

99 News

The Official Magazine of the International Organization of Women Pilots

May/June 2006





99 News

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

The 99 News

4300 Amelia Earhart Rd.
Oklahoma City, OK
73159-1140

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

Pikes Peak Chapter Member Jacqueline Randolph's listing in "Who's Who in America" reveals that she's a Major in the Air Force, a pilot, a world-traveler often bound on humanitarian missions and the author of two novels – with a third in progress. This dynamic Ninety-Nine also plans on adopting two sibling children and has her long-term sights on becoming a missionary pilot.

PERPETUAL CALENDAR

2006

JUNE

- 1** **Deadline for the July/August issue of 99 News.**
- 2-4** **East Canada-New England Joint Section Meeting**, Saint John, NB, Canada. For more information contact Sue Ehrlander, Atlantic Chapter, 506-633-8513 or rsehrlander@aol.com. Information and registration forms will be available on the Canadian 99s website.
- 16-18** **International Forest of Friendship 30th Anniversary**, "World Friendship Through Flying," Atchison, KS. Visit www.ifof.org for further information.
- 20-23** **Air Race Classic**, Mesa, AZ to Menominee, MI, 2154 nm. For information and entry packet, go to www.airraceclassic.org.

JULY

- 5-9** **International Ninety-Nines Conference**, Washington, D.C., Marriott Hotel.
- 16-23** **National Cross Country Air Races**. Handicapped speed racing open to all pilots and all piston aircraft. July 16-18, Hutchinson 300, Hutchinson, Kansas; July 19-21, 1800 Mile Marion Jayne Air Race, Hutchinson, KS-HUT, Akron, CO-AKO, Rapid City, SD-RAP, Wolf Point, MT-OLF, Devils Lake, ND-DVL, Orr, MN-ORR, Stevens Point, WI-STE; July 21-23, Wisconsin 300, Stevens Point, Wisconsin. Free entry kit online at www.us-airrace.org.
- 24-30** **EAA AirVenture**, Oshkosh, WI. 99s Breakfast Friday morning July 28 in The 99s Tent. Contact Rita Adams, 847-913-0490, rvadams99@aol.com, to volunteer.

AUGUST

- 1** **Deadline for the September/October issue of 99 News.**
- 11-13** **Palms to Pines Air Race** from Santa Monica, CA to Bend, OR. Send \$5 for a Race Kit to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066, 310-397-2731.
- 11-13** **50th Annual Michigan SMALL Rally**, sponsored by the Michigan Chapter 99s. Back to Basics Proficiency Event, flying a 200 nm route with compass, chart and stopwatch. Cherry Capital Airport (TVC), Traverse City, Michigan. For information, Lynn T. Sykes, 906-362-5966,

cherokee56978@gmail.com or visit www.mich99s.org.

- 18-19** **The 28th Annual Okie Derby Air Race**, Wiley Post Airport, Oklahoma City, OK. The largest proficiency air race in the world. Polish your flying skills and have fun! For information, Nancy Roberts, 405-378-3602, email Omni7405@cox.net or visit www.okiederby.info.

SEPTEMBER

- 6-9** **Powder Puff Derby Reunion**, Cincinnati, Ohio, held in conjunction with the Silver Wings Convention. Raddison Hotel, 800-333-3333 and identify SW/PPD for rates. Contact Barbara Evans, 925-687-1912.
- 6-12** **Women Airforce Service Pilots (WASP) Conference**, Portland, OR.
- 13-17** **Reno Air Races**, Reno Stead Field, Reno Nevada.
- 15-16** **Southeast Section Fall Business Meeting**, Gatlinburg, TN. For Information, contact Linda Meese, linda@meeseagency.com or 865-591-6004.
- 15-17** **Aviation & Women in Europe Conference**, Varese, Italy. For more information contact Michelle Bassanesi, mash@centropilota.it.
- 15-18** **Gold Cup Rally**, organized by the First Canadian Chapter. The rally begins at Oshawa airport and ends at St. Anthony, Newfoundland. The rally is open to all women pilots. For information, contact Corinne Shalley, 905-607-4617, cshalley@sprint.com.
- 21-24** **Southwest/Northwest Section Meeting**, Ashland, OR. For more information contact Barbara Crooker at 530-515-7929 or flylady@frontier.net.

OCTOBER

- 1** **Deadline for the November/December issue of 99 News.**
- 17-19** **NBAA (National Business Aircraft Association)**, Orlando, Florida. An opportunity to network with corporate pilots. Contact www.nbaa.org.
- 26-29** **International Board Meeting**, Hilton Garden Inn, Oklahoma City, OK.

NOVEMBER

- 2** **Anniversary of the founding of The Ninety-Nines in 1929.**
- 9-11** **AOPA**, Palm Springs, CA. Visit The Ninety-Nines booth. Contact www.aopa.org.

99 News published by

THE NINETY-NINES® INC.

International Organization of Women Pilots

A Delaware Nonprofit Corporation

Organized November 2, 1929

(ISSN 1548-565X)

INTERNATIONAL HEADQUARTERS

4300 Amelia Earhart Rd.

Oklahoma City, OK 73159-1140 USA

405-685-7969 or 800-994-1929

FAX: 405-685-7985

Email: 99s@ninety-nines.org

Website: www.ninety-nines.org

Elizabeth Lundin, Headquarters Manager

PUBLICATIONS COMMITTEE

Donna Crane-Bailey, Jacque Boyd, Diane

Pirman, Pamela O'Brien, Bobbi Roe, Liz Lundin

Bobbi Roe: Editor-in-Chief

Danielle Clarneaux: Associate Editor, Graphics

AVIATRIX PUBLISHING, INC.

Arlington Heights, IL 60006-0485

THE 99 NEWS

4300 Amelia Earhart Rd.

Oklahoma City, OK 73159-1140

Fax: (405) 685-7985

Email: news@ninety-nines.org

BOARD OF DIRECTORS

President

Elaine Morrow

Vice President

Patricia Prentiss

Secretary

Donna Moore

Treasurer

Susan Larson

Directors: Lisa Cotham, Joan Kerwin,

Francis Luckhart, Linda Marshall

Past President: Jody McCarrell



COUNCIL OF GOVERNORS

Arabia: Yvonne Trueman

Australia: Kathryn Flynn

Austrian: Monika Stahl

Brazil: Andrea Simone Mion

Caribbean: Mary Higgs

East Canada: Margo McCutcheon

Far East: Rikako Sugiura Carpenter

Finland: Kaisa Mollari

Germany: Waltraut Moog

India: Mohini Shroff

Israel: Avigail Barbara Colorni

Mexico: Jacqueline Pulido

New Zealand: Pam Collings

Russian: Valentina Kotlyar

West Canada: Marcia Strang

United States:

Mid-Atlantic: Sharon Blodinger

New England: Patricia Theberge

New York-New Jersey: Mary Sullivan

North Central: Betty Huck

Northwest: Anne English

South Central: Kris Irvin

Southeast: Marie Grein

Southwest: Donna Crane-Bailey

POSTMASTER: Send address changes to:
International Organization of Women Pilots

The Ninety-Nines® Inc.,
4300 Amelia Earhart Rd.

Oklahoma City, OK 73159 USA

99 News

The Official Magazine of The International Organization of Women Pilots

May/June 2006

Copyright 2006, All Rights Reserved

Volume 32, No. 3

CONTENTS

| | |
|---|----|
| 99s INTERNATIONAL CONFERENCE, WASHINGTON D.C. | 4 |
| PRESIDENT'S MESSAGE. | 5 |
| By Elaine Morrow | |
| JACQUELINE RANDOLPH — USAF, PILOT, AUTHOR, HUMANITARIAN | 6 |
| By Phyllis Wells | |
| A MESSAGE TO THE IDAHO 99s — I'M IN AUSTRALIA! | 8 |
| By Mary LaMoy | |
| PILOT CAREERS/PRO 99s PROFILE | 11 |
| By Toréa Rodriguez and Betsy Jordan Donovan | |
| NINETY-NINES NETWORK AT WAI | 12 |
| By Aileen Watkins | |
| A PASSION FOR TRAVEL LED JOAN KERWIN TO THE SKY | 14 |
| By Diane Pirman | |
| LETTERS. | 16 |
| LISA COTHAM — "I WANT TO DO THAT, TOO!" | 18 |
| By Donna Crane-Bailey | |
| RATINGS AND WINGS | 21 |
| BOOK REVIEW: "THE ART OF UNCONTROLLED FLIGHT" | 21 |
| By Jacque Boyd | |
| NEW HORIZONS | 22 |
| TOUCH & GO | 25 |
| GRASS ROOTS | 27 |
| FROM PALMS TO PINES | 30 |
| By Lakshmi Vempati | |

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.

99 News is published bimonthly by The Ninety-Nines® Inc., the International Organization of Women Pilots, at 4300 Amelia Earhart Rd., Oklahoma City, OK 73159. The \$9 price of a yearly subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, Oklahoma and other additional mailing offices.

Neither The Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein or for any opinions expressed. Opinions of the authors or contributors do not necessarily represent the position of The Ninety-Nines, Inc. The Ninety-Nines, Inc. do not warrant, guarantee or endorse any specific product or service that is advertised in its printed or on-line catalog or magazine.

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.

Annual Dues:

U.S. - \$65

Canada and the Caribbean - \$57

Overseas - \$44 (U.S. dollars)

Academic and future Women Pilots - \$20

Non-member subscription rates:

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.



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

Welcome Reception July 6, Watergate Terrace

Please join us on the Watergate Terrace Thursday for an enchanting evening overlooking the Potomac River as we watch and listen to the DCA traffic with all of our friends. The view and ambience are fabulous! Sponsored by Frederick Aviation, Virginia Chapter 99s and Washington DC 99s.

We will be paying a special tribute to the WASP at the Terrace Reception, so be sure to attend!

Melissa Andrezejewski



Watergate Terrace

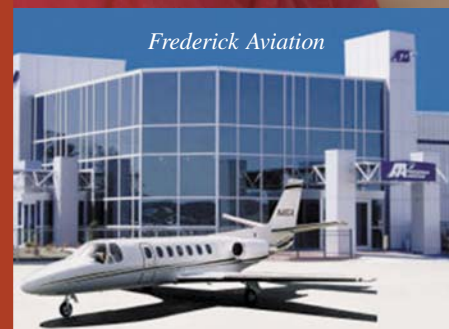


Gretchen Jahn

Conference Keynote Speakers

- Keynote Speaker: Gretchen Jahn (99, CEO of Mooney Airplane Company)
- Jenny Beatty and Laura Smith (99s and airline pilots): Professional Pilots panel and Ninety-Nines resources for professional pilots
- Judy Cadmus (99, president of Avionics Training Unlimited): Cockpit Weather for the 21st Century
- Gus McLeod (author, pilot, adventurer): Nine lives and still counting – The joys of adventure flying!
- LCDR Beth Creighton (USN, naval aviator): Women in naval aviation – Five percent of the world's best!
- Mary Feik (99, Master Mechanic): A teenager's adventures in aviation – World War II and beyond
- Nancy Bird Walton (99, Australian pilot, author): My God, It's a Woman!
- Margaret Ringenberg (99, WASP, author): Aim High!
- Melissa Andrezejewski (99, aerobatic pilot) Aerobatics – Seeing the world from all angles
- Doris Rich (author): New biography of Jacqueline Cochran
- Phillip Parker, MD, MPH (Aerospace Medical Specialist): Women's health issues and aeronautical certification
- Kathleen Yodice (99, aviation attorney): Aviation legal issues

Frederick Aviation



Jefferson Memorial



Photo by Jake McGuire



Enjoying Sun 'n Fun are Elaine Morrow, WASP Helen Snapp, WASP Frances Sargent, Nancy Wright, WASP Caro Bayley Bosca, WASP Nell Bright and WASP Ruth Fleisher.

President's Message

BY ELAINE MORROW

The plane drilled holes through the rain clouds, and then leveled out to blue sky above and white clouds below. I was on my way to Lakeland, Florida for the annual Sun 'n Fun event, and it made me think of the phrase, "You've come a long way, baby." We have migrated from open cockpits to jets and rockets, from no radios to hand-held GPS systems, from flight plans filed over the phone to being scheduled on the Internet, from grass strips to a sophisticated aviation network throughout the world, and from Ninety-Nines Charter Members to a diverse, enthusiastic, talented international organization.

But there is still much to do. We need to preserve the history of the record makers, barnstormers, air racers, early astronauts/cosmonauts and women serving their country, so that the pilots of the future can learn of the sacrifices and achievements of their predecessors. *You can help The Ninety-Nines do this through maintaining your membership.*

We need to continue networking young women who are dreaming of flying, wanting answers to aviation questions, requesting help as they enter the military, facing their first job interview or needing help getting their medicals back after a major

illness. *You can help The Ninety-Nines do this through maintaining your membership.*

We need to expand our aerospace education efforts in the community, continue airmarking airports, provide scholarships to future women pilots and secure our future through a funded endowment plan. *You can help The Ninety-Nines do this through maintaining your membership.*

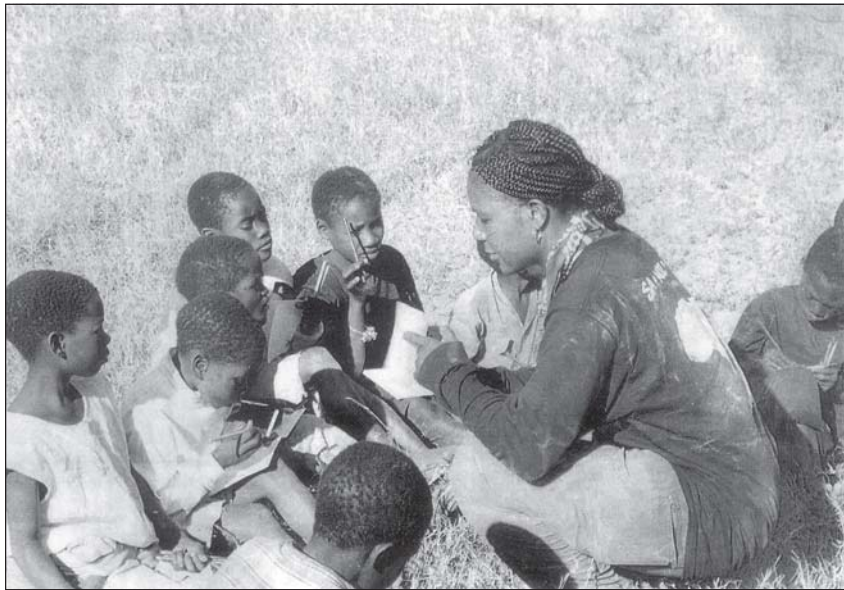
When you receive the May-June issue of 99 News, we will be getting ready for the International Conference in Washington, D. C., where the gavel will pass to a new Board of Directors. During my term, I have tried to reach out to the Sections and Chapters, as they are the foundation of our organization, and that is where we need to get every member involved and hooked on our organization.

I have tried to share my belief that ALL aspects of aviation are important, i.e., "an airplane needs landing gear as well as wings." The Ninety-Nines have a special sisterhood and bond that transcends languages and borders. May you always maintain your membership and experience the laughter, support, dedication and thrill of being with other Ninety-Nines.

Talking air racing at WAI are, from left, Judy Bolkema-Tokar, Elaine Morrow, Christl Walker, Shanna Lowe (new FWP), Merisa Kendall (new FWP) and Pat Ohlssen. In front is Fran Bera, new inductee into the WAI Hall of Fame.



Jacqueline Randolph — USAF, Pilot, Author, Humanitarian



Jacqueline Randolph reads to children in Mozambique, East Africa in 2004.

BY PHYLLIS WELLS
Pikes Peak Chapter

A Major in the USAF, Jacqueline Randolph also finds time to teach, fly humanitarian missions, write novels — and now to adopt two sibling children.

You might call Jacqueline Randolph super woman. A Pikes Peak Chapter member, she has three degrees, is listed in *Who's Who in America* and has traveled all over the world. She is a Major in the U.S. Air Force, a private pilot and an author. Her enthusiasm for life is reflected in her hobbies that range from acting to skydiving. Through her church, she organizes outreach ministries and community service events, and her long-term goal is to be a missionary pilot flying in an undeveloped country.

Jacqueline was born in Madrid, Spain, where her father was stationed in the military. She eventually found herself living in Colorado when her father retired. Early in her career, she was an auditor for several government agencies in Denver.

In 1991 Jacqueline joined the Air Force, serving as aircrew on a C-130 that provided

mobility support to the 101st and 82nd Airborne Divisions at Fort Bragg, North Carolina.

When Jacqueline initially enlisted in the Air Force, her career choices were two: C-130 Loadmaster and KC-135 Boom Operator. She was selected for the Loadmaster career field.

C-130s are a combat transport aircraft, and in the late 1980s/early 1990s, the debate regarding women in combat resulted in combat aircraft opening to women.

Her initial training took place at Sheppard AFB, Texas and Little Rock AFB, Arkansas, where her instructors were shocked to see her. They had been teaching for years and had never seen women coming through the course until 1991, and she was the first black woman.

“When I arrived at my unit at Pope AFB, North Carolina, it required even more adjustments by the five women crewmembers and the 500 male crewmembers. As with any new venture, once we women proved ourselves, we were accepted.”

She recalls that during field exercises, her crew (she and four men) were “shot down” in the middle of the night. “For hours in the cold, dark woods we had to make our way to friendly territory. Tired, cold and hungry, we finally arrived and were given an Army tent in which to sleep. We all huddled together for warmth and fell asleep like a litter of kittens. In all my years of aircrew duties, I never had any of the men disrespect or sexually (or otherwise) harass me. We were a team and depended on one another for survival in the war zones of the world.”

One of her first military aircrew assignments was space shuttle support in Moron, Spain. “We were on the tarmac with engines running, listening to the space shuttle communication taking place in Cape Canaveral, Florida. There were NASA crews and other astronauts in Moron, Spain too. Their purpose was to retrieve the crews in the event of a mishap after launch. Incredibly the space shuttle would have been over the waters of Moron, Spain 30 minutes after taking off in Florida.”

She traveled worldwide on a variety of humanitarian missions to such locations as Bosnia, Sarajevo and Iraq, for which she was awarded the coveted Air Medal. She has worked

with the Drug Enforcement Agency in Latin America, and while stationed at Minot, North Dakota, she was a missile launch officer. She also served in the impoverished Mississippi Delta teaching AFROTC as an Assistant Professor of Aerospace Studies at two colleges.

Jacqueline learned to fly in Minot and earned her Private Pilot certificate in 1997 while learning aerobatic flying. She now has her Instrument rating and is working on her Commercial rating.

Pursuing all things airborne, she has parachuted in North Dakota, flown gliders in Mississippi, hot air ballooned in Colorado, and has flown with the Mississippi and North Dakota Civil Air Patrol units, ferrying airplanes from state to state.

Her most memorable flying experience was copiloting the Missionary Aviation Fellowship (MAF) flight from Johannesburg, South Africa to the bush of Mozambique, East Africa in 2004.

“When I retire I want to work for the MAF, and that drives my desire for a commercial pilot ticket,” says Jacqueline. “The flight was great. The pilot was a white South African with a very thick accent. It was English (you had to listen hard to realize it), and it was the same with the folks at the towers. I told the pilot it was very difficult for me to understand the thick accents of the controllers, and didn’t he think so? His reply was that he found no difficulty understanding them — it was *my* accent that was disturbing to him.”

Whenever she spoke, her American accent gave him a jolt because he hadn’t ever heard a black person with an American accent. All the blacks in Africa speak tribal or the Dutch English of Johannesburg. “With that comment my entire perspective rotated to seeing our American missionary group through the eyes of the Africans (white and black).”

In 2002, she was transferred to Schriever Air Force Base in Colorado Springs as a Global Positioning Satellite operations instructor and crew commander, working on long-range planning for Air Force space-based satellites and other systems 20 years into the future.

Jacqueline loves to read and had often thought of writing about her life experiences. Then one weekend she found herself with a story in her head and was compelled to write it down as fast as she could type.

What came out of the computer printer was a novel of international intrigue, love and deception. Somewhat of an autobiography, the book features a woman who is an agent for the Drug Enforcement Agency. Of course, she is a

pilot, and the story opens in a small Colorado town. From there it is non-stop action as the two main characters become involved with Latin American drug lords and the U.S. underworld. The book also includes some exciting flying over the 20,000-foot Andes.

Her 312-page book *Deception’s Guard* and its sequel *Deception’s Fury*, set in Argentina and Antarctica, have been well received, and book sales have been active (read more about Jacqueline’s novels at <http://writers.fultus.com/randolph/book01.html>).

Not one to rest on her success as a published author, Jacqueline has continued her busy life, which includes her recent promotion to Major at Peterson Air Force Base in Colorado Springs. Plus, it looks like her busy life will also include adopting two sibling children this year. Jacqueline has always wanted to adopt and had intended to look into it after her retirement in five years. However, after reading an article last year in *Parade Magazine* about adopting children from the U.S., she checked out www.adoptUSkids.com and made inquiries. Her certification process now complete, she is reviewing child profiles.

“Last month I reviewed 20 sibling groups from Pueblo (Hispanic and Hispanic/White), and this month I travel to Denver to view that county’s available children. As a single parent in the military, I already have a network of strong male and female role models for my kids from church, family, neighbors, military.”

Her recent travels have taken her to the Arctic Circle, Antarctica and Argentina. She is currently at work on her third book in the *Deception’s* series, *Deception’s Legacy*, which is a continuation of the adventures of Skye Mathews, who in many ways resembles this very dynamic Ninety-Nine, Jacqueline Randolph.



Maj. Jacqueline Randolph, U.S. Air Force Space Command, Peterson AFB, Colorado Springs, Colorado.



Jacqueline had the opportunity to pilot this Navion, a restored WWII Navy fighter aircraft, over Mississippi skies during formation flying reminiscent of bomber runs.

A Message to the Idaho Ninety-Nines:

"I haven't made it to the meetings because I'm in Australia!"

BY MARY LAMOY
Idaho Chapter



The Proteus takes off to head toward "Hector," while Mary's Twin Otter taxis out to do the same. During WWII, pilots trying to make it home to Australia would simply turn to the south and line up on the massive thunderheads that form each day over the Tiwi Islands, just north of mainland Australia. They named the storm Hector, and that is still what it is called today.

Mary LaMoy writes to Idaho Chapter members describing her exciting research job in Australia, where she gathered weather data to help determine when thunderstorms turn into hurricanes.

A view of the Darwin NT Airport, left, and clouds over Tiwi Islands.

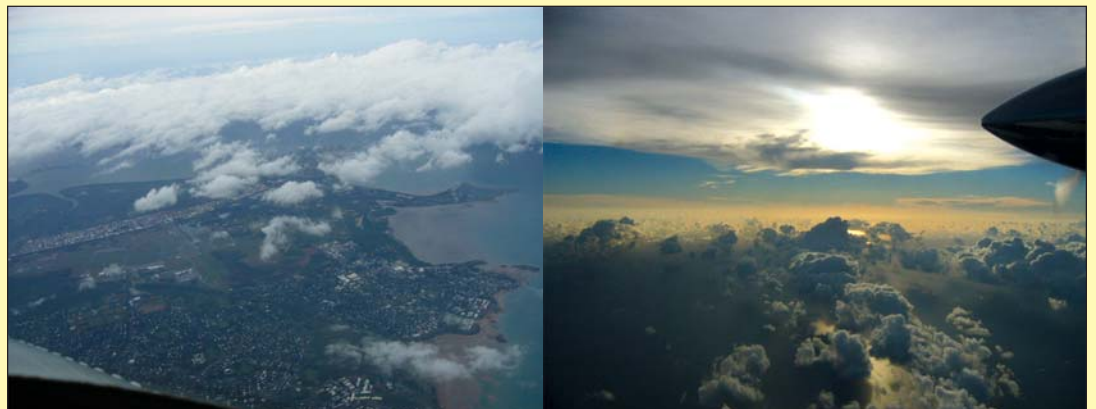
I finished up fire season again as a smokejumper, and then started research flying for the same company as in the last couple of winters. It was good timing, and I worked almost up until Christmas. The biggest job was testing more equipment tied to surveillance. Most of that work was done at the China Lake Weapons center, and it was good training for learning about restricted airspace.

Here I am in Australia now, although sometimes I still can't believe it. Imagine my surprise when my research boss asked if I could go to Darwin, Australia, for a month. Of course

I had to say yes, and thus started an entirely new learning experience.

The Twin Otter we are flying was delivered down here over the Christmas holiday by a ferry company, so I flew to Darwin on the airlines. That was a long trip (15 hours, 20 minutes), but it went by surprisingly fine. For the project, we have a two-pilot crew. It's scheduled to take a month, from January 13 to February 13.

The name of this project is TWP ICE, which stands for Tropical Warm Pool International Cloud Experiment. We are just one of five aircraft here, the others being a Dornier 228, an Egrett (made



by Grob of Germany, very few built), a Dimona (tiny) and, most unique of all, the Proteus, which was designed by Burt Rutan who lives in Mohave at his desert base of operations, Scaled Composites. Talk about a mixed bag. I don't think you could come up with a stranger combination of aircraft if you tried.

The goal is to gather weather data, studying clouds to help forecast when thunderstorms and squall lines actually change into hurricanes, which they call cyclones down here. Each aircraft has a load of instrumentation, and the goal is to have us all fly at once, but at different altitudes, so scientists can compare the data we gather and have it from different levels.

It's very interesting, and they picked Darwin because it is located on the northern coast of Australia and is a tropical climate. We are only 13 degrees from the equator. The temperature is about 78-80 degrees F at night, and the days have been 86-90. It is very rainy, wet and lush, and rain comes and goes very quickly. It is so humid that everything is wet – from our clothes to our glasses to the throttles, you get the picture. It is steamy, for sure. We have cotton towels in the airplane to wipe off the windshield so we can see where we're taxiing. Talk about a contrast after the last U.S. fire season's low humidities of 4 percent in southern Nevada.

The Twin Otter has an upward-looking weather radar and a laser, or Lidar, which also looks up at the clouds. We have a command base that tells us each day where they want us to fly,

and we fly at around 10,000 feet. The other aircraft have the high altitudes, even up to 50,000 feet. We've been flying long straight lines (about 75 miles long) most of the time, using GPS for navigation and reference. We have two or three technicians in the back, running their equipment and storing it all on computers. We all share an intercom, and they tell us any little changes they might want. We seem to get clearances easily once airborne, but sometimes on the ground it takes a while to describe exactly what we want to do. VFR flight plans are required all the time here to leave controlled airspace, so we had to adjust to that difference. Some of the terminology is different, too. For example, "taxi into position and hold" is simply "line up," and on initial contact the controllers ask how many "POB," which means "persons on board."

The Proteus is the most amazing looking machine any of us has ever seen — it looks like a huge, graceful bird when it climbs out of the pattern to go up to 50,000 feet. It needs about 6,000 feet of runway to operate, and it can handle a crosswind of about 15 knots max. It is so striking to look at. We share an open bunker/hangar with it, and it makes a perfect display of new technology (them) versus old technology (us). We were all shocked to learn that the only de-ice equipment on that entire aircraft is just pitot heat. The pilots said they dread icing conditions and are extremely wary of getting into any ice. So, maybe our old technology isn't so bad.

Everyone here is incredibly friendly, and this

It is so humid that everything is wet – from our clothes to our glasses to the throttles. We have cotton towels in the airplane to wipe off the windshield so we can see where we're taxiing.

In addition to doing research work, Mary is a smokejumper during fire season. Here she's with her crew at Warm Springs Airport, Idaho in August 2005.



Australian
Ninety-Nine
Kathryn Flynn
has done work
getting outside
health care to
Aboriginal
villages, and
she is fascinating.
What an
accomplished
woman!



The Twin Otter that Mary flew during her research work in Australia.

area even has a reputation for being laid back. It is true. People are helpful and cheerful, and everyone seems to have a sense of humor. They laugh at our “terrible accents” and we laugh at their attempts to “sound like Americans.” One pilot yesterday came up and said the strangest, unintelligible things, then smiled and asked me how I liked his American accent.

The scenery is very pretty and reminds me of a very lush Florida or Gulf Coast. This is the wet season, and the rivers are muddy and high. There are miles upon miles of gorgeous, sandy beaches everywhere, but not one person to be seen. Many of the lands are under Aboriginal protection and require a permit to visit, but even public areas have no people along the coasts because of jellyfish in the water and also crocodiles everywhere. We flew one day and admired the pale turquoise water of the ocean and the lush forests behind the stretches of perfect-looking beaches. After landing we heard on the news that there were several crocodile attacks where we had been admiring the “perfect” scenery. All the locals advise us to never stand anywhere near a riverbank if we go for walks around here. Yikes. The next time we flew along that pretty stretch of coastline, all I could think about was crocodiles.

While in Darwin I’ve met two wonderful Australia Ninety-Nines. I sure wish I had looked them up sooner. I can’t remember one lady’s name, but she came over and we had lunch at the beautiful home of Kathryn Flynn, The Ninety-Nines Australia Governor. It turned out that she lived right off the road we drove each day.

Kathryn has done work getting outside health

care to Aboriginal villages, and she is fascinating. What an accomplished woman! She spoke of being the first white person some of these people had seen in the more remote villages, and she said she made sure that she was always alone when she flew in initially, to show her trust, and she said she always wore a dress. The Aboriginal women all wear dresses, at least I sure never saw one in pants or slacks or shorts. Kathryn opened doors for doctors who followed her. She still flies quite a bit, from what I gather.

I will never forget her. We had a lunch on the open air deck of her tropical home that she designed to lie 90 degrees to the prevailing winds, both “in the wet and the dry” (they switch 180 degrees between seasons). Her home had walls that were louvered so the wind blew through the entire house. It was built up on supports, like many places there in the tropical weather zone.

When I left, she picked a frangipani blossom off the tree in her yard and put it in my hair, kissed me goodbye and wished me Happy Flying. I don’t think I’ll ever stop being fascinated by the wonderful, wonderful, incredible Ninety-Nines I have met! I don’t know how I ever got so lucky.

Well, I hope this hodge-podge of news helps explain why I never seem to make it to The Ninety-Nines Chapter meetings when I promise to... I still hope to see everyone soon, and Happy Flying until then!

Editor’s note: Mary is back in Boise getting ready for another fire season. She’ll fly smokejumpers in the Twin Otter for the duration of the fire season, covering Nevada, Utah, western Colorado and southern Idaho.



Mary with a replica of Amelia Earhart’s Lockheed Electra 10E.



PILOT CAREERS: That Dreaded Pink Slip

BY GUEST COLUMNIST TORÉA RODRIGUEZ
Santa Clara Valley Chapter

Our guest columnist is Toréa Rodriguez, who just finished her Flight Instructor Instrument rating with an Amelia Earhart Memorial Scholarship and is a crewmember in the Professional Pilot Leadership Initiative. Join Toréa in discussing this and all flight training topics via email in the 99s Flight Training Forum: Sign up at <http://www.ninety-nines.org/emailnetworks.html>. — Jenny T. Beatty, Pilot Careers Chair

Aviation is a unique industry where a lot of people get to where they are today through high achievement. Each and every step should be celebrated along the way, and with good reason. It's a truly unique world of continuous challenge and room for improvement. But we don't talk enough about failure. Yes, we analyze incidents and accidents, but we sort of hush-hush the pink-slipped or failed checkride. I think there is something to be celebrated about the "Notice of Disapproval."

Sure, there are the feelings of disappointment, embarrassment, anger, sadness, etc. But there should also be an objective view to the situation. First of all, however hard it may be to do at that moment, you have to remember all you have accomplished to get to the day of the checkride. Secondly, there are a lot of items on the Practical Test Standards that you likely have completed while meeting or exceeding standards. This is not the time to beat yourself up or be self-critical to the point of despondence.

If you realize, or are informed, of a non-passing item during the checkride, take a deep breath. You may still have more to get through. This is usually a test of being Pilot In Command. Remember to fly the aircraft first, leaving the rest to be dealt with on the ground. The examiner is looking to make sure that when

spaghetti hits the fan, you can still fly and fly safely. Aviate, Navigate, Communicate!

Consider the areas of deficiency on the pink slip, and focus on them for the re-test. Don't distract yourself with a passing item that you could have done better. This is your opportunity to have some time to practice, study and learn those deficient areas better than you ever have. If I take a moment and consider the comments of my examiner and the areas listed on my pink slip, *while being really honest with myself*, I can't say that I am surprised. The areas shown to need improvement were those that I knew were weak going into the exam. Sure, we can rationalize this to our heart's content, but it doesn't change the fact that the PTS sets the standards and the criterion for success.

Bottom line, a pink slip is not something to be ashamed of. (Word of caution: don't let "pink-slipping" become a habit.) It's an opportunity to really learn your stuff, be solid and safe! Celebrate the day by focusing on what you did accomplish. Bask in any compliments you got from your examiner. Or, heck, congratulate yourself if you didn't let the news of not passing ruin the rest of your checkride! All of this is reason to celebrate. So study up, fly often and congratulations!

PRO 99s PROFILE: Lt. Col. Sandra Miarecki

BY BETSY JORDAN DONOVAN, International Careers Committee

In college Sandra Miarecki dreamed of becoming an astronaut. She combined her desire to fly with her astronaut aspirations and joined the Air Force in 1986. Beginning as an Instructor Pilot in the T-37, Sandra then flew the C-141 and C-5 cargo aircraft primarily in the Pacific theater, but also in Somalia, Yugoslavia and Iraq.

She continued as a Test Pilot in the B-52 at Edwards Air Force Base. Presently stationed at Brooks City-Base in San Antonio Texas, Sandra's duty title is Chief of Flight Operations, where she works with researchers on human factors issues for the Air Force and instructs in the T-38.

In the military, she holds Command Pilot wings and is a

graduate of the Air Force Test Pilot School. She also holds a Commercial Pilot certificate with Multi-engine and Instrument ratings.

A member of the Antelope Valley Chapter since 1999, Sandra's advice to others: "Whenever I felt discouraged or had a tough time with a flight lesson, I would think

back to the WASP (Women Air Force Service Pilots) and how much they had to endure to serve their country in World War II. Compared to them, I had it easy, and I knew that I could make it through if they could."





At The Ninety-Nines WAI booth, back row: Monica Nielsen, Teresa Ryan, Stephanie Gates, Robyn Hinnant, Liana Hart, Jenny Beatty, Vicky Anderson. Front row: Arlene Feldman, Kate Macario, Adele McDonald, Evelyn Bryan Johnson, Toréa Rodriguez, Susan Therkauf, Jennifer Miller.

Ninety-Nines Network at WAI

BY AILEEN WATKINS,
Ambassador Chapter

Ninety-Nines participating in the WAI conference illustrate how valuable it is to have a network among other women pilots.

2006 proved to be a successful year for The Ninety-Nines at the Women in Aviation Conference held at the Opryland Hotel in Nashville, Tennessee May 23-25.

There were well over 100 Ninety-Nines in attendance, with a large turnout of volunteers for our booth, hosted by the tireless and dedicated Vicky Anderson and Susan Theurkauf. These ladies give their all in ensuring The Ninety-Nines get the exposure we need at many different aviation venues around the United States. WAI is no exception.

Assisting them this year in coordinating booth volunteers was the team of Toréa Rodriguez, Monica Nielsen and Laura Conover. Three months prior to the conference, these women were busy at work recruiting and briefing over 30 volunteers who agreed to spend their time and enthusiasm promoting our organization and inviting women to join us in membership.

The conference gives us the chance to illustrate to women interested in learning to fly, or in choosing a pilot career, how valuable it is to have a network of other women pilots to share their

flying ambitions. One way to showcase these activities was having the Careers Committee join forces with Women Military Aviators, ISA+21 (International Society of Women Airline Pilots) and the Whirly-Girls (International Women Helicopter Pilots) to present the Pilot Careers Forum.

I had the honor of emceeding the Pilot Careers Forum and worked with an outstanding Ninety-Nines team in planning, organizing and presenting the program along with WMA, ISA+21 and the Whirly-Girls. The Pilot Careers Forum is the brainchild of Jenny Beatty, Careers Committee Chairman, and was such a success last year that we orchestrated a repeat performance with assistance from the other groups in giving the audience better access to scholarship and career networking opportunities. They were also able to help us offset the costs of the program and help to recruit new members.

The Forum began with an introduction to the program and a brief description of each organization. The first group to speak was the Women Military Aviators (WMA), led by Ninety-Nine Lucy Young, U.S. Navy (Retired) and pilot for

USAirways. Lucy introduced a fine group of women military aviators: Chief Warrant Officer Kelley Denney, U.S. Army; Commander Claudia McKnight, U.S. Coast Guard; Lieutenant Laurie Coffey, U.S. Navy; Commander Shari Scott, U.S. Navy; and Major Liesl Carter, U.S. Air Force and a Ninety-Nine. Each woman presented a vignette of her life and career as a pilot for the United States Armed Services. Their stories touched everyone in the room. The pride and patriotism of each woman met with a standing ovation from all who attended. Captain Barbara Bell, U.S. Navy, presented the WMA scholarship program.

Next, the Whirly-Girls, led by Ninety-Nine Anne Umphrey, gave us a peek into the life of the professional helicopter pilot. Anne listed the many opportunities available to women pilots in rotor wing aviation and introduced professional helicopter pilots Ninety-Nine Laura Goldsberry, Pam Charles and Becki Chambers. The Whirly-Girls offer several scholarships for women who wish to expand on their rotor wing ratings and certificates, including a scholarship to a fixed wing pilot who wishes to transition to helicopters in pursuit of a career as a helo pilot.

Ninety-Nine Bev Sinclair of ISA+21 represented the airline pilot careers portion of the forum. Formed in 1978, ISA+21 has encouraged fellowship, philanthropy and scholarship for women demonstrating a commitment to a career as an airline pilot. Major airline pilot and 99 Suzanne Skeeters Trabon told us about her career and about how she “came up through the ranks” to become a jumbo jet captain for Northwest Airlines. Cheryl Konter, FedEx pilot and ISA scholarship winner, told us about how the ISA scholarship program assisted her in making her dream a reality and spoke about their scholarship application process.

The Ninety-Nines portion of the program began with Pat Prentiss’ introduction to our organization and the history of The Ninety-Nines, along with the many programs and activities The Ninety-Nines sponsor and participate in as a part of the international aviation community. Pat then introduced Donna Miller, whose presentation included the dozens of other pilot career fields represented by members of The Ninety-Nines. She introduced flight school owner Susan Horstman, regional airline pilots Captain Andrea Bertin and First Officer Leja Noe, Alaska bush pilot Audrey Cole, and fractional jet pilot Jo Halvorsen.

Next was Dr. Jacque Boyd of the Amelia Earhart Memorial Scholarship Fund, explaining the tremendous scholarship opportunities offered to Ninety-Nines. The announcement of the Future

Woman Pilot Award being offered twice a year sparked a lot of interest, and several women expressed their desire to participate as mentors in the Professional Pilot Leadership Initiative (PPLI).

The PPLI is an incredible formal mentoring program offered to Ninety-Nines by Ninety-Nines. Program Chair Laura Smith, along with PPLI graduates Monica Nielsen and Bethe Stenning, addressed the group with a three-woman montage of how the PPLI works. In addition, they shared their experiences in becoming mentors for the next group of participants to join the program. One of the most rewarding facets of the program is learning how to effectively work as a team with your mentor, as well as your mentee. For more information on the PPLI, see the previous issue of 99 News or check out the website at www.ninety-nines.org.

Laura then introduced Jenny Beatty, who told us about effective networking and meeting other Ninety-Nines through various Internet Chapters. She then introduced the Pro99s Network, an online community of women pilots who share many issues of interest to all women pursuing or actively working in various pilot professions.

Part of our online community consists of the “Flight Training Forum” or “FTF.” Toréa Rodriguez, FTF Moderator, gave us a presentation on how the forum can benefit every Ninety-Nine, since we all go through training, as student pilots through ATP. You can receive study tips, ask questions, make suggestions and network with other women pilots interested in the same training issues that affect many, if not all, pilots. Discussions include aircraft systems, training issues, housing and advice from experienced instructors who are “here to help.”

We were honored to have our International President, Elaine Morrow, speak to the group and wrap up the session with an excellent overview of The Ninety-Nines and our place in aviation history. She reached out to every woman pilot and pilot-to-be, inviting all to participate in the world’s oldest and largest organization of women pilots.

Special thanks to Lucy Young for spending countless hours creating an incredible Power Point presentation to accompany the forum, as well as the visuals for our booth. There are literally dozens of other Ninety-Nines we want to thank for making this Pilot Careers Forum such a success.

To all of our booth volunteers and all who worked “behind the scenes” — kudos for a job well done!

Each woman militatry aviator presented a vignette of her life and career as a pilot for the United States Armed Services. Their stories touched everyone in the room. The pride and patriotism of each woman met with a standing ovation from all who attended.

See the back cover for more photos of Ninety-Nines at WAI.



Major Liesl Carter, USAF; Lucy Young, USNR Ret.



Joan Kerwin at her induction into the Illinois Aviation Hall of Fame.

A Passion for Travel Led International Director Joan Kerwin into the Sky

BY DIANE PIRMAN
Santa Maria Valley Chapter



Joan as a stewardess for United Airlines in 1953.

Joan Kerwin currently serves as an International Director for The Ninety-Nines. She brings to the Board years of experience in the organization and a desire to pass along the benefits that have come to her as a longtime member, especially the friendships she has developed over the years.

Joan was born and raised in Joliet, Illinois where her family lived about 10 miles from the Joliet airport. As a youngster, she first became aware of the world of aviation when she would run out of the house to wave at the pilots in low-flying airplanes. Airplanes and pilots were not ordinary things in her life, and it never occurred to her that pilots were mere mortals or that she would ever become acquainted with those who regularly slipped the surly bonds of Earth, much less become one of them. As far as she knew, none of her family or acquaintances had ever been in any type of airplane.

Since aviation was completely foreign to her, she didn't aspire to become a pilot. Her goal was to be a ballerina, another Anna Pavlova. Her main ambition was not so much the dancing as it was the traveling. At the age of 19, she had never even been out of Illinois. When a geology class at the local community college included a trip to the Indiana Sand Dunes as part of the curriculum, Joan rushed to enroll, seeing the field trip as her Great Escape.

Her first encounter with aviation was a trip to Mexico from Midway Airport in Chicago via American Airlines. She was intrigued with the possibility of becoming a stewardess and learned that American's training was located in Chicago, too close to home. United was training in Cheyenne, which appealed more to her sense of adventure, so she applied at United right away. She was hedging her bets, reasoning that even if she washed out of training, at least she'd have trav-

eled out of Illinois and all the way to Wyoming.

After flying with United for two years, Joan met her husband, Walter, who was then a First Officer. They married and had three children. When their oldest, at age 12, asked when he could learn to fly, his mother responded that he would have to wait until she got her license. That summer Joan enrolled in ground school and, as soon as the children were back in school that fall, she started her flight lessons. The only caveat placed on her was that she had to be home when the children returned from school each day.

To Joan, it seemed an interminable time before she soloed. She says that her husband jokingly chided that she was attending the Arthur Murray School of Flying! While she was learning to fly, Walter stayed out of the cockpit, leaving the training to her CFIs. Once she earned her rating, they shared pilot duties, although he would occasionally try to pull seniority from the right seat. As with many of us who fly with spouses, Joan has many stories that are entertaining in hindsight though maybe not so funny at the time they happened.

One memorable flight was to an uncontrolled airport to inspect an airplane that was for sale. She was flying left seat with Walter in the right seat. As they got near the field, Joan called in for winds and the active runway. She entered the pattern, all the while commenting on the quality of other pilots' landings and takeoffs. After what she considered a great landing on her part, they were approaching the apron in front of the FBO when Walter told her, "Pull it right up there next to the Cherokee, give it a little more throttle and left rudder and swing it around." Her reply as a newly licensed pilot was very curt: "Listen, when I'm flying left seat, I'm Pilot in Command and I'll park this airplane any damn place I want!"

When it was parked exactly where she wanted it, they walked into the FBO where they were greeted with big grins. She, of course, attributed the grins to their appreciation of her great landing until they informed her that, from the time she had called in, her mike key was stuck. They had all been entertained by her PIC comment to her second-in-command, not to mention her running commentary on her fellow pilots.

Shortly after Joan received her license, a woman behind the desk at the FBO mentioned The Ninety-Nines and suggested that she attend a meeting to be held there the following Sunday. At the meeting, Joan met "all of these very accomplished women pilots" with their talk of instrument ratings, commercial licenses, air races,

Section Meetings and International Conferences and on and on. At first she didn't think she could possibly ever fit into this group with her lowly private license and few flying hours. It took several meetings before she got to know those women, some of whom have remained her best friends over many years.

At that time, a woman had to attend three meetings and be voted on to become a member. Joan passed and has been a Ninety-Nine in the Chicago Area Chapter for 36 years. The many friendships she has made keep her coming back year after year. The Ninety-Nines were there when her husband of 37 years died. The Ninety-Nines were there when she had bypass surgery. Two of her grandchildren were born while she was at Section meetings; those who remember the proud announcements still inquire about them, and the oldest is now 19.

During this time Joan earned her Commercial and Instrument ratings. And, she says, the education she has received while taking on different positions and jobs in the organization is priceless. While she was PR Chairman for the Chicago Chapter and, with the library's guidance, she single-handedly prepared an exhibit on Women in Aviation for the Chicago Museum of Science and Industry. She has also served as Chapter Vice-Chairman and Chairman, which led her to pursue the field of Parliamentary Procedure.

While Chapter Chair, she initiated an IFR/VFR/Flying Companion full-day course with speakers for all three sessions running concurrently. Since 1975, the Illinois Aeronautics Division has included this curriculum in their annual IFR/VFR two-day course, with The Ninety-Nines conducting the Flying Companion session. Joan was inducted into the class of 2002 in the Illinois

At first she didn't think she could possibly ever fit into this group of 99s with her lowly private license and few flying hours. It took several meetings before she got to know those women, some of whom have remained her best friends over many years.

Joan leaves for the 1976 Powder Puff Derby with Charlene Falkenberg.



Aviation Hall of Fame, (IAHOF) mainly for her involvement in these classes and also for representing The Ninety-Nines in the IAHOF since its inception.

On the Section level, she has served as Director, Vice-Governor and Governor. She developed a Chapter Chairman's Manual, obtained IRS 501(c)3 status for the Section, wrote rules for the Governor's Service Award and, for about 12 years, has been serving as North Central Section's Parliamentarian.

While working with her Chapter and Section, Joan made time to go back to school and earn her bachelor's degree in political science. She also was accepted into and attended one year of law school. At the same time, she initiated and chaired the International Legislation Committee, attending meetings of the various GA organizations in D.C. while writing a related monthly column on legislation for the 99 News. She chaired the committee for 11 years.

On the International level, she has served as By-Laws/SR Chairman for four years and served a two-year term as Chair of the Nominating Committee. Her two-year term as International Director expires in 2007.

Joan's commitment to The Ninety-Nines is demonstrated by her attendance at our organization's meetings. She has been to 30 International Conferences and an estimated 60 or more Section Meetings, including many outside her Section. She encourages newer members to reach out of their own Chapters and meet the amazing, multi-talented women who are members of this organization.

Of all her accomplishments, Joan is most proud of her children and grandchildren. Her oldest son Peter is a cardiologist, flies a Cessna 310, has his Seaplane rating and is an AME with a CFII certificate. Her daughter Amy is a computer guru and took flying lessons from her dad, although she didn't solo. Walter, the youngest, is also a cardiologist and has his Private Pilot certificate.

After being unable to fly for 18 years because of medical reasons, Joan recently passed her FAA medical and is busily preparing for her Flight Review — things have changed a lot during that time, and she says the goal of passing the looming review with flying colors should keep her "off the streets for a while."

Thank you, Joan, for your dedication over the years to The Ninety-Nines. You are a friend to many and an inspiration for all!



Joan Kerwin flying in the 1976 Powder Puff Derby.

LETTERS

A Tribute to The Ninety-Nines

During my tenure as the Director of Operations of The National Championship Air Races in Reno, Nevada for eight years in the late 1990s, I had the distinct pleasure of working with a staff of volunteers from the local Chapter of The Ninety-Nines. I could not have had the successes I enjoyed during those years without the assistance of those hardworking volunteers.

For health reasons, I had to retire my position at the huge Reno operation and provide assistance in organizing smaller air shows throughout the U.S. The first thing I always recommended was to get the local Chapter of The Ninety-Nines, if available in the area, to assist in the multitude of support needs, from safety to pilot registration and ticket sales.

I am now fully retired from air show activity except for assisting the local Omaha USAF base with its annual show, working scheduling activities for civilian and military performers. In my retirement I have written numerous articles on air shows, including the poem below in tribute to The Ninety-Nines.

Please accept it for all the wonderful "Sisters of the Wind" for whom it was written.

—R.L. King, Lt. Col.
USAF, Retired

The Ninety-Nines

*The Ninety-Nines are a special group
of women who also have turned to the sky,
and have a love of aviation
and a specialness of those who fly.*

*Each has found that special place
where only eagles are allowed to play,
and felt the thrill of spreading wings
And to fly up a sunbeam's ray.*

*Their ranks contain some famous names,
like Amelia, Jackie, and Sally Ride,
with Brooke and Susan and Rhea too,
whose exploits are known far and wide.*

*Some have ridden a dream to outer space,
and touched the awesome unknown.
They have truly found a place in the sun
Some can share with others; some died alone.*

*And whether they go into combat in a high speed jet,
or fly aerobatics, or just a Sunday flight,
You can be sure that as they skim the sunsplit clouds,
like the air around them, their heart is light.*

*But beyond their feats and things they do,
when on their chests the wings they pinned
They joined their brothers in the sky,
and became the Sisters of the Wind.*

THE NINETY-NINES WELCOMES THESE 126 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

ACADEMIC: CALHOUN, Jennifer Rebecca, Section Member—No Chapter, Southeast Section • LAINEZ, Miriam A., Ambassador Chapter, South Central Section • LANGE, Jena Nicole, Section Member, North Central Section • LAWRENCE, Tanisha StacyAnn, Embry-Riddle Daytona Chapter, Southeast Section • MOORE, Caryle Shea, Embry-Riddle Daytona Chapter, Southeast Section. **FUTURE WOMAN PILOT:** ARCHULETA, Lynae Trisha, Colorado Chapter, South Central Section • BANDONI, Ginger Ann, San Joaquin Valley Chapter, Southwest Section • BOGLE, Lauren Elizabeth, Colorado Chapter, South Central Section • BROOK, Jessica Jordan, San Fernando Valley Chapter, Southwest Section • BRUEGGER, Patricia A., Santa Clara Valley Chapter, Southwest Section • CHAMBERS, Colleen S., Colorado Chapter, South Central Section, • CRANE, Kristina A., Houston Chapter, South Central Section • DEVRIES, Julia H., Coachella Valley Chapter, Southwest Section • FULLY, Lori Anne, San Diego Mission Bay Chapter, Southwest Section • GARRITY, Katherine L., Indiana Chapter, North Central Section • GRAY, Sheena M., Keystone Chapter, Mid-Atlantic Section • JUAREZ, Christina Holly, Palomar Chapter, Southwest Section • KAMP, Micaela L., Sedona Red Rockettes Chapter, Southwest Section • KENDALL, Merisa Kay, Minnesota Chapter, North Central Section • LOWE, Shanna Lynn, Minnesota Chapter, North Central Section • MASON, Rena Mae, Virginia Chapter, Mid-Atlantic Section • MCCLLOUD, Carol Jean, North Jersey Chapter, New York-New Jersey Section • MOORE, Margaret Batte, Kitty Hawk Chapter, Southeast Section • O'CUILINN, Norma Jean, Purple Sage Chapter, South Central Section • OTT, Dian Renee, Columbia Gorge Chapter, Northwest Section • READ, Marye Anne, Reno Area Chapter, Southwest Section • SCHWARZWALTER, Dana Rene, Los Angeles Palms Chapter, Southwest Section • SILVERSTEIN, Peggy, New York Capital District, New York-New Jersey Section • SINCLAIR-MORELOCK, Jill Leah, Tennessee Chapter, Southeast Section • STIRLING, Nancy Anne, Ventura County Chapter, Southwest Section • SUCHER, Sou, Eastern New England Chapter, New England Section • SUNNESS, Natasha T., San Fernando Valley Chapter, Southwest Section • TEMPLEMAN, Janice, Eastern Ontario Chapter, East Canada Section • WALKER, Cristl Brook, Minnesota Chapter, North Central Section • WOOLHISER, Amanda Kay, Colorado Chapter, South Central Section • **NINETY-NINE:** ABBOTT, Chris M., Section Member, Mid-Atlantic Section • ADAMS, Mary Ann, Colorado Chapter, South Central Section • ADAM, Cindy K., Santa Maria Valley Chapter, Southwest Section • ALLAN, Cecilia Mona, Houston Chapter, South Central Section • BAGLEY, Donyietta Deshia, Section Member, Southeast Section • BEDNORZ, Janna R., Central Oregon, Chapter, Northwest Section • BENTLEY, Kimberly Diane, Colorado Chapter, South Central Section • BISS, Emily Jeannette, Ambassador Chapter, South Central Section • BLAIR, Kimberly Beth, Section Member, Northwest Section • BOMBERGER, Carolyn Louise, Section Member, Southeast Section • BOYLE, Gay Ann, North Jersey Chapter, New York-New Jersey Section • BROOKS SNYDER, Geraldine Marie, Coachella Valley Chapter, Southwest Section • BURFORD, Amanda Kay, Kentucky Bluegrass Chapter, North Central Section • CAPPEL, Erin E., Mount Tahoma Chapter, Northwest Section • CHASE, Bethany V., Old Dominion Chapter, Mid-Atlantic Section • CLARK, Rebecca Estelle, Intermountain Chapter, Northwest Section • COLEMAN, Monica Garcia, Section Member, Brazil Section • CORYAT, Kimberly P., Section Member, Southeast Section • CROCKER, Kryss Yvonne, Monterey Bay Chapter, Southwest Section • CROWDER, L.J., Section Member, South Central Section • DAMMEL, Deborah Lynn, Intermountain Chapter, Northwest Section • DARTING, Edith Anne, Kansas Chapter, South Central Section • DEBEER, Rita Nash, Florida Suncoast Chapter, Southeast Section • DELAGE, Kristi Marie, Minnesota Chapter, North Central Section • DOBELLI, Amanda C."Chanti", Florida Goldcoast Chapter, Southeast Section • DONNALLY, Carol L., Dallas Chapter, South Central Section • DUNPHY, Daniele Suzanne, Reno Area Chapter, Southwest Section • EDDLEMON, Lori Lynn, Section Member, South Central Section • ELLERMAN, Sarah B., Greater Kansas City Chapter, North Central Section • ERICKSON, Rhonda Lynn, Las Vegas Valley Chapter, Southwest Section • FADNER, Barbara D., North Georgia Chapter, Southeast Section • FEDDAL, Nora F., Los Angeles Palms Chapter, Southwest Section • FULLER, Amy P., Redwood Coast Flyers Chapter, Southwest Section • GADDIS, Doris L., Hampton Roads Chapter, Mid-Atlantic Section • GETTINGER, Sherry Nesbitt, Carolinas Chapter, Southeast Section • GIESE, Janet M., Finger Lakes Chapter, New York-New Jersey Section • GLENN, Kristina H., Phoenix Chapter, Southwest Section • GOLLIN, Jaonna Mary, Florida Gulf Stream Chapter, Southeast Section • GOODRUM, Jeannette, Section Member, Northwest Section • HAMNER, Marvine Paula, Section Member, North Central Section • HARRIS, Korina Marie, Section Member, New York-New Jersey Section • HARRIS, Sonya M., Florida Spaceport Chapter, Southeast Section • HOLLISTER, Malinda May, Purple Sage Chapter, South Central Section • HONECK, Mary Renee, Iowa Chapter, North Central Section, • HULSE, Barbara V., Phoenix Chapter, Southwest Section • IVEY, Jane West, Section Member, Northwest Section • KENNEDY, Emi Suzuki, Orange County Chapter, Southwest Section • KENT, Patricia Ann, Santa Barbara Chapter, Southwest Section • KENWORTHY, Jeanne M., Orange County Chapter, Southwest Section • KITE, Jodi Lynn, Section Member, North Central Section • KNOLL, Marie-Therese, Aloha Chapter, Southwest Section • LEE, Janette K., Aloha Chapter, Southwest Section • MATHSEN, Danika Vernelle, Old Dominion Chapter, Mid-Atlantic Section • MIRANDILLA, Alyson Tunde K., Tulsa Chapter, South Central Section • MITROVICH, Rona W., Lake Erie Chapter, North Central Section • MORGENTHAUER, Dana Lee, Section Member, North Central Section • NESGADA, Sandra Ann, Section Member, North Central Section • NEVILLE, Erin C., Bay Cities Chapter, Southwest Section • OLEN, Faith Melanie, Virginia Chapter, Mid-Atlantic Section • PAUL, Therese Ann, Section Member, Southwest Section • PEARSON, Eloise L., Section Member, North Central Section • PREVALLET, Anne M., Coachella Valley Chapter, Southwest Section • QURESHI, Shazia Anwar, Section Member, Arabian Section • RAINEY, Sharon Diana, Alaska Chapter, Northwest Section • RAPPAZZO, Andee, San Diego Chapter, Southwest Section • RAY, Hilda W., Alabama Chapter, Southeast Section • REDDING, Carol Ann, Mat-Su Valley Chapter, Northwest Section • REITMAN, Hannah Marilyn, North Jersey Chapter, New York-New Jersey Section • ROGERS, Sheryl, Section Member, New England Section • ROHRER, Mary L., San Antonio Chapter, South Central Section • SARBOU, Janet Sue, Finger Lakes Chapter, New York-New Jersey Section • SARGENT, "Sparky" Marcia, Section Member, South Central Section • SCHMIDT, Kristina J., Chicago Area Chapter, North Central Section, • SCHROEDER, Merry Sowden, Rio Grande Norte Chapter, South Central Section • SHERGALIS, Jean L., Midnight Sun Chapter, Northwest Section • SILL, Carole Ann, Reno Area Chapter, Southwest Section • SIMMONS, Diane Sue, Women With Wings Chapter, North Central Section • SIMON, Margie Mozelle, Kentucky Bluegrass Chapter, North Central Section • SNYDER FLEMING, Lee Florida Gulf Stream Chapter, Southeast Section • STONE, Debra A., Florida Suncoast Chapter, Southeast Section • TRACY, Rachael Helen, Colorado Chapter, South Central Section • TRIP, Christy Jo, Mount Tahoma Chapter, Northwest Section • TUCKER, Karolyn Kaye, Minnesota Chapter, North Central Section • TURNER, Colleen Patricia, Greater Seattle Chapter, Northwest Section • TWISS, Melody Anne, Columbia Cascade Chapter, Northwest Section • VAN GUILDER, Cynthia Myers, Orange County Chapter, Southwest Section, • VERTEFEUILLE, Sarah Dorina, Section Member, New England Section • WESTINGHOUSE, Tasha Dawn, Section Member, Southwest Section • WILSON, Martha Hoke, Section Member, Southwest Section • WOOD, Eileen, Section Member, Australian Section • YARNELL, Maribeth Carter, Kansas Chapter, South Central Section.



Lisa Cotham in a Tiger Moth replica ready for her first open cockpit flight. Actually, Lisa isn't walking the Moth — those legs belong to Fred Gregory, the first black shuttle commander and former Deputy Administrator for NASA.

Lisa Cotham — “I Want to Do That, Too!”

BY DONNA CRANE-BAILEY
Monterey Bay Chapter



Lisa at one year old.

As International Director Lisa Cotham tells it, her father bought a C-150 while she was in high school and her brother began flying lessons. “Now wait a minute,” she said, “I want to do that, too.” And she did, which pretty much sums up her approach to life — she sees something she wants to do, or that needs doing, and she does it.

Born in the suburbs of New Orleans and about five miles from what eventually became their own grass strip jokingly dubbed “Cotham International,” Lisa has been around flying since she was very young. Her father, or daddy, as she calls him, was an airplane mechanic in WWII and a perennial student pilot. As the youngest of four children, her closest siblings were 10 years older, so she spent a lot of time with her father working on boats and engines, “kind of like a second son,”

she says. “He never was one to say, ‘You’re a girl, you can’t do that.’”

There was a lot of competition between Lisa and her brother as to who would fly the little 150. Lisa would go by the airstrip to see if the plane was there. If it was gone, Lisa would check out nearby airfields and retrieve it without him knowing. One day her brother drove by the field when Lisa was having a lesson, a lesson that was not going well in her estimation. After she landed, a little hard, he proceeded to tell her everything she had done wrong. Frustration level high, she retreated indoors in tears. Brothers always seem to know how to push just the right buttons. Seeing the effect on Lisa of her brother’s “helpful” critique and knowing she was ready, her instructor told her he had a little more time that day, took her around the pattern and then soloed her.

At the time she started her flying lessons, she was attending college as a music education major, and discovering that they had an aeronautical program, she took ground school as an elective. That was in 1978, and that same year she obtained her Private Pilot certificate. With new certificate in hand and knack for organization, she started the first NIFA (National Intercollegiate Flying Association) team at her college. Her technique? She would cook breakfast at the airport to get the guys (and they were all guys) to come out to the airport so they would practice. While she was with the team, they competed in two regional competitions and one SAFECON (Safety and Flight Evaluation Conference).

All this flying was not popular with her mother, who felt strongly that women should not fly. After 3½ years, Lisa grew tired of the struggle between parental expectation and her desires. She quit college to find a job and went six years before ever getting into an airplane again. She started out in mostly clerical jobs, took classes to improve her work skills and ended up as vice president of the Lake Charles office of an actuarial firm. She is “forever grateful for her boss recognizing that she had some ability.”

In 1988, her neighbor was working on his Instrument rating, and she realized that being away from flying had quietly been gnawing away at her. She went to Colorado to visit a friend and, on her birthday, had a flight review that took her from Durango, Colorado to the Grand Canyon. She was “bitten hard.” One month later she joined The Ninety-Nines.

Two years later her boss in the actuarial firm was killed, the office closed and she was unemployed. So, she packed up, moved to Durango where she obtained her Instrument rating and then Single and Multi-engine commercial and Instructor certificates. She applied twice for an Amelia Earhart Scholarship, and on the second try received one to complete her Multi-engine Instructor rating.

Back at her home base of New Orleans, Lisa first went to work for a Part 135 air carrier as a dispatcher with the goal of working into a pilot position — that is if the company had stayed in business, which it didn’t. She joined CAP (Civil Air Patrol), flight instructed at the New Orleans Navy Flying Club, worked at an insurance company and finally became manager of the Flying Club. But at this point, Lisa’s life was about to take another turn: She was offered the job as curator of the Louisiana State Aviation Museum. She jumped at the chance, since in her words,



In 1992, Bobbi Trout congratulates Lisa on being awarded an AE scholarship.

She started the first NIFA team at her college. Her technique? She would cook breakfast at the airport to get the guys (and they were all guys) to come out to the airport so they would practice.

“You put aviation and museum together, and only good can come from it.”

During the time she worked at the museum, she returned to school to complete her bachelor’s degree, taking one or two classes at a time. When the museum job came to an end, she went to school full-time and was the live-in night manager on a drilling rig, which she called “your basic, three-story, 18-bedroom waterfront condo with a helipad.” Called the Mr. Charlie, it was the first submersible drilling rig in the Gulf of Mexico and had been towed to shore to serve as a training facility and the home of International Petroleum Museum.

This time Lisa did not stop her involvement with aviation; among other things, she was an Aviation Safety Counselor. With degree in hand,

Lisa with the Nicholls State University United Flying Colonels in 1978.



As for Lisa's involvement with The Ninety-Nines, it might possibly be easier to list what she hasn't done, but that wouldn't give the true flavor of the breadth of her contributions.



A pristine Staggerwing and Lisa from a Christmas card she sent when she was curator of the Louisiana State Aviation Museum.

she called the local Flight Standards District Office, discovered they had job openings, applied and was hired. She is currently an Aviation Safety Technician, best described, she says, as what a paralegal is to the legal profession.

She loves her job with the FAA, which includes being Airshow Coordinator for her office. The job affords her the opportunity to meet so many different people, and every now and then she plants a seed with somebody to get them to change their way of thinking, a seed which might ultimately save their life.

As for Lisa's involvement with The Ninety-Nines, it might possibly be easier to list what she hasn't done, but that wouldn't give the true flavor of the breadth of her contributions. In addition to being an International Director, she has served as a Trustee for the 99s Museum of Women Pilots, International Public Relations Chair,

Chairman of the 2003 International Conference and on the International Bylaws Committee. She has been Governor of the Southeast Section, Southeast Section Secretary, AE Chairman and on the Nominating Committee. She has been a member of the South Louisiana and New Orleans Chapters and served in almost every capacity. She led the first ever Wings weekend in Louisiana and got the New Orleans Chapter to sponsor it.

And, if that's not enough to keep her busy, she is the Flight Operations and Maintenance Officer for her squadron of the Civil Air Patrol, was President of the Aviation Association of Louisiana and is active in the Order of the Eastern Star.

Lisa lives in the Baton Rouge area with her cat Lovey, but her family still resides in the New Orleans area. And, yes, members of her family were among those affected by hurricane Katrina. Lisa was at the International Conference in New Zealand when the hurricane hit. With her home out of the direct path of the storm, 12 members of her family, plus two cats (one with a brand new litter born on the day of the evacuation) and two dogs, moved in to ride out the hurricane. As Lisa was leaving for New Zealand, her sister asked her what to do in case of a storm. "You have a key to my house – go." She jokes now that maybe she should have changed the lock. It turned out to be fortunate in another way that her family was there: Lisa had flown out of New Orleans and was unable to retrieve her car for two weeks.

Lisa's wealth of experience in a wide variety of areas, an incredible energy and the desire to see projects completed makes her a true asset to The Ninety-Nines. "The Ninety-Nines is where my heart is, and that is where I want to be."



Visiting with Steve Culp in front of his replica Sopwith, Lisa works surveillance at the Shreveport air show in 2005. "And they pay me to do this?!"

RATINGS AND WINGS

RATINGS

Kimberly Beckman – Instrument
Hampton Roads Chapter

Helen Ruth Cranx – Master CFI
Orange County Chapter

Victoria Croston – Commercial
Houston Chapter

Debra DuBois-Brinker – Private Pilot
Arkansas Chapter

Claire Holmblad – Instrument
Katahdin Wings Chapter

Kris Hope – Private Pilot
Utah Chapter

Debi Katzen – Instrument
Washington DC Chapter

Linda Litwin – Helicopter
Washington DC Chapter

Kristin Mitas – Private Pilot
Washington DC Chapter

Toréa Rodriguez – CFII
Santa Clara Valley Chapter

Linda Scully – Master CFI
North Jersey Chapter

Meredith Saini – Commercial, CFI, CFII
Washington DC Chapter

PROFESSIONAL PILOT

Becky Roman-Amador – CRJ First Officer
Washington DC Chapter

WINGS

Mayetta Behringer – Phase XVII
Santa Clara Valley Chapter

Reverend Dr. Gertrude Box – Phase IX
Long Island Chapter

Ana Camberos Province – Phase X
Southwest Section

Mary Lou Hagan – Phase VII
Delaware Chapter

Ellen Nobles-Harris – Phase XV
Delaware Chapter

Sharon Sweeney – Phase XIII
Santa Clara Valley Chapter

Candice Tuttle – Phase IV
Santa Clara Valley Chapter

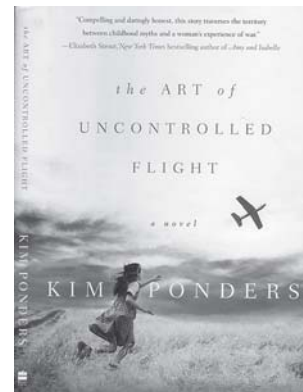
BOOK REVIEW

The Art of Uncontrolled Flight

By Kim Ponders

ISBN: 0060786086
HarperCollins
192 pages \$19.95

BY JACQUE BOYD
Rio Grande Norte Chapter



I very seldom read fictional accounts of women's lives in the flight environment, particularly

when the jacket reviews cite

the work as being "romantic and compelling." However, this book was recommended to me by a person I trust, particularly when it comes to reading material.

The main character of this novel, Annie Shaw, is so artfully flawed from the beginning of the story to the ending sentence that I read this book in one session. Any woman who has ever struggled to define her own piece of the sky with a man she loves will relate to much of the story. Annie's men include her father, a former Vietnam and Korean War fighter pilot; her lover, a fellow Air Force pilot; and her husband, who ultimately decides to have her teach him how to fly.

She is one of the first women to attend and complete training at the Air Force Academy. Her story is not one of blatant struggles with discrimination. Instead, it's the continual quiet and insidious day-to-day battles of a woman who knows she's capable of doing whatever it is she chooses and coming to grips with her choices. Throw in the hero-worship involved in a father/daughter relationship, and you've got a riveting read.

The author, Kim Ponders, is a real-life military aviator, one of the first women to fly in a combat situation in the first Iraq war. The novel is spot-on accurate concerning flight and the environment that a woman joins when she gets her wings.

Ponders has both a blog and a webpage, and ReadingGroup Guides.com carries a full description for reading groups plus discussion questions. The entire package of information for the author and the book is tremendously impressive. Ponders next novel, a story about the Air Force Academy, will be published by HarperCollins in 2007.

Aviation Greeting Cards

Visit our website at:

www.borntoflygraphics.com

Call: 605-295-0040

NEW HORIZONS

SHERRY PORTER Ventura County Chapter

Sherry Porter, 39, died March 7, 2006 of a heart attack in her sleep. She loved adventure, lived life to the fullest. She was a wonderful daughter and good and caring sister and a terrific and loyal friend. The man in her life, Sergio, will be lost without her. He said, "She is our angel watching over us." She will always be with us in our hearts.

Sherry completed her Private Pilot certificate, IFR rating and sky-dived last year for the first time on her birthday. She belonged to the Ventura County Ninety-Nines and the Sons of Norway. She worked in the IT department doing special projects for Farmers Insurance in Los Angeles. Her last request was to be cremated and shot off with fireworks on the 4th of July. Good for you Sherry, you died way too young but will go out with a bang!

—Jamie Whitman



Sherry Porter.

DOROTHY "DOTTIE" MARTIN Northeast Kansas Chapter

Our friend Dottie Martin, age 69, flew to new horizons "On the Wings of a Dove" December 30, 2005. For the past two years she had been battling breast cancer which spread to her liver.

Dottie was an active member of our Chapter since she received her Private Pilot certificate in 1987. She was our go-to person in airmarking, NIFA and served us as Treasurer for several years. She rarely missed a Chapter meeting, and her ever-positive attitude, even during her final illness, was like a ray of sunshine for us all.

She began her career as a registered nurse in 1961 and for the past 25 years served her community of Lawrence, Kansas as a certified operating room nurse at Lawrence Memorial Hospital.

She and her 49½ Dick Martin enjoyed traveling extensively in their Grumman American Tiger. During the last few months of her life, they made a long-planned flight to Alaska in the Tiger and also attended the International Conference in New Zealand.

Our Chapter's memorial to Dottie is her induction into the Forest of Friendship, June 2006.

We'll see you, friend!

—Sondra Ridgeway

ETHEL FINLEY WASP

Women Airforce Service Pilot (WASP) and a regular participant at EAA AirVenture Oshkosh, Ethel Finley (EAA 431726) passed away on Friday, February 24, 2006 at her daughter's home in New Jersey. She was 85.

Ethel was one of about 1,000 women who formed the WASP during World War II, the first women to serve as U.S. military aviators. For the past seven years, Ethel helped organize and promote the popular WASP displays at EAA AirVenture Oshkosh and Sun 'n Fun. She led efforts to remind modern aviators of the key duties WASP played during the war, which included ferrying aircraft, training pilots and performing test flights.

Ethel attended Minne-

sota's Winona State Teachers College and was the first woman to participate in the Civilian Pilot Training Program with the renowned aviator Max Conrad. After graduating, she taught school for a year before concluding she could not earn a living and have enough left to fly airplanes, so she went to work operating the Link trainer at the local airport in exchange for flying time.

She joined the WASP in March 1943 and logged more than 1,000 hours in all varieties of WWII aircraft before they were disbanded in December 1944. After the war she left aviation to raise a family with her husband, James Finley, Jr., living in West Virginia and Pennsylvania before settling in Summit, New Jersey in 1952.

Some 30 years later, after moving to Rehoboth Beach,

Delaware, Ethel again became active with the WASP organization, serving a variety of positions while traveling to national air shows and events throughout the country. She was WASP president from 1992 to 1994, during which time Congress granted the women official veteran status. Ethel received the Delaware Trailblazer Award in 1995 and was inducted into the Delaware Aviation Hall of Fame in 2001.

Ethel's family and friends gathered March 3 to celebrate her life at St. Edmond's Catholic Church in Rehoboth Beach. Her good friend, Tuskegee Airman Colonel Charles McGee, with whom Ethel organized many joint displays for the two organizations, delivered the eulogy.

In lieu of flowers, Ethel's children have set up two funds



Woman Airforce Service Pilot Ethel Finley.

for memorial donations: the WASP Endowment Fund, Texas Women's University, PO Box 425528, Denton, TX 76204; and The Shrine of St. Joseph, 1050 Long Hill Road, Stirling, NJ 07980.

—Ethel's family
photo courtesy www.WingsAcrossAmerica

NEW HORIZONS

MILDRED 'MIDGE' OLIVER

Delaware Chapter

Mildred "Midge" Oliver, Delaware Chapter, died on January 6, 2006 at Westminster Canterbury of the Blue Ridge, Charlottesville, Virginia.

Midge was always available for Chapter events and served as Chapter Treasurer and Airmarking Chair for several years. She will be missed by all who knew her.

—Christine L. Schissler

JANE JENNINGS ROACH

Oregon Pines Chapter

Jane Jennings Roach flew to new horizons on February 14, 2006. Born June 6, 1931 in Benton Harbor, Michigan, Jane grew up as an only child to the local banker. She was offered a full four-year scholarship at the University of Michigan, but she chose Wheaton College near Chicago where she met her future husband, Bob. They were married after he graduated and moved to San Francisco for his graduate school. Jane had a year to go; she finished that last year cum laude at Linfield in 2001, five days before she turned 70. Obviously, Jane was a lifetime learner.

She was an avid gardener, a skilled sailor and she became a pilot at age 48. She flew in two air races and for many charity events in the area. Jane was a charter member of Oregon Pines Chapter and an inspiration to many new women pilots.

In the last few years, Jane and Bob became global volunteers helping out in countries such as Poland, Cook Islands, China, Ghana and Hungary. She taught English as a Second Language to mothers through the local community college program. Jane was a loved member of the Oregon Pines Chapter.

We will all miss this wonderful humanitarian, flying companion and friend.

—Trish Hanna

WANDA STRASSBURG

San Luis Obispo Chapter

Wanda's love of flying carried her through her ordeal with cancer, and she celebrated as she saw new horizons before her. She had been in a perfectly stabilized approach with a steady loss of altitude. Being a CFI, she had to fly her final landing right down to the runway. She made a perfect touchdown and came to a full stop March 27, 2006. Wanda was a charter member of the San Luis Obispo Chapter.

Born December 5, 1932, Wanda's earliest years were in Tulsa, and then her family moved to Ojai, California when she was 12. She met her husband Don while in college, and after his stint in the Korean War, they moved to San Luis Obispo, California. Don had done some flying before the war, and once they were settled he decided to get his license. Wanda didn't have any interest in flying and didn't like heights, but because Don was so committed to flying, she agreed to take lessons. She soloed in eight hours. As soon as their children were in school full-time, Wanda was at the airport every morning for lessons.

She became a ground instructor and in 1962 earned her Commercial rating and flew charters. In 1965 she started instructing and Powder Puff racing.

Swift Air opened a flight school with Wanda as the chief instructor. She also became an FAA designated examiner. Around 1972, Swift Air decided to focus on commercial airline service and closed the flight school. Wanda really wanted to be a pilot for the new airline, but women couldn't be pilots at that time, so she came on board as the Vice President of Marketing.

Wanda stayed on in the airline industry working in marketing and customer service and as station manager as airlines came and went. As the airline business lost its appeal, Wanda signed on as the director for Hospice and worked in community relations for San Luis Sour Dough for 10 years. She also enjoyed being their corporate pilot.

She retired in 1995 to start back as a flight instructor and examiner. She proudly earned the title of Master Instructor from the National Association of Flight Instructors in 2003. It was a big event for the San Luis Obispo Chapter when Wanda was inducted into The Ninety-Nines International Forest of Friendship in 1997.

It was a major loss to the aviation community when Wanda lost her medical after being diagnosed with ovarian cancer in spring of 2005.

Wanda was a mentor for so many pilots, both men and women. She shared her knowledge of flying so freely and kindly. She created a legacy that will carry on. For all those she touched with her life and spirit, she will always be in our hearts.

—Grace Crittenden



Wanda Strassburg.

MARY WENHOLZ

Long Beach Chapter

Many of you already know that my mother, Mary Wenholtz, went into Torrance Memorial and passed away on February 26, 2006. I can see her having a conversation with dad now.

Born April 14, 1916, Mom started flying during WWII while dad was flying the hump. She learned to fly in a Luscombe on floats and always enjoyed all the flying that she did. Mom held Single-engine Land and Sea and Instrument ratings.

I am not planning a service. The Neptune society will be taking care of her from the hospital, and as with dad, I will be spreading her ashes at sea. This is her wish.

Mom was a grand lady, and I imagine that I speak for most of you when I say that I will miss her.

—Bruce Wenholtz

NEW HORIZONS

GLORIA (PETIE) RAWSON-SWEET

Greater Seattle Chapter

Gloria Rawson-Sweet, age 72, passed away on Sunday, January 8, 2006, with family by her side at her home in Bow, Washington. Born February 18, 1933 in Seattle, she was a daughter of Ethel Pauline Maus and Wessel Oscar Peterson.

Raised and educated in Seattle, she graduated from Roosevelt High School and attended the University of Washington, where she was a member of the Kappa Kappa Gamma sorority.

On April 8, 1952, she married Ron Rawson and had four children. For many of their 25 years of marriage, she and Ron operated Rawson, Inc., a successful fiberglass boat company in the Kirkland/Redmond area. She was remarried December 10, 1985 to prominent Seattle aviation attorney John Wendell Sweet.

She and John were avid pilots, flying all over the United States and Mexico.

Gloria started skating at the age of 6 and studied under Gus Lussi at Lake Placid, New York. In 1946 at age 13, she won the U.S. Ladies Novice National Champion figure skating gold medal award, was Junior National Champion in 1947 and received the National Artistic Award from the U.S. Skating Association. She turned professional and taught skating for many years at Highland Ice Arena.

She was involved in the Forgotten Children's Fund and enjoyed The Jaguar Drivers and Restorers Club of Northwest America.

Survivors include her children, Rebecca Rawson of Maple Valley, Kari Rawson Clayton of La Conner, Rolf E. Rawson of Temecula, California and Karl E. Rawson of S. Naknek, Alaska. Preceding her in death was her husband John W. Sweet in 1995.

Memorial contributions may be made to Skagit Hospice or the Humane Society.

NORMA VANDERGRIF

Oklahoma Chapter

As a small girl, airplanes adorned Norma Vandergriff's walls. After a couple of false starts, she obtained her Private Pilot certificate in 1967 and joined the Oklahoma Chapter in 1968.

A career in health sciences preceded her longterm commitment to aviation education. Norma taught ground school at various colleges from 1976 through 1986. She loved her 210, flying to Alaska and South America. She flew Direct Relief, politicians and even flights to count birds along the Canadian and Cimarron Rivers in Oklahoma.

Norma competed in two All-World Transcontinental Air Races (AWTAR) and generously served the Oklahoma Chapter and South Central Section, filling many offices and committees. She also served as advertising manager for the 99 News during the 1980s.

She was an active member of International Flying Farmers and was chosen an International Duchess. She was a cancer survivor and valiantly battled heart disease for over 15 years. She

was buried February 16 in the same cemetery as the final resting place of Wiley Post. We wish only Blue Skies for our friend.

—Carol Sokatch

BOB CLEMENTS

49½ of Winnie Clements

San Antonio Chapter

The San Antonio Chapter sadly announces the loss of 49½ Robert F. (Bob) Clements. Bob entered this world with a passion for flight. He and Winnie met and married in St. Louis when Bob was studying aeronautical engineering and Winnie was in nursing school.

The life they made together until his passing on January 3, 2006 was centered on flight. Bob left a logbook which began with his initial flight September 2, 1950 in a J3 Piper Cub, obtaining ratings including Commercial, Instrument Single-engine Land that totaled 858.6 hours, of which an impressive 536 were cross country time. The time spent cross country took the family on fabulous trips and adventures. His daughters Ann and Jean were treated to family vacations quite different than the norm, having private air travel as their mode of transportation. Bob and Winnie logged landings in 42 states.

Bob advanced aviation through his career as an aeronautical engineer, assisting with many projects over the years with McDonnell, Cessna, Boeing, Northrup, Lear Fan and finally Dee Howard. Bob became a 49½ in 1995 and earned three Chapter trophies as Runner Up, then second place and finally 49½ of The Year. Bob logged his final flight in July, 1979 "ICT-HUT-ICT." He remained an aviation advocate through all the days of his life.

He left behind many gifts and memories, but the one that touched me was his beautiful wife absentmindedly playing with a brass bi-wing music box. The box was a gift from Bob on their third year of marriage. The song played "Fly Me to the Moon." Winnie reminisced as a woman who had been waltzed around the moon on wings with her true love some nearly 51 years. It was through Bob that Winnie became enamored with aviation.

—Patty Taylor

JAMES E. COLLINS

Father of Eileen Collins

Sadly, within a few short months, Eileen Collins has lost another parent and hero. Her father, James E. Collins, apparently stepped into traffic in Elmira, New York on March 1, 2006 and was struck by a car. He had gone to Elmira, Eileen's home town, to hear her speak to high school students about her career as an astronaut. James Collins was extremely proud of his daughter.

Our condolences are once again extended to Eileen. She can take comfort that, as she fulfilled her dreams, her parents stood solidly behind her, every step of the way.

—Marcia K. Gitelman

July Dedication for Sculpture Honoring WASP

On July 31, Coachella Valley Nine-Nine Carol Hamilton will see a project dear to her heart become a reality. The service of women pilots of WWII, and in extension all women pilots, will be celebrated and remembered by the placement of a bronze sculpture at The Highground memorial park in Neillsville, Wisconsin. The sculpture was created by Women Airforce Service Pilot (WASP) Dorothy Swain Lewis.

Four life-size bronze statues by Dorothy currently grace Avenger Field, Sweetwater, Texas, where the WASP trained, The Confederate Air Force Museum, the U.S. Air Force Museum and the Honor Court of the U.S. Air Force Academy.

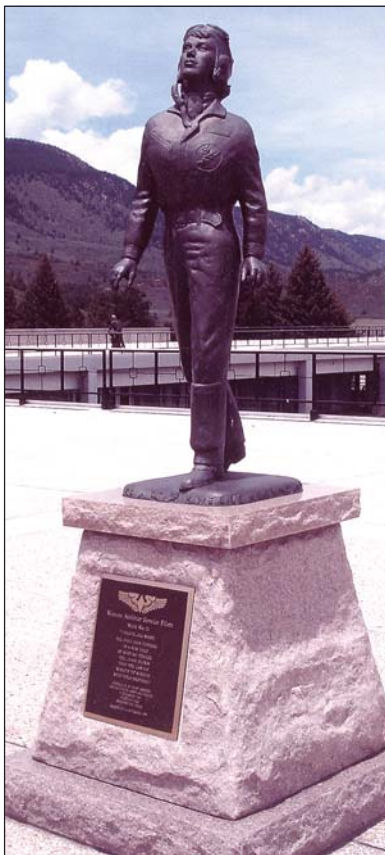
"The Highground is a beautiful park which honors veterans of all wars, and the 45,000-square-foot plaza includes bronze sculptures memorializing veterans of World War I, World War II, the Korean War and Viet Nam. It struck me that the site of the World War II memorial would be a perfect place for a tribute to the WASP," says Carol.

She presented The Highground with a proposal to place a WASP tribute there, and the Highground Board of Directors approved it in October 2005.

The dedication will be held the day after the close of Oshkosh, and Carol anticipates that WASP participating there will be able to attend the unveiling of Dorothy's newest sculpture that honors Women Airforce Service Pilots.

Donations are being accepted to cover costs for the construction and future maintenance of the tribute. For those who would like to offer their support, donations are tax-deductible and should be specifically marked for the WASP tribute. They can be mailed to The Highground, W7031 Ridge Rd., Neillsville, WI 54456. The Highground veterans memorial park is a 501(c) organization that relies entirely on donations and volunteers, receiving no ongoing state or federal funding.

For more information about The Highground, visit www.thehighground.org.



WASP memorial sculpture created by Dorothy Swain Lewis.

Irene Leverton Inducted into the Arizona Aviation Hall of Fame

Irene Leverton, Yavapai Chapter, has been inducted into the Arizona Aviation Hall of Fame. Irene received her Private Pilot certificate in 1944 at the age of 17. She earned her living flying for over 60 years and is currently teaching flying.

Irene is one of 13 women pilots who qualified for NASA's Mercury Space Program during astronaut testing in 1961. She has flown as a corporate pilot in Arizona and California. She flew for the U.S. Forest Service, operated a flight school and flew a flying taxi air service. Irene was also an FAA pilot examiner and an instructor and check pilot for Japan Airlines Flight School in California. She has logged over 25,000 hours.

—Norma Jenkins

99 Tent at EAA/AirVenture 2006

Come join us at Oshkosh to hangar fly, reunite with Ninety-Nines from around the world, meet and recruit prospective Ninety-Nines and enjoy all the many aircraft and the exciting air performances. Oshkosh provides a great opportunity to spread the word about The Ninety-Nines and to recruit other women pilots for our organization.

Last year's format is being used again this year, with the starting date of Monday, July 24 and ending on Sunday, July 30. The 99s International Tent is in the same popular site near Hangar B. Friday Breakfast is our highlight of the week. It is an informal, gratis, no reservation needed affair including a raffle and with lots of Ninety-Nine camaraderie and held at The 99s Tent.

Volunteers are always needed and very welcome, especially to represent all areas of the country and the world. If you can spare a few hours or a day, please contact me or just drop by at the tent to offer your services — or at least stop in to say "hi."

—Rita Adams

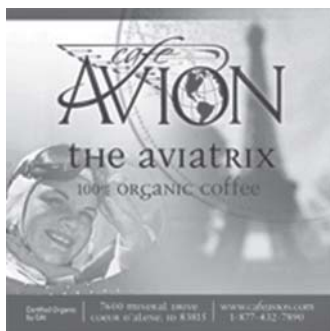


The Ninety-Nines tent at EAA/AirVenture 2005.

Drink Your Morning Cup of Joe and Help Support a Future Aviatrice

Café Avion is donating \$1 for every pound it sells of its *The Aviatrice* blend to the AEMSF set up by The Ninety-Nines that supports and encourages the advancement of women pilots. This unique scholarship fund for female pilots covers the entire cost of their flight training or tuition to complete the certificate, rating or coursework.

You can purchase Café Avion's *The Aviatrice* from their website, www.cafeavion.com. Or, call their toll-free number 1-877-432-7890 and ask for *The Aviatrice*.



Until July 24 (the birth date of a famous aviatrice, by the way), for every pound sold, Café Avion will donate \$1 to The Ninety-Nines. A cup a day will help send an aspiring aviatrice on her way.

Café Avion is a premium organic coffee roasting company. *The Aviatrice* is a blend of Ethiopian and Central American coffees and is certified as both 100% Organic and Fair Trade. All of their coffees are certified as 100% Organic by Quality Assurance International, a third-party certifier for the USDA. The majority of their coffees are Fair Trade certified as well as guaranteeing the quality of future crops.

Michelle Bassanesi Organizes Aviation and Women in Europe Conference 2006

Aviation and Women in Europe (AWE) was founded by Ninety-Nine Michelle Bassanesi in 2005, and the young organization continues to promote women's presence in aviation at all levels, not only on the flight deck but in all other aviation professions and skills.

Michelle started flying in 2000 and has obtained licenses on both sides of the Atlantic, including JAA Airline Transport Pilot–Frozen and FAA Certified Flight Instructor–Airplane Single-engine Land. During her training, she realized that something needed to be done to help women reach their goals in aviation and aerospace.

The same year that she founded AWE, Michelle organized the first AWE Aviation and Women in Europe Conference in Trento, Italy, hosted by the Caproni Aviation Museum. It was a success, with women from Europe and the USA presenting their activities and discussing how to do more and how to better promote female presence in aerospace.

The second AWE Aviation and Women in Europe Conference is in the making and will be held September 15-17, 2006, again hosted by the Caproni Aviation Museum, but this year in Varese, Italy, the province where most of the Italian aerospace

industry is concentrated. Tours of the aerospace plants and the "Province with Wings" are available.

For more information or to register, visit www.aweu.org or email Michelle at mash@centropilota.it.

— Michelle Bassanesi

Marcelaine Lewis Named 2006 FAA Flight Instructor of the Year – Grand Rapids District

Marcelaine Lewis was named "2006 General Aviation Flight Instructor of the Year" by the Federal Aviation Administration Grand Rapids Flight Standards District Office.

Tim Phillips, FAA Office and Safety Program Manager, and Dan Allison, FAA Assistant Office Manager, made the presentation in Frankenmuth on March 11 at The Ninety-Nines Amelia Earhart Scholarship Brunch. The plaque awarded Lewis cites her "Outstanding Contributions to Aviation Safety Through Education in the State of Michigan."

In her acceptance speech, Marcelaine explained how she became a flight instructor. In 1998, she had read an article by aviation sports writer Greg Brown. Brown suggested that the aviation industry encourage school teachers who are pilots to become flight instructors.

According to Brown, "School teachers already know how to teach, and they are a stable workforce with summers off." That wasn't enough, though, to convince her that she should get the additional training and Federal licenses to flight instruct.

A week later, she was having a conversation with friend John Lewis. He asked her what rating she was going to work on next. At the time, she held only a Private Pilot certificate. She told him she was really interested in flying airplanes on floats. He suggested that instead she become a flight instructor, adding, "If you really want to learn something, teach it."

She told the audience of about 100 that the reason she was telling the story was to encourage them to see potential in others and to encourage them to fulfill that potential.

—Marcelaine Lewis

Marcelaine Lewis receives an FAA Flight Instructor of the Year award.



GRASS ROOTS



Participating in Aviation Awareness Day are Oklahoma Chapter members Wyvema Startz, Carol Sokatch and Phylis Hensley.

OKLAHOMA CHAPTER

The Oklahoma Aeronautics Commission held an Aviation Awareness Day in the rotunda of the state capitol in March. Exhibits showed legislators the importance of the aviation industry to Oklahoma, especially for its important contribution to payroll and taxes for the entire state.

The Oklahoma Chapter and the 99s Museum of Women Pilots shared a booth there to publicize The Ninety-Nines. Margie Richison, Ann Pogson, Phylis Hensley, Wyvema Startz and Carol Sokatch hosted our display and circulated to increase the awareness of our organization.

—Carol Sokatch

SANTA CLARA VALLEY CHAPTER

The Santa Clara Valley Chapter held their annual Pasta Night fundraising event on the evening of March 30, 2006. The evening's proceeds primarily benefit San Jose State University's Precision Flight Team.

Approximately 85 people were in attendance this year, and everyone had a great time participating in the ticket raffle as well as a silent auction. In addition, the majority of the SJSU Precision Flight Team was in attendance, and we had a wonderful slide show with images from this year's regional competition in which they placed second.

The Santa Clara Valley Ninety-Nines hosted a Flying Companion Seminar on May 6 at the Terminal Building, Reid-Hillview Airport, San Jose, California.

Santa Clara Valley Chapter will also host the Fall 2007 Southwest Section Meeting. At this time, planning is well underway for the meeting October 4-6, 2007 in the beautiful waterfront of San Francisco. This will not be an event to miss as the dates coincide with the annual San Francisco Fleet Week featuring our military's precision flight teams and other aerobatic performances. For more information, please contact Toréa Rodriguez, globug@mac.com.

—Toréa Rodriguez

WASHINGTON DC CHAPTER

Washington DC Chapter members participated in a Gaithersburg (GAI) Airpark Tour on March 30. We escorted eighteen 10 to 15-year-old special needs children from a local middle school, accompanied by seven school staff. The tour included the weather room, maintenance hangar and an aircraft walk-around.

—Becky Roman-Amador.

MAT-SU VALLEY CHAPTER

The Mat-Su Valley Ninety-Nines and friends participated in an all-day Women in Science and Technology workshop for the area Girl Scouts on Saturday, February 25.

Judith Foster, Angie Slingluff, Carmen Summerfield and Mary Olson conducted hands-on activities demonstrating aerodynamics, charts and navigation, vertigo and tabletop simulators to about 70 Girl Scouts ranging from ages 6 to 14. We also answered questions from the Scouts as well as the accompanying leaders and parents regarding aviation.

In a state that has more pilots per capita than any other state, The Ninety-Nines have always been welcomed and receives rave reviews from other community organizations such as the Scouts.

In addition to our "rewards" of Girl Scout cookies, lunch and a patch, we had the fun of organizing and presenting information that will hopefully influence a young girl in an aviation career or recreation.

—Judy Foster



Mat-Su Valley 99s Mary Olsen, Carmen Summerfield, Judith Foster and Angie Slingluff join Girl Scouts for the Women in Science and Technology Day on February 25 in Palmer, Alaska.

CHICAGO AREA CHAPTER

A recent meeting of the Chicago Area Chapter was held at Sue Nealey's home in Brookeridge Air Park. Sue talked about the 1990 London to Australia air race she participated in, flying a TriPacer. It was a "classic" air race where only pre-1950 aircraft were allowed to compete. In 1992 she also participated in the first Around the World Air Race, and now a motion picture is being made of Sue's life and adventures. Everything is preliminary, and there are no set timelines yet, but a proposed title for the movie is *The Flight of Foxtrot 2*, referring to the tail number of the TriPacer.

A surprise birthday party was also held for AE Scholarship Chairman Emeritus Charlene Falkenberg. Greeted by red and white posters, hearts and banners, Charlene celebrated her 85th birthday. There was representation from 36 AE scholarship winners, 23 states and Canada, and 40 Chapters of The Ninety-Nines. International President Elaine Morrow and Immediate Past President Jody McCarrell came, as well as International Secretary Donna Moore and Director Joan Kerwin. The entire AE Scholarship Committee was on hand, of course, having been instrumental in getting Char there in the first place. It was a welcome opportunity to celebrate the life of a Ninety-Nine who has been such an inspiration to us all.

A break in the usual Chicago winter weather welcomed North Central Section officers, Committee chairmen and Chapter chairmen to an O'Hare Airport venue for the annual mid-winter Board meeting hosted by the Chicago Area Chapter. Special guests this year included International President Elaine Morrow and Immediate Past President Jody McCarrell. The NCS holds this full day event to cover Ninety-Nine business and up-



Sue Nealey with the original TriPacer, Foxtrot 2, that is being restored for scenes in the movie "The Flight of Foxtrot 2."

Right, International President Elaine Morrow congratulates Charlene Falkenberg on her 85th birthday.



Chicago Chapter members surprised Charlene Falkenberg (holding basket) with a party celebrating her 85th birthday.

dates that develop between the fall and spring Section meetings.

The Chicago Area Chapter's annual safety seminar, Aviation Expo 2006, which is organized by The Ninety-Nines with support from the FAA FSDO and IDOT, garnered an attendance of almost 350 participants. Special guest was Dr. Susan R. Shea, Director of the Illinois Department of Transportation, Division of Aeronautics, who welcomed the group and expressed her appreciation to The Ninety-Nines for conducting seminars such as this. There were concurrent programs of interest to IFR and VFR pilots and Flying Companions, as well as a vendor and exhibitor area. IFR/VFR speakers included Al Englehardt (airline captain and designated examiner), Gary Stevens and Dale Rust (IDOT), Dr. Gregory Ostrom, MD (aviation medical examiner), Robert Schmelzer (emergency procedures and IMC), and Scott Embury (ATC, Gary Tower).

Also receiving raves was the Flying Companion Program conducted by Carol Para (flight and ground instructor) and Barb Muelhausen. Our Chapter meeting was held directly following the safety seminar.

—Diane M. Cozzi



Enjoying a brunch catered by Wolfgang Puck are Eastern New England Chapter members, from left sitting, Georgia Pappas, Sarah Keegan, Ginny Abbott, Lauren Platt, Jean Griffin and Trish Sauve; standing, Christine Micke, Jean Harris, Margot Cheel, Pat Theberge, Martha Dunbar and Jan Miele.

EASTERN NEW ENGLAND CHAPTER

On February 19, Eastern New England Chapter Ninety-Nines gathered together at the Science Museum for a bountiful brunch catered by Wolfgang Puck, then we went to the Omni Theatre to view *Fighter Pilot*.

—Georgia Pappas

MISSISSIPPI CHAPTER

The Mississippi Chapter has been invigorated once again! A meeting was held February 25 in Madison, next to the Madison Airport. The members not only walked into a room decorated in the theme of “love” but were also showered with love from the community. Although unable to attend, Madison Mayor Mary Hawkins-Butler gave each of the members a “Happy.” A local restaurant donated the lunch.

The Mississippi Chapter is currently involved in a big recruitment effort. While in the process of gaining new members, they have teamed up with the New Orleans Chapter to support one another. Unfortunately, Hurricane Katrina hit the New Orleans Chapter Ninety-Nines pretty hard, but the women are enthusiastically helping one another.

On the agenda, the Mississippi Chapter Ninety-Nines will paint a compass rose for the Picayune Airport, located in Picayune, Mississippi. The Chapter hopes to paint a compass rose in every airport in Mississippi. The Mississippi Chapter is also receiving a monetary donation from a major corporation — what a big shot in the arm!

If you would like more information on the Chapter and or would like to send emails of support, please visit our new website at www.mississippi99s.com.

—Stacy Booker

MANITOBA CHAPTER

At the Manitoba Aviation Council 2006 Conference, the Rosella Bjornson Scholarship, awarded annually by the Manitoba Chapter of The Ninety-Nines, was given to Anne Reimer. Anne has a Commercial rating and intends to use the scholarship towards her Instrument rating. She currently is employed at Harv's Air Service in Steinbach, Mb. She received \$1,000 to apply towards flight training and a membership to The Ninety-Nines International Organization of Women Pilots.

The Manitoba Chapter organizes a Poker Derby and undertakes other fund-raising activities to award a flying scholarship each year. The scholarship fund itself is maintained with The Winnipeg Foundation. Anyone wishing to donate to the fund will receive an income tax receipt. Donations may be sent to the Manitoba Chapter Ninety-Nines Scholarship Fund, c/o The Winnipeg Foundation, 1350 - One Lombard Place, Winnipeg, Mb R3B 0X3, phone (204) 944-9474 or fax (204) 942-2987; website, www.wpgfdn.org.

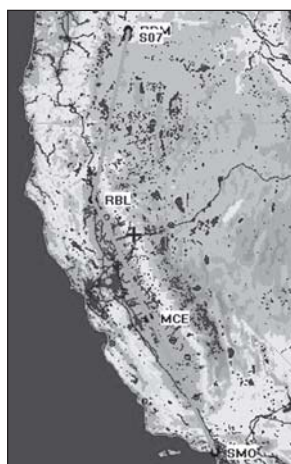
—Mary Lou Milhausen



Anne Reimer, left, is awarded the Rosella Bjornson Scholarship by Rosella Bjornson at the 2006 Manitoba Aviation Council Conference.



Palms to Pines air racers Grace Crittenden and Lakshmi Vempati.



The Palms to Pines air race route.

From Palms to Pines

The racing season is upon us, so join in the fun and camaraderie! The next Palms to Pines Air Race will take off on August 11 from Santa Monica, California and terminate in Bend, Oregon.

BY LAKSHMI VEMPATI
San Luis Obispo Chapter

"You have to go down to 350 feet for the flyby," I reminded gently.

"I am not going any lower," came the response, while Grace stayed steady at 400 feet.

"We'll be disqualified if we are not at or below 200 feet for the flyby," I said a trifle forcefully.

It was a beautiful, pleasant day. The heat wave we were expecting hadn't caught up with us yet. Earlier in the morning, fog over Santa Monica had cleared rapidly, affording us an early departure on our first leg to Merced. With luggage stowed in the baggage compartment, cooler with ample water in the rear seat and neck strap comfortably around our shoulders to keep us cool from the heat, we had set off from Santa Monica with anticipation for the race ahead. This was the first time I was participating in an air race, but

for Grace Crittenden, this was old hat, as she had flown the year before.

Skirting past the Van Nuys and Burbank airspace, we sped towards Gorman Pass. Having scouted the area the previous day, we had no trouble finding the pass. Staying as low as terrain permitted, we raced through Gorman and headed towards Merced, which was the checkpoint for our first flyby. Once over the pass, the terrain flattened out and all that lay ahead were green fields, haze and beckoning skies.

Staying high enough to avoid the airspace below and slightly above the haze layer, we made it to Merced in good time for lunch. The first flyby at Merced called for a pass at 350 feet MSL at full throttle over the adjacent taxiway. Grace finally acceded after realizing that the elevation of the airport was 156 feet, and we nudged closer to

350 feet and sped down the taxiway at 110 knots. I could feel the rush inside me as my heartbeat quickened. This was racing indeed!

The heat wave finally caught up with us as we left Merced towards our next destination, a flyby to land at Red Bluff. The flat terrain all the way to Red Bluff meant we could fly as low as we desired. The direct route from Merced to Red Bluff also meant we had to cross Sacramento Mather airport's Class Delta airspace. Reaching Mather airport, we requested and duly received permission to cross right over the airport at 1,200 feet. Multiple airplanes crossing the airport at low altitude had piqued the controller's curiosity.

"Do you have time for a question?" she queried. "Is something going on? I've had four planes flying through here already."

"It's the annual Palms to Pines Air Race hosted by The Ninety-Nines," Grace replied.

"May I ask you a question?" Grace requested. "What altitude were the other planes flying?" We certainly wanted to be sure we were flying at the right altitude!

By the time we arrived at Red Bluff, the heat index there was already oppressive at more than 100 degrees. Coming as we did from San Luis Obispo, where it stays mostly pleasant, this was extreme weather indeed. Executing the flyby, we simultaneously realized that the temperature gage appeared dangerously close to the red line. We landed without mishap after cooling off the engine, but the incident certainly irked us. Thus, day one of the race ended. We could relax, take a dip in the pool, do some hangar flying and, most importantly, plan for the next day.

"We have to be the first ones to leave tomorrow," said Grace. Before Fran Bera, who more often than not wins the Palms to Pine races. And so we did, without much trouble as it happens, because Fran's aircraft had a dead battery.

Taking off promptly at 8 a.m., we headed north towards Redmond, Oregon for the final flyby. This was the most challenging segment of the race and also the most spectacular. With terrain high above sea level, we had to pick our way through valleys and gullies, as our intention was to fly low. We experienced incredibly beautiful views as we flew north. The early morning rays washed the landscape in a reddish-yellow hue. Lake Shasta below remained pristine in an exotic turquoise shade. Mount Shasta stood impressively tall and snow-covered at 14,000 feet as we eyed it from below at our altitude of 6,700 feet.

The final flyby was a pass over Redmond Airport 10 miles north of Bend before we returned and landed at Bend. After more than six hours of flight time from Santa Monica to Merced to Red Bluff and Redmond, we finally reached our final destination, Bend Oregon. Fortunately the temperature gage remained in the green, and we sighed thankfully as we landed.

We nudged closer to 350 feet and sped down the taxiway at 110 knots. I could feel the rush inside me as my heartbeat quickened. This was racing indeed!

The race was not without some anxious moments, at least for some of us. A dead battery, high oil temperature, low oil pressure and no water in the battery constituted the extent of some of the issues faced. But all were resolved expeditiously with minimal inconvenience, and all 15 planes that set out from Santa Monica finished the race at Bend.

Now that the race was over, we had time to enjoy an afternoon of white water rafting, cooling off from the hot weather and enjoying the company of some remarkable aviatrixes. Following the awards breakfast the next day (where, as expected, the invincible Fran won the race), we made our way south again, taking time to visit Crater Lake along the way. Although the race was over, we retained unforgettable memories of the amazing journey and the camaraderie. We may have had our moments of disquietude and dis-sension, but we made it through. What an incredible journey!

Here's looking forward to the race next year,

The Palms to Pines air race participants 2006.



A Proud Group of Ninety-Nines Network at WAI 2006

(see article on page 12)



Photos, top row from left, Capt. Alexis McCabe, USMC, ?? Second row: Jeannie Dismukes, Robyn Hinnant, Dorothy Norkus, Torea Rodriguez, Monica Nielsen, Laura Smith; Ninety-Nines International Vice-President Pat Prentiss and International President Eileen Morrow; Betty Pfister and Vicky Anderson. Third row: Women Airforce Service Pilots Jan Goodrum, Lucille Wise, Jean McCreery, Dawn Seymour, Betty Jane Williams, Betty Pfister and Caro Bayley Bosca; checking with Lucy. Bottom row: Jenny Beatty, Laura Smith and Teresa Ryan; Fran Bera, who was recently inducted into the WAI Hall of Fame; CDR Shari Scott, USN ? and WASP?