another," she said. "I've lost engines, had engine failures. It's important to keep cool, don't get in a hurry." According to Jody, the most dangerous part of flying is driving the car to the airport.

Jody's love for flight is evident. She has flown in every state but Alaska. She's flown throughout the European skies and flown in Argentina. "I love to experience the three-dimensional view you get in an airplane — seeing



Jody as a child, age not known.



the woods of Arkansas, the desert of New Mexico, the fields in golden bloom in Iowa and Nebraska and the sea coasts. It's a feeling you can't touch or explain."

She was heavily involved with the United States Precision Flight Team. The opportunity arose to hold the first of many national meets for the World Precision Flying Competition try-outs in De Queen in 1984 because the location is right in the middle of the country.

She also coached for, participated in and ran the World Precision Flying Championship. "It was the first time we in the U.S. held the World Precision competition in the U.S.," said Carole Sue Wheeler, former member of the Fort Worth Chapter. Jody was Competition Director and on-staff for the two events held in the United States, the first in Kissimmee, Florida in 1985.

"Jody and Pat Roberts went to Florida. They had to lay out the route, first in the air and then on the ground," Sue said. "Jody was notorious for picking out cemeteries for sites on the flying route. Not big ones, but little bitty ones. She had to get people's permission to use their property. Jody can talk anybody into any-

thing. She will do anything for anybody. Nothing frightens Jody when it comes to flying." Now, a mouse is a different story.

The second World Precision competition was held in Fort Worth, Texas in 1996. Jody once again played a vital role in making it happen. "I love challenges. I love competition," she said.

Dr. Jacques Boyd of the Rio Grande Norte Chapter worked on transportation issues with Jody in preparation for the event. "I joke that I've known Jody since dirt. She absolutely is a jewel. She has integrity. When Jody says she's going to get things done, she does them," said Jacques. "She is an honest, straight-shooting woman."

Jody has served as an international judge for the Fédération Aéronautique Internationale of Paris, France, an organization in charge of world flying events.

"It was quite a masculine, macho outfit. Hazel Jones and I flew to Paris and presented our credentials along with Jody's. They accepted and elected the three of us to be the first to serve as international judges for FAI, for precision flying," said Pat Roberts, Northwest Section member. Jody also served as a jury member and organizer of the World Flying Events.

Jody stays active in aviation events as the current senior chief judge of the National Intercollegiate Flying Association. "I have known Jody for 25 years, and we are still working together with NIFA," Pat said. Jody's job is to pick judges for competitions between colleges with aviation programs.

Jody leaves the flying to commercial pi-



Jody and Wayne in 1954 ... still together after all these years (52!).

"Wayne insisted that I join a group of lady pilots called The 99s. He created his own monster. I'd say I was going to lunch, and he would ask, 'Which state?'"

Jody on Dreamboat in 1952, Clinton, Illinois. Jody rode horses most of her life, until she found out flying could be just as exciting.

"The respect and admiration for Jody held by pilots all over the world is the ultimate tribute to her achievements in aviation."

Jody, right, and Ninety-Nine Jerry Anne Jurenka celebrate winning the Mary Pearson award in the 1993 Air Race Classic for the highest placing first-timers.



lots and her women pilot friends, now that she is experiencing some health problems. "Jody is an amazing resource to have in the cockpit. No matter what we come up against, together we can get the job done," said Jerry Anne Jurenka, The Ninety-Nines International By-laws Committee Chair. "I'm the official pilot. She is the amazing mentor."

Although her pilot wings may be gathering dust, her truck wheels aren't. Jody recently returned from the American Royal Livestock Show in Kansas City where her granddaughter Megan showed, won three purple circles and sold her steer. Jody's dedication to her family is noticed and acknowledged by her flying friends.

"Jody gets an A-plus for family," said Cecile Hatfield, General Counsel for The Ninety-Nines. "She has managed to be a fantastic grandmother to her grandchildren."

As for her leadership skills, Cecile suggests it's Jody's manner that kept The Ninety-Nines free from legal problems during her time as president. "She's a very good leader. She never got us into hot water as president. She has a certain charm. In fact, she could charm a snake out of tree," Cecile said, laughing.

The support of her husband and family has enabled Jody to accomplish so much in one lifetime. "I have been married for over 50 years. Wayne is a big supporter of women," Jody said. "I have done the things you dream

about. I have had the most wonderful life you could have."

The year 2002-2004, she was chosen the International President of The Ninety-Nines. Her term included many events for the furtherance of aviation including participation in the National Centennial of Flight: Born of Dreams—Inspired by Freedom, on December 17, 2002 at the Smithsonian National Air and Space Museum. Jody represented The Ninety-Nines in this yearlong celebration of aviation that culminated with a reenactment of the Wright Brothers first flight. Jody joined Dr. Neil Armstrong, Sen. John Glenn and relatives of the Wright brothers and Amelia Earhart at the kickoff ceremony in Washington.

"Eric Lindbergh presented The Ninety-Nines with the Wright Brothers award at this event," Jody added.

Jody has made many friends throughout her years and association with The Ninety-Nines. These friends carry with them special memories of Jody's informative contributions, accomplishments and flying tales.

"Getting to know Jody these past few years has been my greatest pleasure, whether we were together in meetings listening to her stories, flying my Cessna 182 all over the country listening to her stories, or representing The Ninety-Nines in New Zealand listening to her stories," said Susan Larson, International Board of Directors Treasurer. "Her contribution to The Ninety-Nines is incomparable due to her commitment, her energy, her business sense and perhaps particularly... her stories."

Lately, Jody can be found in Oklahoma City working with other Ninety-Nines helping with the museum work session. "We have the most fabulous history," Jody said. "We got into a box with letters from 1929 about the organization of The Ninety-Nines."

The fact that Jody, a small-town girl from Arkansas, has accomplished so much in one lifetime has earned her the praise of other women pilots, including Anita Kimball Marshall, a member of the Oklahoma Chapter of The Ninety-Nines and publisher of the Arkansas *De Queen Bee* newspaper.

"Jody McCarrell is truly a remarkable woman: wife, pilot, friend, flight instructor and role model for women in aviation," Anita said. "The respect and admiration for Jody held by pilots all over the world is the ultimate tribute to her achievements in aviation."

Aviation Advancement for 99s

AEMSF makes it available to you in many ways!

BY MADELEINE MONACO, Treasurer
Amelia Earhart Memorial Scholarship Fund

After having reached a milestone last year — \$1,000,000 in our fund — we have restructured and revamped our financial projections as well as our application forms.

Finances First

We continue to build the fund with ongoing fund-raising efforts. Our increased efforts to have our members gift us with bequests from their living trusts and/or wills are netting some generous future donations. The Amelia Earhart Memorial Scholarship Fund has always functioned strictly according to its Resolution, which mandates how we invest and spend the Fund's money.

Our Operating Procedures have required certain amounts for funding memorial scholarships, both one time honorariums and Perpetual Scholarships given each year in someone's memory, and this past year we have worked with our investment professionals at Merrill Lynch to establish the correct amounts for this funding. Be assured that your donation in any amount continues to be encouraged and most welcome, and that we treat your money with immense respect. This is your fund.

Beginning on January 1, 2006, the amount required for a Ninety-Nines member or group to fund a Perpetual Scholarship is \$40,000. Any donations made in that amount will insure that your group, your loved one or yourself will be remembered forever with a yearly scholarship to advance a Ninety-Nine in her aviation pursuits.

We will be revisiting the dollar amount required to fund this type of scholarship every five years from now on. It is

our wish to keep this fund as healthy as it has been since 1939. In addition, the amount to fund a one-time scholarship for a rating or license will increase to \$5,000, and we are adding a one-time type rating scholarship which can be funded with \$15,000. You also may still fund a Future Woman Pilot Award with a one time donation of \$1,000, which will go to assist a woman in attaining her Private Pilot Certificate.

The New Applications

The new forms are thorough and comprehensive — and long. No doubt about it. Some of you may wonder why, but we believe this is a good thing. So many questions can now be answered by applicants after completely and carefully reading through the documents the first time. Instructions are very complete and detailed to avoid confusion that has arisen in the past.

When you download the many pages, the first thing you should note is that the Checklists are Appendices. They have been added to help the applicant, and the Chapter AE Chair, navigate the application process. The actual application is a 10-page document that includes pages where you actually write your recommendation letters and your letter to the Trustees and Judges.

The new 2006 Amelia Earhart Scholarship Application package is now available online. There are many changes and improvements, so please read all of the pages carefully before you proceed. If you have any questions, contact our AE Chair Jacque Boyd at AEChair@ninety-nines.org or 505-377-3166.

2006 International Conference in Washington D.C. July 5-9

Less than a year away...a fabulous few days for fun, camaraderie and learning in historic Washington D.C.!

The Washington D.C. area is one of those places that we all love — the kind of place that has something for everyone, no matter what your interest. Whether your idea of fun is a walking tour through streets lined with colonial houses, churches, museums and antique shops of quaint, historic Alexandria or skydiving at Skydiving Adventures, this place is for you!

In future articles, we will tell you more about the specific conference offerings, what you can expect to hear and learn about and the people you will meet. If they're not included in the conference package, plan to spend some of your free time visiting some of the places you don't

want to miss. Even plan spending an extra day or two.

The 2006 Annual Conference is the opportunity for The Ninety-Nines to come together for a few days of very special time and is especially important for those of us who couldn't make it to New Zealand this year. I know that we all value the time we can spend with friends with similar interests and understanding, and based on conversations that I have had with fellow Ninety-Nines, I think that for many of us those opportunities are becoming harder and harder to find.

The 2006 Annual Conference is just around the corner, and what a great reason it is for us to slow down for a few days and enjoy each other's company and meet new friends while we're at it.

“...The Ninety-Nines must be managed as the multi-million dollar company that it is.”



Susan at Bonanza Creek Ranch, New Mexico with the latest addition to the fleet, "Molly," a Bell Long Ranger.

Susan Larson: Keeping a Keen Eye on The 99s' Finances

BY DR. JACQUE BOYD
Rio Grande Norte Chapter

Although her father was a pilot and owned a part interest in a Piper Tri-Pacer when she was just a child, the only recollection Susan has of anything related to general aviation was a trip to Nut Tree in the Sacramento Valley and, in particular, riding on the little train to the restaurant.

It wasn't until a conference in Sun River, Oregon in 1977 that she first became enchanted with the idea of using an airplane, with herself at the controls, of course, to get where she wanted to go. Finally at her destination, after having endured a long day of driving and a circuitous routing system, she noticed a small aircraft landing at the nearby airport. She vowed to have her license by the time of the same conference the following year. She passed her private pilot check-ride on April 18, 1978, in time to fly to that conference, only to be forced to drive due to weather considerations.

Susan's first experience with The Ninety-Nines came when she joined the San Joaquin Valley Chapter a few months after she obtained her license. She got her feet wet with the Chapter right away and became Chapter Chairman.

She attended Section meetings and, as Susan says, "This was in the heyday of the organization, when membership was growing like weeds and there were Ninety-Nines activities galore. I met gals from the Santa Clara Valley and Monterey Bay Chapters, where many close friends are still members. I joined both Chapters' activities and remained a member of San Joaquin Valley until moving to Santa Fe in 2002."

The move to New Mexico began a completely new chapter in Susan's life. A few other "old-timer" Ninety-Nines had moved to the northern New Mexico area and decided a new Chapter was in order. Susan was instrumental in getting the Rio Grande Norte Chapter started. However, a great deal of ribbing had to be endured, as the Chapter was in the South Central Section instead of her "home" Southwest Section. Susan had served as the Southwest Section's Treasurer, Vice-Governor and eventually Governor in 1994 through 1996, so it was indeed a change, but one that she adapted to and enjoyed.

Susan got her Instrument rating in 1983 and began flying in earnest at Amelia Reid Aviation. In 1985, a new man entered Susan's life,



Susan didn't expect to become a pilot. Instead, at the age of four, she wanted to be a train engineer.

Mikey — or rather N9434M, a C182. As she says, “He is definitely ‘he’ and not a ‘she’ like most other aircraft. I could never sell him, thus we will be together as long as we both hold up — no pun intended!”

Air racing became her next love. After timing the Palms to Pines Air Race in 1982 when it passed through Madera, California, she says she became fanatical. She found a partner, rented an airplane and flew lots of races. With Mikey though, the lure of the Air Race Classic became a reality, and she flew her first ARC in 1986 with Jean Schiffman. Since then she’s flown with many a race partner and in a variety of aircraft, winning the Palms to Pines with Ellie Coussens in her Tiger. Her most recent racing was with her daughter-in-law and FWP Kris Tarabetz and Mikey in 2003. They placed second in the Palms to Pines, and Kris was ecstatic with her first racing experience.

After graduating from U.C. Berkeley, Susan worked as a CPA for a company in San Francisco, serving as the first woman on their audit staff. A couple of years later, her father asked her to join him in working for his company. A month later, her brother joined the company also. Larson Pallet Company was truly a family business. She served the company in the capacities of CFO, HR director, customer service and pallet designer.

She says that somewhere along the line she got married and 12 years later divorced. She has a stepson, Ron Tarabetz, and a daughter-in-law Kris with whom she flew the Palms to Pines Air Race in 2003.

The sale of the Larson Pallet Company in 2001 and the subsequent move to New Mexico opened up the door to serve The Ninety-Nines at the International level when she ran for Treasurer in 2002. Her formal training as a Certified Public Accountant provided the background to read and prepare financial statements and understand the budget process and workings at Headquarters, along with the operations of the various trusts.

“These past three years as Treasurer have thoroughly enlightened me as to the internal workings of The Ninety-Nines, Inc. and deepened my appreciation for all those members who give of their time to fulfill our mission,” says Susan. “And frosting on the cake, I fly Mikey to and from OKC for Board meetings and financial reviews.”

“Imagine my joy at finding such a group of capable women, always ready for a chal-



lenge and adventure, with such varied backgrounds and who enjoyed talking about fun stuff. To this day, it’s the women of this organization who inspire me to continue both my aviation training and a leadership role,” she says. “Now that the organization is on a sound financial footing once again, I want to see the Endowment Fund achieve its \$1,000,000 goal as quickly as possible, the Museums reach their potential as well-known community, national and international resources, and the AEMSF award still more scholarships to career-minded women with financial need. This can only be done with a solid financial foundation and a Board of Directors that understands that The Ninety-Nines must be managed as the multi-million dollar company that it is.”

So nicely ensconced in a marvelous home close to the Plaza in Santa Fe, one would think Susan might take a deep breath and put her feet up. But no! She’s added a new member to her family: “Molly.” Molly just happens to be a Bell 206LIII turbine helicopter. Along with the significant other of another Rio Grande Norte Chapter Member, Lilo Steffan and Manfred Luthard, Susan embarked on a new “career.” Building on her original helicopter rating from 1998, Susan recently passed her commercial helicopter rating to become a full-fledged flying partner in HeliNewMexico, a charter helicopter operation based at the Santa Fe Airport.

What was her first flying job to be? She was to shuttle Antonio Banderas to Santa Fe to have dinner with the Governor. Although Melanie Griffith called Antonio back home, many comparable trips are in the future for this successful little company. Such is the life of a woman who doesn’t let the grass grow beneath her feet.

Building on her original helicopter rating from 1998, Susan recently passed her commercial helicopter rating to become a full-fledged flying partner in HeliNewMexico.

Photo top: Susan with Past International President Jody McCarrell and Susan’s C182, Mikey.

Photo below: Susan and her “partner-in-crime” Pat Prentiss at a Ninety-Nines meeting.



NEW HORIZONS

MARTA BOHN-MEYER

It is with deep sadness that we acknowledge the death of Marta Bohn-Meyer, a great friend of The Ninety-Nines. Marta, Chief Engineer at NASA's Dryden Flight Research Center at Edwards Air Force Base, California, was also a widely known precision aerobatic pilot. Marta, died Sunday morning September 18, 2005 when the Giles G-300 she was flying crashed as she was beginning an aerobatic practice routine near the C.E. Page Airport in Yukon, Oklahoma.

Marta's husband Bob Meyer and extended family have set up a fund in memory of Marta that will provide capital for scholarships and education programs for young women interested in science. In lieu of flowers, Bob would appreciate a donation to her fund. It has been set up at Bank of America. A donation can be made at any branch to the Account # 2469941400 Routing #121000358, and make the contribution to the Marta Bohn-Meyer Memorial Fund.

We will have more about the life of Marta in the next issue of 99 News.

— Jacque Boyd

DOROTHEA 'DIDI' JOHNSON MOORMAN Women Airforce Service Pilot (WASP)

Dorothea (Didi) was born in 1919 and flew to New Horizons in June 2005. Her early life was spent in Ft. Dodge, Iowa. She leaned to fly in nearby North Platte, Nebraska. When the War Department asked for women pilots to volunteer for the Army Air Corps program for women pilots, Didi answered the call. She left for training in February of 1943 and became part of the first class entering training in the 318th



Dorothea Johnson Moorman

Army Air Forces Flying Training Detachment at Avenger Field in Sweetwater, Texas. Her class designation was 43-W-4.

The first military assignment she received was to Camp Davis, North Carolina to the 314th Tow Target Squadron. It was there she met and fell in love with a handsome and dashing pilot, Hank Moorman. They were married on New Year's Day, 1944. But, they were soon parted when, in January, she was transferred to Camp Stewart, Georgia to be trained in a highly classified program to fly drone aircraft. Successfully completing that program, she was sent to Camp Edwards, Cape Cod, Massachusetts to the 1st Tow Target Squadron to serve as a tow-target and radio-control pilot.

Didi was then transferred to the Air Forces Proving Ground Command, Eglin Field, Florida. Here her assignment was to be the same as that at Camp Edwards, but she was

soon tagged by Colonel Paul Tibbets to be one of two women to check out and demonstrate the new bomber, Boeing's Superfortress, the B-29. Along with Dora Dougherty, she checked out after only three days of flight instruction from Col. Tibbets. A B-29 assigned to them, named by Col. Tibbets *The Ladybird*, served as a demonstration plane to prove that it was so easy to fly "that even a woman could fly it." She returned to her new civilian life as Mrs. Frank Moorman, eventually settled in Big Pine Key, Florida and raised five children.

Didi's life ended in June 2005. Her ashes will be scattered at sea, as were her husband's. She will be remembered for her joy of life. She was a friend to everyone she met and she made you feel better for having known her. She will be missed.

— Dora Strother-McKoen

GLADYS HILL Colorado Chapter

Gladys Hill passed away on May 17, 2005 at the age of 94. Born October 30, 1910, she learned to fly in 1933 in a 40 horsepower Taylor Cub at the age of 23 and obtained her Private Pilot certificate in 1937. She flew for one season with the Tex Rankin Hollywood Aces air show in the central and western part of the United States. Gladys joined the Wings Club, a women's pilot organization in 1937, before The Ninety-Nines had a Chapter in Colorado. She was one of the Chapter's charter members, and she installed the first officers of the Colorado Ninety-Nines in 1938.

She became good friends with another Colorado aviatrix, Donna (Tracy) Myers. At one time, Donna and Gladys were the only two licensed women pilots in a five-state area. She married Roy B. Hill on August 24, 1942. Roy preceded her in death in 1975.

— Donna Miller

BRENDA ROBINSON Brazos River Chapter

Brenda Robinson flew to New Horizons on January 16, 2005. Born on June 20, 1945, Brenda spent her childhood years in Waterloo, Iowa. Just before she entered high school, her family moved to Colorado Springs. She graduated in 1963 from Cheyenne Mt. High School and attended Western State College in Gunnison, Colorado. Prior to graduation she married Lt. James R. Robinson on December 30, 1965. After Jim's career in the Air Force, the family moved to Myrtle Beach, South Carolina where Jim became a pilot with Delta Air Lines. They then moved to Arlington, Texas and later to a ranch outside



Brenda Robinson

NEW HORIZONS

of Granbury where they remained for the next 29 years.

Jim became interested in private aviation and in 1991 purchased a 1975 Cessna 180. They enjoyed backwoods flying from Mexico to Idaho, and Brenda was hooked. In April 1992, they acquired a 1946 J-3 Cub for Brenda's training, and she soloed on August 15, 1992. That November they bought a J-5C, and Brenda completed her training, receiving her Private Pilots certificate on March 26, 1993. In 1995 she became a charter member and the first Secretary of the Brazos River Ninety-Nines.

Although she thoroughly enjoyed the Cubs, her primary interest then was checking out in the 180, and she soloed it in 1996. Brenda received her float rating on November 7, 1997 in an Aeronca Champ, and that next summer she was flying the C-180 on floats in Alaska. During her years in Alaska, Brenda's float flying included high mountain lakes with short, technical water in order to reach those favorite fishing holes. That woman loved to fish.

During the 39 years she was married to Jim, Brenda hunted in Africa on three different occasions and Australia. She enjoyed a highly experienced and well-traveled lifetime.

In December 2001, Jim retired from Delta and they split their years between summer in Alaska and winter in Texas with their two sons and four grandchildren.

In July 2003, Brenda was diagnosed with ovarian cancer and died on January 16, 2005. She is survived by one brother, one sister, her husband Jim, two sons and four grandchildren.

— Bonnie Lewis, written by Jim Robinson

BERNADINE STEVENSON

Los Angeles Chapter

On June 8, 2005, Bernadine 'Berni' Stevensen flew her last race — out of this universe. Her husband Jim survives her. She was an accomplished aviatrix with an ATP rating who flew for fun and in her business.

Berni placed among the three top finalists in the Angel Derby numerous times and was the winner in 1971.

In 1969 she won the International Women's Stock Plane Championship in the closed course race at Fort Lauderdale, Florida. She raced from Cincinnati, Ohio to Managua, Nicaragua; Canada to the Bahamas; California to Oregon (Palms to Pines); and in the Powder Puff Derby. She flew the first annual Baja race from Long Beach, California to La Paz, Baja, Mexico in 1981. Berni flew over 5,000 hours, mostly solo.

She once told a friend "As I grew up, I guess you would say Amelia Earhart was my ideal. She did a lot of cross-country racing, too. My father once told me that he took me to an airport when I was only three years old. He said that all the planes fascinated me. When I saw an airplane landing, I crouched down with arms extended on each side of my body



Bernadine Stevenson

and screeched, 'Come on little airplane, come to Bernadine!' Maybe that was when it all started."

She and her husband Jim were a flying family. They were the only pylon air racing couple since Jimmy and Mary Haizlip in the 1930s. Berni once said, "Jim flies Boeing 727s all over the world. He's glad that I can fly. It brings us closer together." Bernadine attended many of the Ventura County meetings.

Fly high and fast, Berni.

—Marie Fasano-Ramos

LUCILLE TAYLOR

Idaho Chapter

Lucille Teilmann Taylor passed to New Horizons peacefully at her home on Saturday morning, June 4, 2005. Lucille married Cecil Calvin 'Jiggs' Taylor on September 16, 1951 in Boise, Idaho. Cecil died in 2002.



Lucille Taylor

Lucille's career as an interior designer spanned more than 50 years. Her clients included many of the large hotels in Boise and many areas of the state capitol, including the Governor's office, Secretary of State's office and the Legislature.

Lucille and Jiggs loved airplanes and flew their classic Luscombe plane for many years. Lucille obtained her own Private Pilot certificate in 1956 and was active in the Idaho Chapter. She and her sister-in-law Barbara won the Idaho Powder Puff Derby in 1963. In honor of Idaho's territorial centennial that year, they flew the entire race in territorial costumes, complete with hoop skirts.

Lucille Taylor was someone who was almost bigger than life. Her high energy and infectious laugh would always light up a room. She liked to give gifts that were special and unexpected, and she was known to play an occasional, well-orchestrated prank. We will miss her very much.

— Jan Peterson

BETTY JEAN THACKER

Tennessee Chapter

Betty Jean Thacker recently flew to New Horizons. She joined The Ninety-Nines in 1968 immediately after she received her Private Pilots certificate. She was a faithful member for 37 years.

She and her husband were students of Evelyn Johnson at the same time. For several years they owned a Cessna Cardinal and enjoyed many long trips together.

— Evelyn Bryan Johnson

New Horizons continued on page 24...

Award of Merit/Award of Achievement: Request for Nominations

BY KRIS IRVIN, International Awards Chairman

The Ninety-Nines, Inc. Awards Committee encourages members to submit nominations for two prestigious awards. This is a wonderful way to acknowledge those who have made significant contributions to The Ninety-Nines, Inc. or to the aviation community.

The nominations for these awards must be made by a Section or Chapter with the signatures of two officers and attached to a one-page letter of nomination. Additional data and/or resumes may be attached to the letter of nomination but must be limited to not more than three additional pages (four pages total).

The nomination must include the address and phone number of the nominee, or if the nominee is deceased, the name, address and phone number of at least one next of kin.

Nominations must be sent to International Headquarters, to the attention of the Awards Committee, no later than November 30, 2005. Please do not send via Express Mail.

Award of Achievement (For Ninety-Nines members)

Individuals, Sections or Chapters who have made significant contributions to aviation, aviation education, science, aviation history or The Ninety-Nines, Inc. Candidates must be current members of the Ninety-Nines, Inc.

Award of Merit (For Non-Ninety-Nines)

Individuals or organizations that have made significant contributions to aviation, aviation education, science, aviation history or The Ninety-Nines, Inc. Individual candidates may be male or female.

For both awards the achievements may have occurred in the present or prior years. Candidates may be selected for a single action or a series of events, they may be living or dead, and they are not limited to the United States.

For additional information regarding these awards, please email Kris Irvin at CPAviator@aol.com or call 501-470-1452.

RATINGS AND WINGS

RATINGS

Liz Havens Lee – Instrument

Antelope Valley Chapter

Maryellyn Page – Seaplane

Connecticut Chapter

Judy Phelps – CFII

Ventura County Chapter

Austin Mader-Clark – Private Pilot

Santa Clara Valley Chapter

Judy McCarthy – Private Pilot

Ventura County Chapter

Suzanne Skeeters Trebon – Airbus A-330

Aloha Chapter

Deb Thompson – Multi-engine Instructor

Minnesota Chapter

WINGS

Lila Elliott – Phase IV

Florida First Coast Chapter

Joan J. Smith – Phase XII

Minnesota Chapter

NEW HORIZONS ... continued

HELEN WAGNER

San Joaquin Valley Chapter

Helen Wagner died in June 2005. We probably all remember her best for her gracious hospitality for our Christmas party and the January potlucks. We will miss her.

Helen's funeral was held June 17 at the Wilson Funeral Home in Livermore, California.

Our prayers are with the family.

—Terry Kirby

BONNIE BURGOYNE WORTH

Mat Su Valley Chapter

Bonnie Burgoyne Worth, 74, died June 29, 2005 at her home in Palmer, Alaska. Bonnie was a charter member and the first Chapter Chair of the Mat Su 99s in 1984. Bonnie was born in Salt Lake City and married Bill Burgoyne in 1972.

Bonnie and Bill moved to Alaska in 1975 where Bonnie worked for the Matanuska Telephone Company and in the governor's Mat-Su office during Steve Cowper's administration. After Bill died, Bonnie married Melvin Worth. In addition to her flying activities, Bonnie enjoyed sewing, reading, writing and travel.

— Judith Foster

DORIS WOLFSTONE

Western Washington Chapter

Doris Wolfstone passed away June 3, 2005. Western Washington Chapter members and other Ninety-Nines donated enough funds to have a memorial tree placed in her honor in the Forest of Friendship in Atchison, Kansas on June 18 and to place a \$100 brick at the Amelia Earhart Birthplace Museum in Atchison.



Connie Irving, recipient of the Maule Tailwheel Training Award.

The Joy of a Tailwheel

BY CONNIE IRVINE
Golden Triangle Chapter

I was the fortunate recipient of the 2005 Ninety-Nines Maule Tailwheel Training Award. The scholarship consisted of 10 hours in a tailwheel airplane and my endorsement at Maule Flight in Moultrie, Georgia.

I have always wanted to fly taildraggers and was ecstatic when I found out I was the recipient of the award. My instructor was none other than the owner, Ray Maule. Ray's father, B.D. Maule, created Maule Air, which designs and builds Maule airplanes.

I was initially a little worried about the differences in flying a tailwheel and a tricycle gear aircraft and how fast I could make the transition. However, after my first flight, my nerves were put at ease. Ray helped make the transition to tailwheel very enjoyable. I learned things like the true meaning of the word "rudder," how to better handle crosswind situations, grass field operations, and, of course, how to fly a taildragger with ease.

The Maule MX-7-160 was easy to learn and a blast to fly. Imagine my surprise when Ray told me to land on a grass strip that was only 1,200 feet long with trees on both ends. I was worried about how long (or in this case, short) the runway was, but we had no problem landing or taking off and even had runway to spare.

I strongly encourage any pilot who has ever considered getting her tailwheel endorsement to go for it! Not only will you love flying the airplane, but it will make you a better pilot in everything you fly, which is something I know we all strive to be.

Connie is currently a senior at Purdue University majoring in Aviation Flight Technology. She joined the Golden Triangle Chapter when she first began taking flight lessons at 15.

BOOK REVIEW

Violet the Pilot in Canada *Violet the Pilot in France*

Author: Bettina Jenkins Bathe
Illustrator: Barbara Fortin

Trafford Publishing Ltd. \$14.00
www.violettthepilot.com



BY JACQUELINE BOYD
Rio Grande Norte Chapter

These are truly a couple of the neatest little books I've seen in a long time. In *Violet the Pilot in Canada*, Violet flies a float plane which, of course, is violet. In *Violet the Pilot in France*, she flies a hot air balloon. There are details throughout both books that indicate the author knows what she's talking about aviation-wise. The illustrations are simply marvelous, and the colors are eye-popping. These may be "children's" books, but young-at-heart would qualify.

The website for the books is just as colorful. There are links to several other sites, contests, scholarships and merchandise. Bettina has done some work with this project and it shows. She is a former member of the First Canadian Chapter and is a commercial pilot.

One dollar from the sale of each *Violet the Pilot in Canada* and *Violet the Pilot in France* book will be donated to the Heart and Stroke Foundation in honor of the author's father, Clifford Leslie Bertram Jenkins, who passed away on June 26, 2003.

Dream of Flight Scholarship Honors Madine Pulaski

On Madine's Wings Foundation is sponsoring a scholarship in honor of the late Madine Pulaski, a long-time member of The Ninety-Nines and founding member of the Orange County Chapter. The Foundation's "Dream of Flight" scholarship is an annual program that will take a candidate from the first flight through Private Pilot certificate, Instrument rating, Commercial Pilot certificate and both Certificated Flight Instructor certificates.

All expenses, to include airplanes, instructors, FAA check-rides, equipment, books and training materials will be paid by the Foundation. Both basic training aircraft and Madine's last personal airplane will be used throughout the training. Hence, each scholarship recipient will receive his or her flight training literally "On Madine's Wings."

For more information, visit www.madine.org/dream_of_flight.

— Jim Cummiskey

INTERNATIONAL FOREST OF FRIENDSHIP

The International Forest of Friendship in Atchison, Kansas celebrated its 29th year with festivities from June 17-19. Thirty-Three individuals and Angel Flight were honored. The theme this year was "Forests and Flying," with a special focus on those who have links to aviation in the Forest Service, smoke jumpers, pilots of air tankers, etc.

The award for the most dedicated participants went to Cosmonaut Rakesh Sharma, India's first man in space, and Mohini Shroff of the India Section, both of whom flew some 30 hours from India to attend and then returned directly home. The support of Air India was greatly appreciated.

On Saturday, a number of Ninety-Nines came up from St. Louis for the dedication of a room in Lois Feigenbaum's honor at the Amelia Earhart house. We remember Lois fondly for her many years of support to the Forest.

Next year will be the 30th anniversary of the Forest. The ceremonies will be on June 16, 17 and 18. The theme will be "World Friendship Through Flying," and we hope to get visitors and honorees from as many as possible of the 35 territories, provinces and countries that have trees in the Forest. Chanda Budhabhatti is helping with the coordination, and we're looking to get a strong committee to pull the events together. If any new Sections were established overseas in countries that aren't represented in the Forest, this would be a great opportunity to introduce them. In anticipation of 2007's theme of "Youth and Flying," we ask you to start thinking about folks under, say 30, who might qualify, and also encourage anyone to bring someone from the "next" generation to the Forest.

— Lin Wells, linwells@erols.com



Ninety-Nines at the International Forest of Friendship. Seated, first row: Joyce Wells, Chanda Budhabhatti, Mohini Shroff, Barbara Strachan, Bev Turk. Standing, second row, Liz Lundin, Carolyn Carpp, Kathy Walton, Evelyn Moore, Dorothy Sturman, Andy McCarthy, Janet Russell Hitt, Carol Andrews, Betty De Baun, Elaine Kay Evans, Barbara Evans. Standing, third row, Corbi Bulluck, Margie Richison, unidentified, Marjorie Anderson, Lindy Boyes, Gayl Henze, Sylvia Merritt, Meigs Adams, Sue Sears, Etta Sue Frantz, Susan Larson. Standing, fourth row Donna Tucker, Leslie Jenison, Sondra Ridgeway, Michelle Stauffer, Ann Shaneyfelt, Kathy Jambrosic, Judy Benjamin.

BACK BY POPULAR DEMAND!

99s BREAKFAST SOCIAL AT AOPA EXPO 2005

The Ninety-Nines Breakfast Social at the AOPA Expo will be held Saturday, November 5 from 8 to 9:30 a.m. in Salon C at the Marriott Hotel, Tampa, Florida. Price for the breakfast is \$20.

It's always a fun get together. Come and join in, see and chat with other Ninety-Nines members from across the U.S., and, of course, reminisce about New Zealand.

If you think you will be attending, please contact us by e-mail, sjtflight@msn.com. Space is limited. You may also purchase a breakfast ticket at the booth, but deadline for that purchase is early morning Friday, November 4.

If you have any questions, call Susan Theurkauf, Trade Shows, (626) 792-8006.

RAFFLEMANIA!

Washington, D.C. Here We Come!

Are you planning on attending the International Conference in Washington, DC, July 5-9 in 2006? Here is your chance to win \$1,500 that will be put towards your registration, hotel and transportation. Drawing will be March 3, 2006. All proceeds will go to the Endowment Fund. Raffle tickets are \$10 each or three for \$25. Tickets will be available through the Trustees of the Endowment Fund at Section Meetings and Chapter Meetings or by contacting Fran Strubeck, (520) 579-9684 or at piperpilottoo@aol.com.

MORE RAFFLEMANIA!

Win a luxurious three-day spa package at the Westin La Paloma Spa & Resort Hotel in Tucson, Arizona. The winner will spend one day at the beautiful Elizabeth Arden Red Door Spa. This unique getaway, valued at \$2,000, can be yours. Raffle tickets are \$10 each or three for \$25.

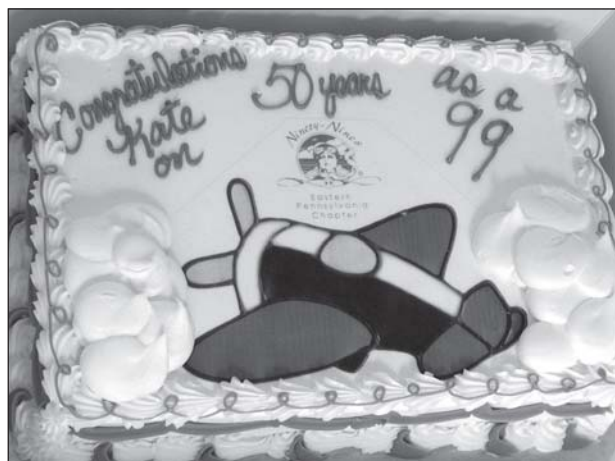
Be sure to share this with your family and friends so that they too may have an opportunity to win a spectacular mini vacation. Drawing will be July 8, 2006. All proceeds will go to The Ninety-Nines Endowment Fund. Raffle tickets are available through your Chapter Chairman or by contacting Fran Strubeck, (520) 579-9684 or at piperpilottoo@aol.com.

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



A cake honored Kate Macario's 50 years as a Ninety-Nines.

EASTERN PENNSYLVANIA CHAPTER

Our Commitment to Aviation

In the Eastern Pennsylvania Chapter, we have members who have been Ninety-Nines for less than a year, but we also have two current members who demonstrated their commitment to the world of aviation through their activity in The Ninety-Nines for over 50 years. They are the members I would like to tell you about, although some of you may already know their names: Anne Shields and Kate Macario.

Anne was a WASP during the war, and those of you who know her or who have talked with her at our annual conferences are familiar with her stories about those dedicated women. After the war, Anne continued her commitment to aviation and spent most of her career with the FAA.

Today, she serves as a role model to others and as a reminder that women in aviation have come a long way, due in no small part to the paths that she and others forged for us all. Anne and her fellow WASP received a standing ovation for their incredible achievements at the 2005 Women in Aviation conference in Dallas.

Kate has been an active champion of The Ninety-Nines since the day she joined. Busy at home raising seven children, she nevertheless found time to inspire and motivate others, and she continues to do that today. Kate was recently honored by our Chapter for her 50 years of service at a dinner and a play about the WASP that many of us attended, as well as at our regularly scheduled meeting, where she received a cake decorated with our Chapter's logo, a booklet with over 25 testimonials from Chapter members, an aviation collage and a personal letter of recognition from our President Elaine Morrow.

Several of our other Chapter members have demonstrated equal achievements and commitment, and some are included in The Ninety-Nines' International Forest of Friendship. In addition to Anne and Kate, current Chapter members whose names are on the Forest of Friendship path include Gayl Henze, Mary Wunder, and Marge Bryant Mason.

The spirit of commitment sometimes manifests itself in many ways. Our chapter spends quite a bit of time on education, whether formal or informal. One of our most looked-forward-to commitments is our annual "Pennies-A-Pound" event.

Some of us have our own planes and fly many hours every year, some of us have less than 100 hours logged, and others of us aren't even current, but it doesn't matter. We can still talk to others about our love for aviation. And it's talking about that love of aviation that will continue to inspire others and will further the commitment that all of us have to ensuring that we continue to blaze new paths.

— Mary Ellen Morris

OLD DOMINION CHAPTER

On June 11, the National Air and Space Museum, Udvar-Hazy Center, hosted Become a Pilot Day. The Ninety-Nines were represented by Old Dominion Chapter member Melissa McKinley, who recently moved to Virginia from Nevada. Several people stopped by the table eager to learn more about The Ninety-Nines.

Melissa gave a brief history of the organization and our mission. Many women were interested in flying, and a few new pilots took an application for membership. A static display was outside the museum, and an estimated 8,000 people were expected to visit that day.

— Marge Shaffer

GREATER CINCINNATI CHAPTER

More than 35 Girl Scouts recently participated in "Aviation Day" hosted by the Greater Cincinnati Chapter. The goal of the free, annual program is to introduce, educate and motivate young girls about flying.

Six stations were developed and presented by Chapter members to highlight careers, navigation, aerodynamics, communications, control towers and a static display of a Cessna 172. The girls were divided up evenly into groups to listen to and participate in the six presentations within two hours.

At the end of the event, the girls were presented aviation badges and treated to drinks and snacks. Many of the girls said they would continue their exploration of aviation.

Flight Instructor and 99s member Betty Huck offered the girls a free flight with her to gain more information and interest about aviation.

— Charlene Falkenberg

WANTED: Interested, enthusiastic Ninety-Nines to serve as Trustees for the AEBM. This is a management position at the International level. Elections take place in Spring 2006. Terms begin July 1, 2006. For information, contact Sondra at Sondra.ridgeway@sbcglobal.net or 785-228-9978, before October 1, 2005.



Some of the Girl Scouts try out their "meat tray" gliders. The scouts were all students at Governor Bent Elementary School in Albuquerque, where Ninety-Nine Kathy Hancock is a teacher.

ALBUQUERQUE CHAPTER

The Albuquerque Chapter of The Ninety-Nines supported the girls in our community by sponsoring a Girl Scout troop in earning their Aerospace Badge. The Girl Scout Aviation Day was held in July at the Albuquerque Sunport. Seven Bar Aviation welcomed our group of five Ninety-Nines, seven elementary age Girl Scouts, three moms/leaders and several little brothers.

We spent most of the day at the airport doing various activities and ended the day by going to the Museum of Natural History's planetarium show. We planned the event so the girls had enough time to work on their requirements and earned their badges by the end of the day.

The Girl Scouts were all students at Governor Bent Elementary in Albuquerque, where Ninety-Nine Kathy Hancock

is a teacher. The Ninety-Nines divided the responsibilities. Joanie Granger spoke about her first airline flight as a child in 1939. She also arranged for the trip to the Planetarium, where she volunteers as a docent. Tina Jenkin shared pictures and stories of her Ninety-Nines grandmother and her days flying in Powder Puff derbies. Tina also brought dehydrated ice cream to give the girls a taste of space food and shared about other spin-offs of the space program. Anna Taylor arranged for a tour of the airport, with a chance to climb aboard a Lifeguard jet, see the Lifeguard helicopter and a Cessna Skyhawk, and she provided a DVD of a shuttle launch. Kathy planned the hands-on activities, building a meat tray glider and various paper airplanes for the girls to fly and log in their own logbook. Barbara Fricke brought the food for our lunch.

Probably the high point of our day was when Barbara dressed up as Amelia Earhart and told Amelia's biography in first person. The girls were mesmerized and asked many questions. It also gave her a chance to tell the story of the beginning of The Ninety-Nines.

— Kathy Hancock

SANTA CLARA VALLEY CHAPTER

The Santa Clara Valley Chapter recently celebrated its 51st birthday at the Santa Clara Elks Lodge. Approximately 30 of the Chapter's members attended the BBQ/potluck event.

Candice Tuttle kicked off the event with recognitions and awards. This year's Pilot of the Year went to Mayetta Behringer, and this year's Professional Pilot of the Year went to Debby Cunningham.

Futhermore, a new board was elected, and election results were revealed at the celebratory event.

—Torea Rodriguez



From left, Amy Elsworth, Sharon Crawford (back), Lenna Harnett (Scholarship winner), Mary Jane McNeil, Sarah Berthelet (scholarship winner), Ginger Larmon, Carol Hudak, Mary Falstrom, Sheila Papayans.

LONG BEACH CHAPTER

Lenna Harnett and Sarah Berthelet were delighted to receive the Bob Andersen Memorial Scholarship presented by the Long Beach Ninety-Nines on June 26. Mabel Andersen and her family were there to meet the recipients.

The two \$1,000 Scholarships were awarded at the monthly Chapter 96 EAA open house and barbeque where the Long Beach Ninety-Nines hold a bake sale to raise funds.

The Andersens, long time supporters of the Long Beach Chapter, EAA and Flying Samaritan projects, donated many hangar treasures for a fund-raising sale when Bob had to sell his plane. Bob was passionate about flying and wanted to help someone else on the way to becoming a pilot.

Both recipients have soloed and passed the written test and will be able to use the funds for further training.

— Sharon Crawford

GRASS ROOTS — Section and Chapter reporters share their recent activities

MICHIGAN CHAPTER

Silly women pilots...it was over 90 degrees on the ramp at CMX, the Houghton County Memorial Airport, and there we were the weekend of July 16, painting a 120-foot diameter Ninety-Nines compass rose. So why did Ninety-Nines such as Nancy Walters and Linda Haynes fly over 500 miles from Pontiac to Houghton to sweat in the broiling sun for two days? And why did the Ackers and the Smiths fly all the way from Clare, Michigan?

When a WLUC TV6 reporter interviewed Rebecca Duggan asking her that question, the Michigan Chapter Chair responded, "Because I'm a Ninety-Nine. When a sister Ninety-Nine calls and asks for help, we try to go."

Fourteen Ninety-Nines, together with seventeen 49½s and local supporters, teamed up to help with the airmarking. It was front-page news in Upper Peninsula newspapers. In addition, the event was covered by UP radio and television outlets. The classic blue and white compass rose was decorated with the local icon of thimbleberries, with CMX painted in copper in honor of the copper miners who settled the area over 100 years ago. On Sunday, Rev. Chrys Levesque of Marquette presided over the compass rose dedication and airplane blessing.

Visit www.Agatebeachaviation.com. to view more photos of the project. —*Marcelaine Wininger-Lewis*

Right: Eloise Greenlee, 83 years and 364 days old, rolls out the blue paint. Below, from left: Becky Smith, Eloise Greenlee, Addy Schmidt, Barbara Lewinski, Claire Ojala, Helen Ryan, and Lynn Sykes (front l-r) Jeff Dohrenwend, Chrys Levesque, Linda Haynes, Marcelaine Lewis, Nicki Acker, Rebecca Duggan and Nancy Walters.



FIRST CANADIAN CHAPTER

Ninety-Nines attended the Joint East Canada and North Central Section Conference held in Ottawa June 10-12. A wonderful time was had sharing stories, float flying over the Ottawa River and relaxing at Jane Tilly's cottage Saturday afternoon.

— *Akky Mansikka*



Mary Wagner Smith and Shirley Macdougall relax at the cottage.



GOLDEN TRIANGLE CHAPTER

This year the Golden Triangle Chapter got off to a fun start with a Texas style 49½ Appreciation Dinner in February held at the North Main Street Bar-B-Que in Euless, Texas. Good food and good company made for a memorable event. Golden Triangle significant others were presented with Ninety-Nine logo paperweights that were custom made by Chapter member Dottie Hughes.

In April, six Chapter members and their guests attended a tour of the Fort Worth Flight Service Station and the control tower at Meacham Airport in Fort Worth, Texas. For most of us, it had been a while since we have been able to visit a FSS or airport control tower, and it was both informative and fun. It is always nice to meet the people who take such good care of us while we are aloft. Also, these tours provide an excellent opportunity to ask questions about procedures and situations that we are not always so sure about.

We are proud and happy to congratulate Chapter member Connie Irvine on winning the Maule Tailwheel Training Award offered under the Amelia Earhart Scholarship Program. Connie has worked very hard and done so well, pursuing her education and training towards a career as a profession pilot.

The Golden Triangle Chapter welcomes our newest member, Anne Witcher. Anne is a First Officer flying the Dash 8 for Caribbean Sun Airlines. We look forward to sharing Anne's stories and experiences of flying in the beautiful islands.

— *Coleen Campbell*

INDIA SECTION

Wing Commander Rakesh Sharma (Retd. IAF), India's first and only cosmonaut, was honored on June 18 by the International Forest of Friendship at Atchison, Kansas.

Mohini Shroff, Governor of the India Section, flew specially from India to be present at the ceremony. Her nephew Deepak and Chanda Budhabhatti sponsored Sharma's induction into the Forest. Chanda, Vice Governor of The Ninety-Nines India Section and on the Advisory Committee of the International Forest of Friendship, recommended Wing Commander Sharma for the honor to Forest Co-Chairman Linton Wells.

Wing Commander Sharma served as an Air Force Test Pilot for 15 years during which time he was selected for the Joint Indo-Soviet Space Mission, 1984, which culminated in an eight day Near Earth Orbit Space Flight. He was awarded India's highest Peace Time Award, the Ashoka Chakra.

Among those honored in the past from India are JRD Tata, Prime Minister Rajiv Gandhi, Captain Saudamini Deshmukh, Captain Nivedita Jain Bhasin, Chanda Budhabhatti, Mohini Shroff, Vijaypat Singhania and Kalpana Chawla.

— Chanda Budhabhatti



Mohini Shroff, Governor of the India Section, Cosmonaut Rakesh Sharma and Chanda Budhabhatti, India Section Vice Governor, attend the International Forest of Friendship ceremony in June.

FOR SALE: Knitting Machine with 99 compass rose and airplane motifs. Knitking, Compuknit IV knitting machine and ribber bed. A perfect way to augment your flying income! It includes 25 cones of yarn, hundreds of patterns, the 99 compass rose motif and a dozen airplane motifs. All instructional manuals included. \$2,500 or best offer. Shipped within a week. Terri Donner (502) 419-7938, Louisville, KY. Feel free to stop by and try it out!



Mandy Abbott, Susan Askew, Diane Bartels and Heloise Bresley hold the "Flying Trip Around the World" quilt just before the winning ticket is drawn.

NEBRASKA CHAPTER

The Nebraska Chapter of The Ninety-Nines has had a very busy summer. In May they flew in to Ord, Nebraska to help celebrate Evelyn Sharp Days. Evelyn Sharp was one of the charter members of the predecessor of the Nebraska Chapter who grew up in Ord and was killed in WWII flying as a ferry pilot. The Nebraska Chapter used the occasion to hold the raffle drawing for the "Flying Trip Around the World" quilt that was a Chapter project. The winning raffle ticket was owned by Candy Vampola.

Nebraska Chapter member Heloise Bresley also displayed a quilt she made to honor Evelyn Sharp.

In June, the Nebraska Chapter members helped time the Beatrice stop on the 2005 Air Race Classic route.

— Susan Biba

SAN FERNANDO VALLEY CHAPTER

The San Fernando Valley Chapter is beaming with pride these days! The Chapter sponsors Explorer Post 747 for young aviators, and Ruth Logan is its dedicated founder and leader. Two of our young Explorers soloed during the month of July.

Explorer Daniel Levine soloed on July 1 while attending Civil Air Patrol Camp in Tennessee. Daniel is 16 and will continue his flight training with our Explorer Post.

Then, on July 21, Erin Thorpe soloed. She is our first female Explorer to solo. Erin's instructor Carlos Aquino proudly signed Erin's logbook with a large signature. He said he wants her to remember his name when she's a naval officer flying jets. Erin left on July 30 to begin her college education and continue her flight training at Purdue University, compliments of the U.S. Navy.

— Jaye Howes

GRASS ROOTS

VIRGINIA CHAPTER

On July 18, Virginia Chapter member Sara Parmenter was named honorary Ambassador for the Virginia State Department of Aviation's newly announced Passport program. The program is set up to encourage pilots to visit all public use airports and obtain a stamp in their passport booklet which can be obtained from any GA FBO in Virginia. Three levels of awards are set up for those who meet the criteria (visiting a given number of airports, aviation museums and other events).

The event had its formal kick-off at a gathering at the Virginia Aviation Museum near RIC which was attended by numerous airport managers, aviation dignitaries and several Virginia Chapter Ninety-Nines members. Randy Burdette, Director of the Virginia Department of Aviation, presented Sara with a leather flight jacket, which is an award for those reaching the top level in the program.

Sara will promote aviation by visiting airports in the commonwealth and encouraging others to do the same. This will be a breeze for her as her favorite pastime is "airport hopping." She is well known around the commonwealth for having flown for 57 years. She has owned her current plane, a beautifully restored Cessna 140, for 33 years.

Birthday Celebration with Elvis

In May, several members gathered at a local restaurant to celebrate the 83rd birthday of Virginia Chapter Charter Member Ginny Riley. Being a native of Memphis Tennessee, Ginny has always been a big fan of Elvis. Therefore, he was an honored guest in the form of a life-sized cutout. Those attending were Mid-Atlantic Governor/Chapter Chair Sharon Blodinger, Shirley Baird, Sara Parmenter and Betty Vinson.

— Betty Vinson



Ginny Riley, Virginia Chapter charter member, celebrates her 83rd birthday with "The King."



Enjoying Oshkosh are, from left, International President Elaine Morrow; raffle winner Sue Philpot, Greater Detroit Chapter; raffle winner Carolyn Szoke, Greater Cincinnati Chapter; and Rita Adams, Chicago Area Chapter and tent organizer for Oshkosh.

A Grand Week at Oshkosh

BY RITA ADAMS

99s Coordinator EAA/AirVenture Oshkosh

What a fantastic week at Oshkosh July 25-31! The Ninety-Nines Tent was buzzing with activity. We signed up 19 Ninety-Nines, three Future Women Pilots, reinstated four and renewed six. One of the FWP's is our first Sport Pilot member.

Prospective members numbered about 60, and over 200 Ninety-Nines signed in, including attendees from other countries such as Canada, India, Brazil, France and Switzerland. A French glider pilot joined The Ninety-Nines, and the possible formation of a French Section will be pursued. There were many inquiries regarding aviation careers.

International President Elaine Morrow was there the entire week, and she not only helped us with answers to questions from prospective members, flight schools, colleges and the media but was always there to greet and help everyone. Elaine attended FAA Administrator Marion Blakey's seminar and was interviewed live at the EAA Air Announcers Stand twice. She thanked the Maule family in person for the Taildragger Scholarship.

A highlight was the visit of Chicago Area Chapter Member Tammy Duckworth who, while flying a Blackhawk helicopter in Iraq, was hit by a grenade and lost both her legs. She was interviewed live at the EAA Air Announcers Stand and is so inspirational. She is already doing simulator work and intends to fly again. We are proud of her.

The Friday Breakfast was as always a great success and time for camaraderie. Raffle prize winners were 49½ Jeary Vogt, Eastern Pennsylvania Chapter; Debbie Scanlon, Brazos River Chapter with two prizes; Ruth Frantz, Chicago Area Chapter; Carolyn Szoke, Greater Cincinnati Chapter; and Sue Philpot, Greater Detroit Chapter. Dee Bowers and her partner Carla of B & E Jewelry had their display of Ninety-Nines jewelry, and Barb Schultz had aviation items for sale.

Many, many thanks to all the volunteers who made the week possible!



An unidentified member keeping warm in the sweater set she purchased in New Zealand.



Banquet Reception at the Convention Centre across from the Crowne Plaza Hotel.



Theresa Levandoski-Byers and George Beyers with the Forest Field follow-me cart.



Bertie Duffy, Nancy Bird Walton and Dorothy Robinson.



Continental Caterers serves up a taste of New Zealand.



A North American Harvard at Forest Field.



Jenny Beatty and Diane Myers at the Antarctic Storm Experience.



New Zealand schoolchildren.



Carol Emmens and Judy Stiles.



Donald, a rare Dorset Horn ram.



Jody McCarrell and Donna Crane-Bailey.



The reception at the the International Antarctic Centre.