



INTERNATIONAL WOMEN PILOTS®

M A G A Z I N E
OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.

May/June 2003



The San Fernando Valley Chapter takes on the shape of an airplane for its new group photo.



99s International Conference • Huntsville, Alabama
July 8-13 — See page 4



PERPETUAL CALENDAR

2003

JUNE

- 7 **Aloha Chapter Annual Banquet** at the Hale Koa Hotel.
- 9 **Deadline** for submission to the July/August 99 News.
- 14 **100th Year Celebration of Powered Flight**, Castroville, TX Municipal Airport. Safety seminars, aerospace education programs, airplane rides, spot landings, vintage planes, food, beverages and commemorative items. Contact Gloria Blank, Chair, San Antonio 99s, e-mail: Gloria@indian-creek.net, 830-510-4693.
- 14-16 **Buckeye Air Rally**, Norwalk, Ohio. Contact Linda Blodgett 419-289-2244.
- 20-22 **Forest of Friendship**, Atchison KS. A special remembrance for Fay Gillis Wells will be held on June 21. Contact Kay Baker, 913-367-1419.
- 21-24 **27th Annual Air Race Classic**, from Pratt, Kansas to Kitty Hawk, North Carolina. Contact info@airraceclassic.org.
- 23-27 **Annual Women's Soaring Seminar** (WSPA). The Albuquerque Soaring Club will host the 25th Annual Soaring Seminar, Moriarty, NM. Contact Kathy Taylor, ktaylor@lanl.gov.

JULY

- 8-13 **The Ninety-Nines International Conference**, Huntsville, Alabama, the Marriott Hotel at the Space and Rocket Center. Hosted by the Southeast Section, contact Lisa Cotham, 225-293-4359, lisacot@earthlink.net
- 13-14 **All-Ohio 99s Buckeye Air Rally** at Huron County Airport, Norwalk Ohio (5A1). Contact: Sylvia Sears at 440-235-5274 or e-mail Sylfly006@AOL.com.
- 15-18 **Gold Cup Air Rally**, planned by First Canadian Chapter to celebrate 100 years of powered flight. Depart from Canadian Aviation Expo at Oshawa airport; fly to Quebec and destination Prince Edward Island over the next two days. Contact Margo at margo@mcnyork.com ; Marilyn at 1-800-599-7539; or Jean Franklin Hancher at jfh@mobile.rogers.com.
- 17-20 **100th Anniversary of Powered Flight**, Dayton's 2003 Air Show. Contact Kim Dell at 937-898-5901.
- 18-25 **U.S. Air Race, Inc.** 1800 Mile Marion Jayne Air Race, Start 300 Air Race, 1800 Mile Historic Air Cruise and special events. Contact: 817-491-2842, www.us-airrace.org.

29-Aug.4 **EAA/AirVenture**, Oshkosh, Wisconsin. Contact: Rita Adams, 847-913-0490.

AUGUST

- 9 **Deadline** for submission to the November/December 99 News.
- 15 **The Palms to Pines Air Race**, Santa Monica, CA to Bend, OR. Kits will be available March 1, 2003. Send \$5 to Claire Walters, 13026 Psomas Way, Los Angeles, CA, 90066; phone 310-397-2731.
- 15-16 **25th Annual Okie Derby**, sponsored by the Oklahoma Chapter 99s. Round robin course from Wiley Post Airport, Bethany (OKC, OK). Contact Phyllis Miller, pmiller339@aol.com.

SEPTEMBER

- TBD **Annual Poker Run**, British Columbia Chapter. Contact Lisa Beare, 604-762-8527.
- 11-14 **Northwest Section Meeting**, McCall, Idaho. Contact: Beverly Anderson, phone 208-634-8459, skylady@citlink.net.
- 18-21 **Mid-Atlantic and North Central Sections Joint Fall Meeting**, Canton, Ohio. Hosted by Lake Erie and Greater Pittsburgh Chapters.
- 20 **Poker Run**, New England Section. Contact Pat Theberge, 978-682-4638. Rain date September 21.
- 27 **Overton Airport Day**. Overton, CA. Contact Mardell Haskins at mardell@mvdsl.com

OCTOBER

- 2-5 **Southwest Section Meeting** hosted by the Antelope Valley Chapter, Lancaster, CA. Contact Mercedes Ratliff, 661-400-1826.
- 7-9 **NBAA**, Orlando, Florida.
- 9 **Deadline** for submission to the November/December 99 News.
- 10-12 **South Central Section Fall Section Meeting**, Tulsa, OK. Contact Frances Luckhart. Please note that the date for the meeting has been changed from October 3-5 to October 10-12.
- 17-19 **NY-NJ Section Fall Section Meeting**, Parsippany, NJ. Contact Jean Crommelia 973-427-3848.

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

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P.O. Box 950033
Oklahoma City, OK
73159

E-mail:

articles99News@cs.com

On-Line Form:

www.ninety-nines.org/

99newsreports.html

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

On The Cover

The San Fernando Valley Chapter took a unique approach to posing for a group photo. They lined up on the tarmac at Whiteman Airport, Pacoima, CA and formed the shape of an aircraft, complete with propeller and nav lights. The photo turned out so well that they added text and used it as a recruiting poster. See related article on page 16.

Photograph by 49½
 Bill Howes.

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STATEMENT OF EDITORIAL POLICY

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

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

Holy Spaceship!

What in the Galaxy

Am I Going to WEAR?



BY LISA COTHAM

Think far out (in space) when you dress for The 99s convention dinner July 10 at the Huntsville Space and Rocket Center!

Talk about a space odyssey! Why we didn't think of this before, we don't know, but we have now, and it's going to be out of this world! On Thursday evening, July 10, from 7-9 p.m., dinner at the Space and Rocket Center will be way out. We'll have the building all to ourselves, so no one will think twice when you show up in your SPACE COSTUME! From Valentina Tereshkova to Jane Jetson, from Sally Ride to Maureen Robinson or Princess Leia to R2D2, dress as your favorite space hero, heroine, villain, hardware, spaceship, UFO — like space, the choices are endless.

The Space Woman theme begins on Wednesday evening when Donna Shirley,

recently a trustee of The 99s Museum of Women Pilots, talks to us about *Women in Space*. Donna, manager of the Mars Exploration Program and the original leader of the team that built the Sojourner Rover, retired from the Jet Propulsion Laboratory in August 1998 and is a well known educator, speaker, consultant and trainer on the management of creative teams. She is the author of *Managing Martians* and *Managing Creativity*.

As we near the Second Century of Flight, what will be the concerns of and demands on women pilots? Ninety-Nines member and airline pilot Jenny Beatty, creator of the Pro 99s Network, will address these issues at one of the Saturday Stellar Seminars.

Finally, along with our American Airlines Group Travel arrangement, we have been assigned an Avis Rent A Car Worldwide Discount number for members who wish to rent a car. Please use the AWD number B668299 when calling Avis directly at 1-800-331-1600 or on-line at www.avis.com to receive the best rental car rates available.

International Conference Schedule of Events

Monday, July 7

11:00 Option: Cathedral Caverns

Tuesday, July 8

1:00-5:00 Registration/Credentials
1:00 Fly Market/Silent Auction Set-up
1:00-6:00 Hospitality
1:00-6:00 Option: Huntsville attractions

Wednesday, July 9

8:00-5:00 Registration/Credentials
8:00-5:00 Intl Board of Directors Meeting
8:00-12:00 AE Scholarship Fund Trustees meeting
8:30-5:00 Option: Jack Daniels Distillery/
Mary Bobo's/Staggerwing Museum
8:30-5:00 Option: Huntsville attractions
10:00-5:00 Fly Market/Silent Auction
10:00-5:00 Hospitality
1:00-5:00 99s Museum of Women Pilots Trustees
2:00-4:00 99s Endowment Fund Trustees

5:30-6:30 Kozmic Cocktails (cash bar)
6:30 AWTAR Reunion
7 pm Space Women Seminar

Thursday, July 10

6:45-8:15 Welcome Breakfast
8:00-5:00 Registration/Credentials
8:30-5:00 Option: Jack Daniels Distillery/
Mary Bobo's/Staggerwing Museum
Option: Space & Rocket Center
Option: Huntsville attractions
10:00-4:00 Fly-Market/Silent Auction
10:00-4:00 Hospitality
5:30-6:30 Pre-con Communications Session
7:00-9:00 Dinner at Space & Rocket Center

Friday, July 11

7:30-8:30 Continental Breakfast
7:30-8:15 Registration/Credentials
8:30-12:00 Option: Spouse/Guest Tour -
Cathedral Caverns
8:30-12:00 Annual Meeting, 1st session
9:00-12:00 Hospitality
12:00-2:00 Lunch on your own

12:00 Governors Reunion Luncheon
12:00 Option: Huntsville attractions
Option: Space & Rocket Center
2:00-4:00 Annual Meeting, 2nd session (if needed)
12:00-4:00 Fly Market/Silent Auction (if no meeting)
2:00-5:00 Hospitality (if no meeting)
6:00-6:45 No host Scholarship Reception
6:45-9:30 Scholarship Banquet

Saturday, July 12

9:00-4:00 Hospitality
9:00-4:00 Option: Huntsville attractions
Option: Space & Rocket Center
9:00-10:00 Stellar Seminar #1
9:30-11:30 Marshall Space Flight Center
10:15-11:15 Stellar Seminar #2
Lunch on your own
1:00-2:00 Stellar Seminar #1
1:00-4:00 Intl Board of Directors Meeting
1:30-3:30 Marshall Space Flight Center
2:15-3:15 Stellar Seminar #2
6:00-6:45 No-host Cocktail Reception
6:45-10:00 Awards Banquet

PRESIDENT'S MESSAGE

BY JODY MCCARRELL

I can't believe it's already time to write you again! Before you know it we will be getting together in Alabama for our 2003 conference.

I know we have all supported the troops in Iraq and elsewhere and were happy to see the war wind down. Our hearts go out to all the families, from all the countries, who lost loved ones.

In March I traveled to the Women in Aviation Conference in Cincinnati, Ohio. I was *very* impressed with our booth. From the comments I heard, everyone else was too. A big "Atta Girl" to Vicky Anderson and Susan Theurkauf for a job well done. Our booth was extremely busy with people everywhere. We didn't have any slack time, and we signed up many new members. I think Donna Moore, International Secretary, had JATO tubes on her shoes. Although, I noticed most of the time she didn't have any shoes on at all. She never slowed down one bit.

Vice President Elaine Morrow was busy, busy working the people coming down the aisle. Pam Saylor, International Membership Co-Chair, certainly found her niche. We promoted our Pro 99s Network by hosting a meeting, and, in traditional 99s fashion, we included *food*. Jenny Beatty "wowed" a crowd of about 200 interested people. I felt very good about this and the next morning attended a breakfast with the Ambassador Chapter, and their comments were good! I feel we now have something to offer the professional women pilots and are heading in the right direction.

I attended a dinner and museum opening in Raleigh, North Carolina along with Director Martha Dunbar and her lovely daughter Lee. I was really surprised to run into Phyllis Howard, Oklahoma Chapter. She used to work for Mr. Bill Williams, the Director of Aviation for the State of North Carolina. It was quite a black tie affair, and I did my "thing," as usual. I even gave away some of my aviation jewelry right off my dress for goodwill. They knew the Ninety-Nines were in attendance!

The Spring Board meeting went well with approximately 40 attending. We devoted half a day to long range planning with everyone participating. Thanks to discussion during the meeting and to Lisa Cotham, we plan to have a Fundraising Retreat. Jan Oreck, a member of Lisa's Chapter, donated her farm and guest house to the group for the meeting. If the name sounds familiar, it should: Jan *is* one-and-the-same with the Oreck vacuum cleaner name.

As many of you are already aware, Faith

Duncan has resigned as Headquarters Manager. We have begun a search for a replacement. Another big "Atta Girl" goes to Liz Lundin, our former Treasurer, who flew in from Washington state to take up the slack. The Board meeting ended on Sunday, and Liz was at work on Wednesday. Ninety-Nines don't let grass grow under their feet. I think Liz made the statement that you don't want to owe Jody any favors – she calls them in.

The new voice you hear on the telephone is Sandy, whom we hired during the Board meeting. This leaves Tonia free to work on Membership. Tonia has really stepped up to the plate to take over the duties caring for our membership. Thanks, Tonia, for a job well done.

The mold problem is well in hand, and we are on the path to a mold-free archive room. All of our archives have been moved to the Boardroom, where they will be sorted and cataloged before being returned to the archive room. If anyone has any spare dollars, we are in need of funds to purchase new storage boxes.

Look forward to seeing you in Huntsville, Alabama. Come by and visit with me.



"I was very impressed with our booth. From the comments I heard, everyone else was too."



Donna Moore shares information about the benefits of 99s membership while volunteering at The 99s booth during the Women in Aviation Conference.

Nanette Malher

99s Then and Now: AIRMARKING

99s Then and Now celebrates our history and current endeavors, and our woman pilot pioneers and peers.

Airmarking research and writing by Jenny T. Beatty and Ellen Nobles-Harris. Photo research by Verna West.



THEN

Phoebe Fairgrave Omlie and the National Air Marking Program

In 1921 in St. Paul, Minnesota, Phoebe Fairgrave lasted only two weeks as a stenographer because after seeing a woman fly, she wanted to fly herself. Four airplane rides later, she bought a Curtiss

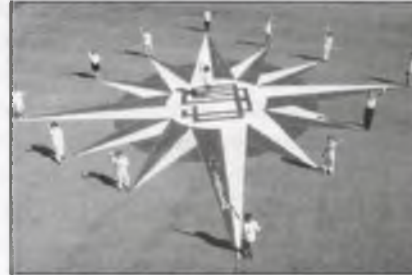
Jenny for \$3,500. The next morning she went to the Fox Moving Picture Company and sold them \$3,500 worth of aerial stunts. She was 17.

Phoebe's first parachute jump ended in a treetop, but she quickly learned to perform double parachute jumps and wing-walking stunts for *The Perils of Pauline*. Then, with pilots Vernon Omlie and Glen Messer, the Fairgrave and Messer Flying Circus went on the road. Vernon taught Phoebe to fly, and soon they married. By 1927 Phoebe Fairgrave Omlie was the first woman Transport Pilot and first woman aircraft mechanic licensed by the CAA. In the heady days of air racing from 1929 to 1933, she raced in the First Women's Air Derby and also placed in many others. She was a Charter Member of The Ninety-Nines.

Phoebe toured the country on behalf of presidential candidate Franklin D. Roosevelt in 1932 and was appointed by him as the first woman government official in aviation. As Technical Advisor to the National Advisory Committee for Aeronautics and the Bureau of Air Commerce, Phoebe launched the National Air Marking Program to aid pilots in cross-country navigation. She enlisted prominent 99s members Blanche Noyes, Helen Richey, Nancy Harkness, Louise Thaden and Helen McCloskey as promoters and field representatives.

When Phoebe lost the love of her life in 1936, she quit her government post. She organized the Tennessee Civilian Pilot Training Program in 1938 and worked for the Civil Aeronautics Administration from 1941 to 1952. Phoebe Fairgrave Omlie died in 1975 and is buried next to Vernon in Memphis, Tennessee.

Recommended Reading *Women with Wings* by Charles E. Planck (Harper & Brothers, 1942).



NOW

The 99s Airmarking Program

With grants from the Works Progress Administration, the National Air Marking Program created valuable navigation aids to pilots beginning in 1933, before established airways or radios were in common use. Omlie and her team of 99s worked to paint a marker with the name of the nearest town on the roof of the most prominent building at each 15-mile interval across the United States.

At the onset of World War II, it was obvious that these markers could aid in enemy attacks. Charter 99s Member (and later 99s President) Blanche Noyes worked diligently to ensure that the many thousands of markers were completely blacked out. After the war, Blanche was in charge of the air marking division of the Civil Aeronautics Administration and devoted herself to replacing those airport markings and more. When federal funding ran out, Blanche flew all over the country to gain financial support from local civic groups.

Now "airmarking" and "The Ninety-Nines" are synonymous. Many 99s chapters are active in painting and touching up airport names, compass rose symbols and other identification marks and navigation aids at local and far-flung airports.

Normally The Ninety-Nines ask the airport or local government to supply the paint, while the chapter provides rollers, tools, and volunteers. For airport names, the letters might be painted 50 feet high or made from white-colored rocks. The distinctively beautiful blue-and-white compass rose with interlocking 99s, used for swinging aircraft compasses, can take two days to lay out and paint.

Growing out of the vision and leadership of Charter 99s Members Phoebe Fairgrave Omlie and Blanche Noyes, The Ninety-Nines airmarking projects are still helping pilots safely find their way.

For more information and assistance with your airmarking project, please contact 99s International Airmarking Chairman Ellen Nobles-Harris.

LETTERS

Editor's Note: Below are a series of chronological letters that arose from a single question: "Who was the first foreign pilot to participate in the Powder Puff Derby (1947-1977)? The questions asked, and the information revealed, reminds us that history can be variously interpreted, and it's often a challenge to discover the "truth." We appreciate that our members took the time and effort not only to write to us but also to delve back into time for an answer.

First Powder Puff "Non-American"

Barbara Evans is to be congratulated on the success of the reunion in September and Sophie Payton on her article covering this event. It must have been so very special to have Nancy Bird Walton as the guest speaker. She is such a special lady. As non-Americans we have shared conversations at 99 conventions, and especially when she arranged to have me attend the graduation dinner for the Fear Of Flying course in Sydney when I was visiting my son. We share Christmas newsletters.

So it is with interest that I draw the following to your attention. Sophie states, "In 1958 Nancy was the first foreign contestant to fly in the Powder Puff Derby." On page 61 in the book *POWDER PUFF DERBY – the record 1947-1977*, in her Australia First letter, Nancy adds, "I wanted it to be an Australian entry as I was the first foreign entrant other than Canadians."

For the 1955 race, there is a picture of 99 President Gerry Micklesen, Dorothy Rungeling and me with the caption that reads, "Felicity and Dorothy were the first Canadian entry." Dorothy had asked me to be her co-pilot for TAR # 36 flying Dorothy's Piper Pacer PA-20. Then in 1956 we were TAR #35 flying Dorothy's Cessna 170B.

I wish to mention this to recognize Dorothy's status as being the first non-American AWTAR entry in 1955. I keep in close touch with Dorothy who will be celebrating her 92nd birthday in May, 2003.

Sincerely

Felicity (Bennett) McKendry

Clarification

I would like to clarify the statement in the PPD Reunion release that Nancy Walton was the first foreign contestant in the PPD. She was the first non-North American.

I was chairman of the terminus in Springfield, MA in 1955 (as well as chairman of the 99 convention — when PPDs and 99 conventions were combined), and we had the first non-U.S. PPD contestants — Dorothy Rungeling and Felicity Bennet — both from Ontario. Just wanted to give proper recognition to these two women.

Barbara Evans

Canadians Are Foreigners

I strongly feel that it is a fact that we were the FIRST FOREIGN entries in the TAR. Canada is not a part of the U.S. It just

happens that we both are on the same continent the same as Mexico is. We have to have passports or birth certificates in order to enter the U.S. We are a separate country the same as England or Spain or Germany or Australia is. As much as we value our friendship with our neighbours to the south we are still not a part of that country, so we *must* be foreign. I would think it would be fair to say that Nancy Walton was the first overseas entry but that we were the first foreign entry.

Dorothy Rungeling

Further Research

The plot thickens!! I got out my *Powder Puff Derby The Record 1947-1977*. I began to wonder what years Lorna, Betty Jane and Carolyn flew the race(s) and also Janet Ferguson, Ingrid Heinz and Ellie Beinhorn in addition to Nancy Bird Walton.

Pages 63 to 78 list all the contestants and what races they flew in. This is what I "discovered."

On page 63 Pat Gillies Astier, Rome, Italy, is listed in 1950 and 1951. On page 26, the 1950 Race Results name Betty Gillies and Pat Gillies as finishing in 12th place.

I wonder if Pat would have been Betty's sister-in-law, and was she indeed a pilot or simply a passenger? If she was in fact a pilot, this should settle the first foreign competitor question.

Surely someone could clarify this. It seems odd that Betty would not have commented on this when the subject of the first non-American entry arose back in 1955.

Perhaps Pat Gillies Astier is the first foreign competitor. If this be the case, here is what else I listed as I went through the list of contestants...an evening's exercise:

1950 – First Foreign Entry: Pat Gillies Astier, Rome, Italy;
1955 – First Canadian entry: Dorothy Rungeling, Ontario, Canada;
1957 – First Swiss entry: Rosemarie Finley, Geneva, Switzerland;
1958 – First Australian: Nancy Bird Walton, NSW Australia;
1959 – First German: Elly Beinhorn Kirchbachweg, West Germany.

In a way it's too bad that I ever questioned the "first foreign" statement, but some interesting information has come to the surface as a result. So be it. We all agree that it was a wonderful experience to have participated in the All Woman Transcontinental Air Races. What an era!

Most Sincerely,

Felicity (Bennett) McKendry

Editorial Policy

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Apprenticeship to a Bush Pilot

BY KATIE WRITER
Reno High Sierra Chapter



Top photo: Lake Aleknagik, where Katie took her first float lesson. However, on this "socked-in" day she and her instructor Al Richardson took the day off.

Above: Katie on a Tikchik River trip.

DILLINGHAM, ALASKA

Float planes decorate the ground near Shannon's Pond while Super Cub pilots fly to the coast for prime-time beach combing. The fat tundra tires make for bouncy landings on the stony beach where glass ball floats, whalebones, a walrus carcass and other sea treasures have drawn us. Viewing the tundra where caribou, moose and bear wander awaken my senses to a wilderness scale unlike any other in the lower forty-eight.

As the lake ice melts in the Nushagak Basin, the floats are christened in Shannon's Pond for another busy season of flying in a place where lakes and rivers are plentiful and runways sparse. The Beaver's engine on takeoff catches my attention with its deafening sound. The pond is just that, a small water body that creates tension for some pilots who are hauling heavy loads. Often, the floats peel off a mere 10 feet before the edge of the marshy tundra.

As an apprentice to a bush pilot, I pause from my dock painting activity to watch just how incredibly cool float flying is. The aircraft's sudden shift from nautical to aeronautical immensely expands where one can travel. Just north of Bristol Bay seaport lies the largest state park in North America, Wood-Tikchik State Park. Its 1.2 million acres of pristine beauty, including 5,000-foot peaks, 45-mile-long lakes and vast tundra create a wilderness Mecca that has hundreds of people coming back for more each year.

Lake Aleknagik and Al Richardson made a perfect combination for a float-flying lesson on a clear blue day in June. Al is a bush pilot for Mission Lodge during the summers and a flying instructor in Truckee, California when he's not in Alaska. Al and I logged three hours taxiing around Shannon's Pond learning docking skills, how to step taxi, sail the plane and the procedures of takeoffs and landings.

The differences between a Cessna 172 wheel plane and a Super Cub on floats are considerable. There is a stick instead of a yoke, the second person sits behind the pilot, the throttle is on the side of the cockpit rather than on the front panel and there is the constant required awareness of the rudders, the water, its currents, depth and movement. There are no yellow lines or fixed runways, and the water surface changes constantly. The transition from wheel plane to seaplane may be comparable to a soccer player thrown into a water polo game. The novice seaplane pilot has to fly the plane while obtaining the skills, the thinking process and the adaptability necessary to the water element.

With the engine started, we taxi to deeper water, go through the CARS checklist...Controls, Airspace, Rudders and Stick. Full throttle and we are moving through the water like a bulky boat that has its nose high, creating poor visibility. As the speed increases, the floats skim on the water surface and the plane is on its step. This is similar to a motorboat that is up and on the water rather than dredging in the water. When the plane is on its step, the nose lowers, improving visibility.

As it reaches a certain speed (depending on the plane and its load), I peel off one float to reduce the drag, followed by the second float, and we are airborne. Watching the water disappear underneath the plane, followed by an instant aerial view of a place that is heaven on earth, sends my spirit soaring. I am ecstatic beyond words while Al is telling me to make some turns and acquire a feeling for the plane. Towering peaks surround Lake Aleknagik, and salmon can be seen in

schools of 150-plus as they swim up rivers and lakes to their spawning grounds. The ferns and alders glow like neon green in their early stages of rapid summertime growth.

"Have you ever seen an airport so pretty?" asks Al, who is just as excited as I am. He points out a friend's summer cabin, lichen covered rocks and mountain passes where he often sees caribou hanging out and eating up the view. "I just had to introduce you to your destiny," he says with a smile as I am momentarily suspended between reality and dream world. He seemed to be reading my thoughts, as he shook my seat saying, "This is real!"

I practice some landings and takeoffs on various water conditions. There is a different technique for glassy water, rough water and the conditions in between.

Katie is all smiles after passing her seaplane checkride at Arctic Flyers, Lake Hood, Alaska.



Heidi Reuss



Super Cubs park at Shannon's Pond.

It's part of the attraction of Alaska that requires wilderness savvy in those who spend time here. This element either scares people away or draws them back for the rest of their lives.

Al cautioned, "Glassy water can be your worst nightmare as it has a mirror quality that makes it difficult to know the distance between your floats and the water."

He teaches me how to taxi on the step on rough water in the middle of the lake. We take off and fly to a cove where there is glassy water and land. We taxi around a buoy, and he teaches me how to open the door and use it as a sail.

My mind absorbs all of this new information like a sponge, while my spirit is awed by the magic of Wood-Tikchik State Park. The snow-melt creates hundreds of waterfalls cascading down the mountains. We spot a moose and its young wading through a pond. "Don't they look so docile from here?" says Al. "There are more reports of moose attacking people than grizzlies. Did you know that it is a state law to carry a gun in your airplane up here?"

Alaskan terrain is so rugged and the alders are so thick that the bird's eye view is such a luxurious way to appreciate the incredible beauty. There are no nagging mosquitoes or powerful grizzlies or impassable brush while airborne. However, the security bubble in the air can pop with an engine failure or forced time in the bush. It's part of the attraction of Alaska that requires wilderness savvy in those who spend time here. This element either scares people away or draws them back for the rest of their lives.

We land the plane at our starting point across from Mission Lodge and taxi to the riverbank. I pull up the rudders while shutting off the engine and pause a moment as one does after being overwhelmed by the richness of a life enhancing experience.

"Quick, Katie, get out!" yells Al. "Grab the line on the float while stepping on shore." I snap into action for the docking procedures, with the river current providing a challenge. While I'm on shore holding the plane, I watch Al get out of the small plane. He looks somewhat like an adult getting out of his kid's go-cart.

"You know, for an action-based woman, you were pretty slow getting out of the plane. It's not like shutting off the engine at the Truckee airport," he says, while I am buzzing from the stimulation of my first true seaplane lesson in paradise.

Signing my logbook, he creates a column for Sea Plane Time and another for Alaska Time. "One-point two hours. You know, I am grooming you for my replacement!"

Katie Writer has kept her vision of becoming an Alaska bush pilot alive by giving slide shows of her Alaskan adventures to schools and The 99s in the Tahoe/Reno area. She is completing her instrument commercial rating this summer in Truckee, CA. She carries in her soul the wildness of Alaska, where she plans to work summers as an air taxi float plane pilot.

Preparation for Sun 'n Fun 2003 began early in the year with the chairmen, Nancy Wright and Barbara Sierchio attending the three planning meetings. Numerous trips were made to The Ninety-Nines building, and the husbands spent several Saturdays cleaning and painting the house and installing a new gazebo.

It was a busy Sun 'n Fun week April 2-8 in The Ninety-Nines building. We greeted old friends and made new ones while providing hospitality and a place to sit and hangar fly – in addition to much-appreciated bathroom facilities. We signed up seven Future Women Pilots, seven 99s, one renewal and one transfer. We also had a request for forming a new chapter in Puerto Rico. We had a total of 400 visitors, including 256 Ninety Nines. We attended the joint luncheon with the WASPs and Tuskegee Airmen and participated in the Volunteer Workers' Parade.

The members who helped make this year a success were Jeanne Burklund, Rita DeBeer, Marie Grein, Elinor Kline, Sophia Payton, Barbara Sierchio, Pat Waldrop, Nancy Wright and Barbara Yeninas of the Florida Suncoast Chapter; Bobbi Roe of the Greater Seattle Chapter; Phyllis Wells of the Pikes Peak Chapter; and Immediate Past President Vicki Sherman. Southeast Governor Lisa Cothan spent two days with us.

The 99s building is a popular location to stop to meet old friends and greet new 99s and their 49½s, have a cool drink, enjoy some shade or sun and look over our scrapbook from previous years. The airshow can also be enjoyed from our porch. The 99s building is on Clubhouse Row, just a short distance from the FAA building and beside the Silver Wings, OX5 and Quiet Birdmen. Visitors come to the building and learn about



Left, Nancy Wright gets the feel of flying circa 1903 on the Wright Flyer simulator on display at Sun 'n Fun.

Plenty of Sun and 99 Fun In Lakeland

BY BARBARA SIERCHIO
Sun 'n Fun Coordinator



our organization. As well as being a great place to visit and meet members, the building is helpful in recruiting new members, and the visiting 99s help tell potential 99s what they enjoy about the organization. The friendly atmosphere also encourages men to learn about the organization, and many leave hoping to get their wife or girlfriend to join. A father brought his 16-year-old daughter, and we signed her up as a Future Woman Pilot. Dad paid for it.

The success of our operation is possible due to the work of our members and generous donations over the years to fund our new building. We hope you will put the date on your aviation calendar to visit the facility next year for the 30th Anniversary of Sun 'n Fun, April 14-20, 2004 in Lakeland Florida. You can find more info on www.sun-n-fun.org. Donations are gratefully accepted to help pay the remaining mortgage debt.

Photo above, Women Airforce Service Pilots gather for their luncheon at Sun 'n Fun.

Canada's Top Honor Goes to 99 Dorothy Rungeling



After the ceremony honoring the Order of Canada recipients, Dorothy proudly wears her new medal of honor — right along with her 99s pin. She had to be granted special permission to wear the pin, as traditionally no other insignias are generally allowed.

On October 10, 2002, Dorothy Rungeling, First Canadian Chapter, was honored with an appointment to the Order of Canada primarily for her significant achievements in aviation. The Order of Canada is the country's highest honor for lifetime achievement. The medal was presented to her in May, and the following is Dorothy's account of this exciting event. On the following pages Shirley Allen details Dorothy's life and love of flying.

I was to be awarded the medal of the Order of Canada on May 9, 2003 in our capitol at Ottawa, Ontario.

I cannot believe all that happened to me! The flight to Ottawa was great. I flew WestJet and have heard that the passengers always have a good time. The crew sings and the captain tells jokes. After everyone boarded the Boeing 737, the captain came out and told us that WestJet had the best maintenance crew in the airline industry, but "unfortunately none of them are on this flight." That started things off on the right foot. Then he announced that a very important person, a pilot, was on board. He then added that this person was on the way to Ottawa to receive the Order of Canada. That was when the axe dropped and I knew who he meant. I nearly rolled out in the aisle.

"She is over 90, and this is her first jet ride. Where are you Dorothy? Please stand up." So I waved to him. When we were about to land he announced, "After we land and are stopped I ask that all the passengers please remain seated until we escort Dorothy up to the cockpit."

So there were the poor passengers likely in a hurry, having to stay put while I walked up. The captain turned out to be the Senior Vice President of WestJet company, and he had chosen to pilot the flight because of this occasion.

How did the airline know I was on board? A Ninety-Nine, of course! Dorothy Berthelet of East-

ern Ontario Chapter went to all the trouble of arranging it, very quietly but efficiently, as she always operates. Thanks for the memories, Dorothy!

The ceremony itself was great — very formal and correct, and the Governor General Adrienne Clarkson is a beautiful lady. It was quite a long ceremony as there were about 60 recipients. We were all briefed as how close to stand to the her and other points of etiquette. It all went off beautifully. A reception was held after.

That night was the formal dinner. When we were at dessert one of the aides came to my table and asked if I would do them a favour: would I address the audience and give a little of my background and what started me flying, etc.

At first I was going to refuse but then I thought: How many people get the chance to address such an important audience — and in Rideau Hall? So I said I would be delighted.

Then when sanity returned to me I realized I didn't have a clue what I would say — no notes, no nothing! It would be the same as if an American Ninety-Nine were asked to speak in the White House!

When the time came I was escorted up and I talked. I started out by solemnly saying, "I am scared!" and of course they all looked as if they felt sorry for me. Then I added: "But not as scared as I was when I had my first airplane ride!" They laughed, and then things started rolling.

I gave a brief sketch of my background and told a little story about when I was learning to fly. I was the only woman student, and the men had not really accepted me as one of the group.

The fellows had decided to play a little trick on me. When I got in my car to go home after a lesson the engine started to backfire and miss. I continued down the road till I was out of sight of the airport, then got out and looked under the hood. I had some knowledge of cars so soon discovered that the distributor wires had been changed around. I put them back, turned around and went back to the airport. With the engine purring, I made a circle in front of the gang of fellows sitting outside. I gave them a smile and a wave but said nothing — then drove out. This little episode must have been my initiation into the "gang" as I was accepted from then on.

The audience loved this story. I think a great orator got inside my body and did the speaking for me. It wasn't me! The audience was very attentive and interested. When I finished I got a roaring applause with some of them standing!

Wow, it must pay to get old! Well, *It's Fun To Grow Old* isn't just a book title anymore!

A Remarkable Lady and an Accomplished Pilot

BY SHIRLEY ALLEN
First Canadian Chapter

Dorothy was one of Canada's most illustrious women pilots in the early fifties. She served as Governor of East Canada Section for two terms, yet very little mention can be found in The 99s international history books of this remarkable lady who opened many doors for women in aviation, particularly in the world of air racing.

Dorothy owned her own motorcycle. She was active in trap and skeet shooting, and she also trained horses. She held both Canadian and American horse show judging licenses. Then, she discovered flying!

After her first white knuckled plane ride with her husband and four-year-old son in 1948, she signed up at the Welland Flying Club and soloed in five and a half hours, obtaining her license P-237 in August, 1949.

Her husband Charles, who was her greatest supporter, gave her a two-place Luscombe Silvaire 8A (\$2,500 new in 1949), which she traded a year later for a four-place Piper PA 20 to fly her first long distance flight to Cuba in 1950, in order to build hours.

There was no stopping her after that. She obtained her Commercial License in 1951 and flew her first international race, the All Woman International Air Race, from Orlando, Florida to Windsor, Ontario. Dorothy flew with many well-known Canadian women pilots including Lorna deBlicquy, Felicity McKendry and others. (The only other Canadian entry in the 1951 Angel Derby was Margaret Carson who won the race, with Betty McCause as her co-pilot.)

Flying another race in 1952 from St. Augustine, Florida to Welland, Ontario, Dorothy placed second out of 25 entries. She was involved in getting this and other international races to come to Welland.

In 1953 Dorothy obtained her Instructor's Rating and flew her Piper Pacer solo to win the Governor General's Cup, a 26-mile closed course around five pylons offshore at the National Air Show in Toronto. Out of the 10 entries, she was the only woman pilot.

She chaired all five of the International Air Races (IARR) which either started or finished in Canada. In the 1950s as a Flt. Lieutenant, she taught aviation to the Girl Guides.

On August 19, 1954, she became one of three women in Canada to obtain a Senior Commercial License.



Above, Dorothy launches her latest book "It's Fun To Grow Old." She is also the author of "The Road to Home, Tales of Rural Life in the early 1900s."

All photographs courtesy of Dorothy Rungeling



Left, Dorothy with Captain Donald Bell, Senior Vice President of Westjet Airline. He took a break from his administrative duties especially to captain the flight that delivered Dorothy to Ottawa to receive her Order of Canada medal.

She added a multiengine rating in 1955 and participated in another international air race, flying a Tri-Pacer from Washington, D.C. to Havana, Cuba. Also that year she competed in a Transcontinental Air Race (AWTAR) from California to Massachusetts. In addition she placed third in the Governor General's Cup Air Race, a Canadian event in which she was again the only woman pilot.

In 1956 Dorothy was named Canada's "Aviatrrix of the Year" and also won the Governor General's Cup for the second time and flew two more races, one from California to Michigan, another from Hamilton, Ont. to Havana Cuba. She chaired the race from Hamilton and received a good luck feather from the Six Nations Tribe Chief. (She came in fourth.)

Dorothy was now flying a Cessna 170 and a 172. Two years later she traded up to a Beech Bonanza G35 CF-KKD. On January 23 1958, she was the first woman in Canada to achieve a Class I Instrument Rating, then an Airline Transport Licence YZA-815. She was the only woman in Canada with an ATL at that time. She topped off the year by going solo in a Bell G2 Helicopter after 4½ hours instruction.

During these busy years, Dorothy served as aviation editor for the *Welland Tribune* and wrote about the air transport industry in her weekly aviation column. She wrote a series of "How To Fly" articles and had many others published in Canadian and American magazines, in addition to winning a nationwide contest for aviation writing presented by the Airlines Industry and Transport Association (AITA).

One of Dorothy's dreams was to own a charter flying business at Welland Airport. She ob-



Dorothy with the Governor's General Cup in 1956.

tained the first charter for a flight service business on the airport but found it wasn't feasible, so she continued to boost aviation and started a crusade to get Welland airmarked on the huge roof of Atlas Steels near the airport. Completed in 1959, this airmarking was the very first in Eastern Canada. Dorothy's next mission was to save the airport, which was running into severe financial difficulties. She was appointed business manager of the Flying Club. The airport flourishes to this day.

In the 1960s Dorothy continued to fly, but as she once said, every now and then one has to get "re-potted" and pursue other interests. Her flying licenses lapsed in 1975, and she traded flying for sailing, celestial navigation, politics and painting.

The First Canadian Chapter awarded her an Amelia Earhart Medallion in the early '80s in recognition of her many aviation achievements. She was inducted into the International Forest of Friendship, Atchison, Kansas in 1999, sponsored by her husband before he died. This, she said, was the last of his wonderful gifts to her.

She is still a very active person, has an overwhelming interest in computers, teaches seniors, plays bridge on-line with people all over the world and has published two books in the past two years.

Dorothy, who was 92 on May 12, 2003, has one son, three grandsons and five great-grandchildren.

"LAST FLIGHT"

*I've flown beneath the
moon and stars
And felt the night's
sweet kiss
But all the while I
wondered
What's beyond all this?
So when I break Earth's
tethers
For that last fantastic
flight
I'll soar above the stars
and moon
And look down at the
night*

— Dorothy Rungeling



Prior to the 1963 IAR from Welland, Ontario to Hollywood by the Sea, Florida, Dorothy keeps her fingers crossed for a winning flight.

The Ninety-Nines sponsored a meeting during the WAI Conference with over a hundred women pilots in attendance. Jenny Beatty, International Careers Committee Chairman, gave a progress report on the Pro 99s Network, from our start as a loose network of furloughed women airline pilots in 2001 to our growth under the sponsorship of The 99s to over 350 professional women pilots worldwide today.

With the Pro 99s Network, a woman pilot in a remote part of Canada or Papua, New Guinea no longer feels isolated, and women pilots struggling with financial difficulty, flight training stumbling blocks or a harassment issue can get peer support and advice.

The meeting featured a variety of professional female pilots as keynote speakers. Captain Becky Howell, 737 pilot for Southwest Airlines (South Central Section), shared positive growth and pilot hiring projections at low-fare role model Southwest Airlines. Captain June Viviano, MD-11 pilot for FedEx Express (Tennessee Chapter), said that the global air cargo market is projected to grow by leaps and bounds in the next decade and remarked that women's networking and mentoring programs are important to women as a whole and as individuals.

Melanie Dziadulewicz, Citationjet pilot for the U.S. Bureau of Immigration and Customs Enforcement/Homeland Security (Albuquerque Chapter), told us about the drug interdiction and anti-terrorist flying she does as a law enforcement officer and shared good news for "older" gals entering pilot careers. Donna Miller, furloughed American Airlines pilot, Learjet pilot for

a charter and air ambulance company (Ambassador Chapter), shared with us how she was able to take a break and explore the world during her furlough before finding a new job.

Captain Liz Clark, Challenger and Learjet pilot for FedEx Express (Ambassador Chapter), reported that corporate aviation has experienced tremendous growth since 9-11 and described the differences between "traditional" and the new "fractional jet" side of corporate aviation. Captain Chris Hettenbach, Challenger 604 pilot for Flexjet/Bombardier (Dallas Chapter), teamed up with Tracy Leonard, furloughed U.S. Airways pilot, Gulfstream 200 Galaxy pilot for Netjets (Ambassador Chapter), to tell us about the fractional jet industry.

Two Pro 99s told us about the many jobs available in the military reserves. Major Kim Bentler, KC-135 Instructor Pilot for the U.S. Air Force Reserves (North Central Section), shared information about getting on with a reserve unit. Lt. Col. Beverly Armstrong is a former Huey helicopter and RC-12 pilot for the U.S. Army and currently is a Jetstream 32 pilot for American Connection, the Army's 113th Wing Inspector General, and Diversity Coordinator for the General Reserves Board. Beverly emphasized that job opportunities are many for women and minorities in both the Army and Air Force Reserves.

Careers Column

Inside the Pro 99s Network

BY JANET KNIGHT
Guest Columnist
Careers Chair,
Ambassador Chapter

Pro 99s Career Profile: Deborah Blum

BY BETSY JORDAN DONOVAN
Ambassador Chapter

Meet Deborah Blum, a Pro 99, which translated means a professional pilot who also happens to be a Ninety-Nine. Recently Deborah received her first flying job (other than instructing) with Ameriflight, a freight company. She is based in Oakland, California flying a Piper Lance.

Deb took her first flying lesson three years ago. "My father was a private pilot and aeronautical engineer, so aviation is something I grew up with." After her first few lessons, she was hooked and decided to become a professional pilot.

As a Lance captain working Mon-

day through Friday, Deb's typical day begins at 3:30 a.m. Once at the airport she checks the weather, pre-flights, orders fuel and loads her cargo, which is composed mostly of bank checks and some medical specimens. Wheels up at 5:30 a.m., with two quick stops to small towns before landing at another small town for a 10-hour stopover. The company provides a car and apartment for Deb so



Deborah Blum

she will be rested before heading back to Oakland in the evening.

Besides the opportunities for advancement, Deb chose Ameriflight for the valuable Part 135 experience and to develop her single pilot IFR skills.

Her future plans remain quite simple — "to just keep flying," with the ultimate goal of being an airline or corporate pilot.

Deb's advice to other women thinking about Part 135 flying jobs: "It's great experience for low time pilots looking for advancement. Relying on myself to get the job done safely has strengthened my skills and confidence."

Chapter Innovation at Work

BY JAYE HOWES

San Fernando Valley Chapter Chairman

With mountains silhouetted against a bright blue sky and temperature in the low 80s, it was a Chamber of Commerce kind of day in the San Fernando Valley. As planned, a large group of us gathered at Whiteman Airport at one o'clock to have a group photo taken. The last group photo dates back to the mid eighties — it was time for an update.

The airport had given us permission to assemble in part of its large parking area, and we had looked it over prior to our meeting. It would be perfect — there would be nothing around us, no buildings and no obstructions of any sort. That was the good part, but the bad part was that we needed an elevated spot from which to take the shot. We decided to rent a scissor lift.

As arranged, the lift was delivered to the airport by the equipment rental company and left for us in the lot outside the airplane parking area. Our first challenge was to find the lift — not an easy task because it's not very big and was cleverly hidden among all the cars. Once we found it, we had to move it into the airport area and to our picture-taking spot. As luck would have it, there was a slight incline between the auto parking lot and our designated picture spot. The battery on the lift was practically dead, so we literally had to push the lift into place. Using the battery to elevate the platform was more important than using the battery to move it from one spot to another. Also, as luck would have it, John Black, a 49½ who works in movie studios and has oper-

ated hundreds of these lifts, became our lift expert. Someone was watching over us.

The scissor lift was in place. The photographer, 49½ Bill Howes, was in place in the lift about 20 feet above the ground. Now it was our turn to get in place and form an airplane. Amidst lots of shouting and pointing and moving about, we finally arranged ourselves. Our tallest, slimmest member became our propeller. We had all previously agreed to wear black pants and white shirts. Everyone, that is, except our two "nav lights" who wore red and green tops instead of white. There was a crisp uniformity to our appearance.

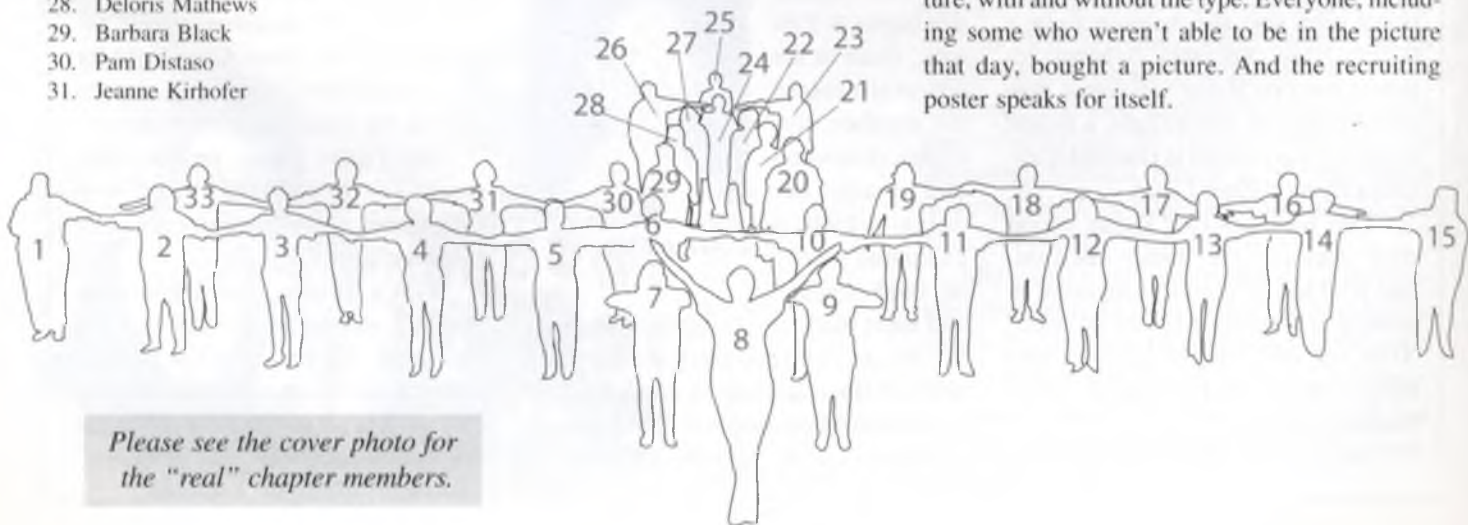
The picture was taken. Then we had a great hangar party.

When we received our proof prints, I quickly saw that although we looked great in our spiffy black and white outfits, everyone was wearing different color shoes! That's when I went to work and put my knowledge of Adobe Photoshop to use. When I was through, everyone was wearing black shoes, all shirts were outside rather than tucked inside our pants, the hill behind us was verdant green, the light pole on the hill was gone, the few cars disappeared, the yellow line we were standing on was bright yellow, and the tarmac was spotless. We looked perfect! And, the real miracle is that we really looked like an airplane.

I then added some type to the photo and we had a brilliant recruiting poster with our name, telephone number and website address on it. The final size was 19 inches x 19 inches. We mounted and framed several copies, and they are now hanging in various airport offices and airport restaurants in our area. The great part of this story is that we get calls from women pilots interested in our chapter.

The photo session was a bonding event for our members. We printed various sizes of the picture, with and without the type. Everyone, including some who weren't able to be in the picture that day, bought a picture. And the recruiting poster speaks for itself.

1. Marcia Fuller, Corresponding Secretary
2. Melinda Lyon
3. Jackie Forsting
4. Lillian Holt
5. Lois Rivkin
6. Kathy Smither
7. Helene Krongold
8. Kathy Crawley
9. Mary Glassman
10. Dolly Hicklin
11. Jeanne Fenimore
12. Linda Hernandez
13. Sylvia Sanderson, Recording Secretary
14. Nina Yates
15. Lorrie Blech
16. Claudia Ferguson
17. Susan Theurkauf, Vice Chairman
18. Michele Albeiz
19. Golda Neuman
20. Jaye Howes, Chapter Chairman
21. Lois Peck
22. Ceci Startford
23. Bertie Duffy
24. Barbara Michaels
25. Coralee Tucker
26. Susan Skalla
27. Ruth Logan, Treasurer
28. Deloris Mathews
29. Barbara Black
30. Pam Distaso
31. Jeanne Kirhofer



It is no secret that Ninety-Nines turn out *en force* at the annual Women in Aviation Conference, but as a relatively new 99, what I had not counted on was the magnitude with which these women make things happen!

I was truly impressed with the style and motivation exhibited by our Ninety-Nines, who have a strong impact on the events at this conference. They helped to get the word out about exactly who The Ninety-Nines are and what we do, attracting new membership and uniting chapter members from all over the world. (I was among those recruited in a previous year by none other than Past President Vicki Lynn Sherman!)

The Ninety-Nines exhibition booth at this year's conference in Cincinnati, Ohio was not only one of the larger booths, but it was situated in one of the higher traffic areas, showcasing our organization and highlighting the Pro 99s Network, our group of professional female aviators. Coordinated and designed by Susan Theurkauf of the San Fernando Valley Chapter and Vicky Anderson of the Orange County Chapter, The 99s exhibition booth had a great new look, making it easy to "see and be seen" by the 2,400 conference attendees.

A special thank-you, ladies, for your tireless efforts in making the booth a success at this and other aviation events. We also had outstanding volunteers staffing the booth – please join us in thanking the following for their efforts:

Beth Agin (Chairman, Greater Cincinnati Chapter); Michelle Bassanessi, Commercial Pilot (Palomar Chapter); Cheryl Casillas, Captain, Martinaire (San Antonio Chapter); Liz Clark, Corporate Pilot, FedEx Express (Ambassador Chapter); Betsy Jordan Donovan, F-27 First Officer, Eagle Jet Charter (Ambassador Chapter); Debbie Downey (Lake Erie Chapter); and Melanie Frey-Eppard (Golden Triangle Chapter); Wenyu Fu, First Officer, Pinnacle Airlines (Aloha Chapter).

Thanks also go to Lynda Kilbourne (Greater Cincinnati Chapter); Laura Kruger, Flight Instructor, Eglin Air Force Base (Ambassador Chapter); Trish Larsen (Greater Cincinnati Chapter); Carol Levine (Chairman, Long Island Chapter); Cynthia Macke (Greater Cincinnati Chapter); Erin McCoy, Learjet Captain, BankAir, Inc. (Ambassador Chapter); Marj Melchreit (Lake Erie Chapter).

Thanks to Donna Miller, American Airlines pilot on furlough and Learjet Co-pilot (Ambassador Chapter); Barbara Muehlhausen (Chicago Area Chapter); Nora Peters (Greater Detroit Area

Ninety-Nines Style!

BY JANET KNIGHT
Careers Chair, Ambassador Chapter



Chapter); Donna Plotz (Greater Seattle Chapter); Maritza Rodriguez (Chicago Area Chapter); Bobbi Roe, Editor and Publisher, *99 News* (Greater Seattle Chapter); Bernadette Savino, Boeing; Diane Simmons (Women With Wings Chapter); Sissi Smithhart (Greater Seattle Chapter); Lynn Stewart; Martha Taylor, Coast Guard Auxiliary Pilot (Lake Erie Chapter); Lucy Young, First Officer, USAirways (Eastern New England Chapter).

Also on hand to meet, greet, inform and recruit were Jody McCarrell, International President; Elaine Morrow, International Vice President; Donna Moore, International Secretary; Pam Saylor, International Membership Co-Chairman and FWP Program Chairman; and Jenny Beatty, International Careers Committee Chairman and Pro 99s Network Coordinator.

Thank you everyone for working so hard to make our 99s conference a success!

Above: Vicky Anderson and Susan Theurkauf set up the wonderful new 99s booth with a PowerPoint presentation about women pilots of yesterday and today. Elaine Morrow looks on.

Below: Sissi Smithhart, Jenny Beatty and Betsy Donovan were among the many Pro 99s helping to recruit new professional pilot members to The Ninety-Nines.

Photos by Nanette Malher



Amelia Earhart Birthplace Museum

BY SONDRA RIDGEWAY,
AEBM Chairman

AEBM receives a 2003 Conservation Grant from the Institute of Museum and Library Services.

Your Birthplace Trustees have been working hard to get the operations procedures at the museum documented to provide continuity for future staff and trustees. To this end we have contracted with Procomm of Overland Park, Kansas to do an administrative audit. We received their final report in March. The document outlines methods and procedures currently used in daily operations and record-keeping. It also offers recommendations for better organizing our current system and outlines some future needs in terms of additional staff if we want to continue improving our services.

We also recently received notification that we are recipients of a 2003 Conservation Assessment Grant from the Institute of Museum and Library Services in Washington, D.C. The grant will pay for two conservators to survey the structure and our archival collection. This will prioritize our needs in preserving the restoration program we recently completed.

Several employees of Rockwell Collins in Cedar Rapids, Iowa have volunteered their time to assist Nauticos Corporation of Baltimore, Maryland locate Amelia Earhart's plane in the



Students from the Faith Academy, Kansas City, Missouri visit the museum.

Pacific in an upcoming exploration expedition. The Birthplace Museum has agreed to loan these engineers the large Electra 10E model displayed at the museum to help refine their analysis of the search area. Somehow by determining radio signal strength radiated by EA's aircraft on her last transmissions to the Itasca, they can better predict her distance from the ship, thereby limiting the search area. They visited Atchison during April. Just one of the many exciting ways The Ninety-Nines participate in preserving history.

Two of our own will be receiving awards from The Nine-Nines at the annual conference in Huntsville, Alabama. Lois Feigenbaum, Trustee, will receive the Achievement Award, and Lou Foudray, museum manager/caretaker, will receive the Award of Merit. We are proud of their accomplishments.



Amelia Earhart Birthplace Museum Brick Order Form

A \$100 brick from the Museum's front sidewalk may be purchased and engraved with your name — a lasting symbol of your support. All brick proceeds go to the restoration of the Amelia Earhart Birthplace.

Please enter my order for the following:

____ Brick(s) at \$100 each (front of house) \$ ____ Total
 ____ Brick(s) at \$50 each (side of house) \$ ____ Total

Inscription limit is three lines per brick, 13 characters per line.

Make check payable to AEBM and send to: Carolyn Mohler,
Brick Chairman, 935 Price Blvd. Atchison, KS 66002

THE NINETY-NINES WELCOMES THESE 94 NEW 99S, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

NINETY-NINE: Joanne L. ALCORN, Southeast Section • Linda Fitzpatrick ASHCRAFT, Arkansas Chapter • Sylvia Whitman BAIRD, Greater Seattle Chapter • Lynn Ann BARBER, Santa Barbara Chapter • Barbara J. BARON, Mid-Atlantic Section • Sharon C. BECK-PFEIFFER, Delaware Chapter • Sandi BILLS, Eastern Idaho Chapter • Judith B. • BLANCHARD, Minnesota Chapter • Jo Ann BOWMER, Iowa Chapter • Kelli Jane CAMMACK, Colorado Chapter • Carol L. CECCONE-CARPENTER, Mt. Shasta Chapter • June G CUNNINGHAM, Southwest Section Dallas • Christine DAY, Orange County Chapter • Paige DEBERGO, First Canadian Chapter • Julie Denise DELANY, Santa Clara Valley Chapter • Patricia Ruth DITSCH, Arkansas Chapter • Aruna Santosh DUNN, Maple Leaf Chapter • Ann Chapter • Carolyn Susanne FRANKLIN, Placer Gold Chapter • Chapter • Norva Gina GANDOLFI, GLASS, Virginia Chapter • Sonal Barbara S. GORDON, Mid-Atlantic Canadian Chapter • Lindsay Warren Maurine Johanna HOUCK, Santa HUTCHINSON, Maryland Chapter • Chapter • Katharine JEFFERTS, Las JENNINGS, Fullerton Chapter • Annette Lynn KLOSTERMAN, Northwest Section • Brenda Louise KNUTSON, Santa Maria Valley Chapter • Peggy D. LAND, Hi-Desert Chapter • Brenda Jill LANE, South Central Section • Mary Ellen LECHNER, Chicago Area Chapter • Kristina Rae LIPPKE, Mid-Atlantic Section • Anuprita K. MAGAR, India Section • Mirielle Chantal MANGALA, Member at Large • Tanya Thais MARKOW, Southeast Section • Alicia MARQUEZ, Monterey Bay Chapter • Natacha A. MARTIN, Austin Chapter • Christy Lynn MAURO, Southwest Section • Patsy J. MCCOMIS, Fort Worth Chapter • Lesley G. MILLER, North Jersey Chapter • Barbara J. MUEHLHAUSEN, Chicago Area Chapter • Tracy Ann NIHDA, First Canadian Chapter • Marcia Diane NOELL, Oregon Pines Chapter • Nancy N. J. PATE, Southwest Section • Case Mahone PRAGER, Southwest Section • Jessica Ann REINSCHMIDT, Chicago Area Chapter • Christina K. RODDEY, Florida Suncoast Chapter • Lora Dee SCHREUR, Kentucky Bluegrass Chapter • Patricia Lynne SCHWATKA, Hi-Desert Chapter • Jeanne L. SEEWALD, Southeast Section • Jamie Robin SIMEK, Chicago Area Chapter • Gina Patricia STAPLETON, Kansas Chapter • Brandy L.B. SWANSON, South Central Section • Nancy Earlene VAN HOWD, Placer Gold Chapter • Linda Lee VANDEWEG, Idaho Chapter • Mary Luckey WOLLITZ, San Joaquin Valley Chapter • Deirdre Ann ZALLNICK, New York Capital District • **ACADEMIC:** Hollie M. BAILEY, Southeast Section • Catherine Marie HOWARD, Virginia Chapter.



DUKHANDE, India Section • Tracy Lea Ensley ELSBACH, Santa Clara Valley FORREST, Santa Rosa Chapter • Susan Teresa Lynn FREEMAN, Santa Barbara San Diego Chapter • Melissa Anne Satish GOPUJKAR, India Section • Section • Katherine Mary HAIGHT, First HAUSER, Hampton Roads Chapter • Clara Valley Chapter • Judith Reesor Melanie Simmons JACOBSEN, Virginia Vegas Valley Chapter • Denise Evelyn

Bobbi Trout: A Friend Remembers

BY TERRY VON THADEN
North Central Section

Who that ever met her, be it for a minute or for a lifetime, did not love Bobbi? Who, that ever listened as she regaled one person or an audience with her adventures, ever wanted her to stop? Every time Bobbi told a story, it was as if for the first time. She would light up the room with just as much enthusiasm and just as much spark as if the event happened barely yesterday.

And it did.

We sit only on the cusp of what aviation has to offer yet we have traveled light years from the Golden Age of Aviation (the years enveloping the 1920s and 1930s) in the blink of an eye. The age of Bobbi's heyday, the age of an untrammelled sky, of doing what had never been done before. Few of us today can truly know that feeling. But we felt we knew it, through Bobbi. She took us along on her adventures. She welcomed us into the cockpit with her to share in her life up until the very end.

As the granddaughter of Louise Thaden and a pilot myself, I've been blessed with the good fortune and opportunity to meet many of

aviation's renowned characters. In Bobbi I found not only my grandmother's good friend, but also a true friend of my own. We were immediate and lifelong friends. Bobbi would always hug me close and not let go. "You remind me so much of Louise," she would say, "especially her sense of humor. It's like having her here with me." While I would "bring" Louise back to her, she would do the same for me. Yet there was no mistake that we appreciated each other on our own merit, enjoying each other's companionship and storytelling.

In 1929, Bobbi, along with Louise and 18 other tenacious women, set out to do what none had ever done before, compete in the First Transcontinental Women's Air Derby. They broke barriers and created bonds that hold to this day.

Along the way they encountered numerous hardships, including the death of racer Marvel Crosson. The public outcry was to stop the race, to keep our women safe and away from this foolishness of racing airplanes. But the women held together. They stayed strong as a group; made decisions as a group; and found such strength in their numbers that after the race they formed what is now The 99s. Had they listened, we perhaps would not have the opportunities to fly that we have today. Had they listened, women's leadership roles in aviation may have been set back decades. Before that race in 1929, there was no organization of women pilots; after it, everything changed.

Bobbi's was not an easy life. Hers was never a life of conformity. Hers was a life of ingenuity, determination and grace. That is the great lesson Bobbi extolled throughout her record-setting career and her life in general. She chose to live with courage, joy, creativity and the conviction of spirit to never give up, even in the face of failure.

It's not so much that she prevailed where *women* had not gone before, but that she dared go where *people* had not gone before. In our brief histories today, we may make in-roads to where women have not gone before, but not so often where people have not gone before, as we have such a vast array of information available that there are not many unknowns. Therein rests the difference. Therein rests her courage. Therein rests her creativity to "see" what others missed.

It's perhaps her ability to get beyond it all, this "seeing" that made her so much fun. She always had a contribution to the topic of politics or environmental issues. Bobbi's hearty opinions, even when she was in her 90s, were the source of many an enjoyable conversation.

A partial lineup of the 1929 First Transcontinental Women's Air Derby:

Left to right, Louise Thaden, Bobbi Trout, Patty Willis, Marvel Crosson, Blanche Noyes, Vera Dawn Walker, Amelia Earhart, Marjorie Crawford, Ruth Elder, and Pancho Barnes.

Photo from Louise Thaden's personal collection



But what most stands out in my mind was her genuine love for people. She would work her hardest to be at any event that asked of her time. She would be sure to stay until well after the end to guarantee she got to everyone.

I don't believe I've ever met a person at any age so actively engaged with the younger crowd. She allowed the young gals of today to actually connect with the history of aviation. To understand that their beginnings in aviation are the same as hers, that they too have the chance to have an impact in this field. She would assure us all of our importance.

I can't accurately relay the number of times I attended events in Bobbi's honor, to have her stop in her path with wide-eyed excitement to see me...me... as if I were the VIP at the event. "Terry darling, you have to meet so and so..." The point is that she was this way with everyone she loved. There was no mistaking that to her, you were an important person and should be treated accordingly. This is the mark of a true champion; some-

one who does not need to tout her own accomplishments but rather encourages others in their own lives.

Bobbi is the last of the First Women's Air Derby mavericks. For many of us, she was the matriarch of aviation in this country, in the world. We are eternally lucky to have enjoyed her spirit as long as we did. We benefited greatly from her generosity. Thank you Bobbi, for taking us under your wing.

Whatever your beliefs, you can't help but picture that she's up there now, with her beloved Phoebe Omlie, Pancho Barnes, Gladys O'Donnell, Louise Thaden...completing the circle again. They are all together again, Amelia Earhart, Marvel Crosson, May Haizlip.... The few, the elite, the strength in their numbers. They've waited a long time for her to come home. Personally, I'm glad they had to wait so long.

Ninety-Nine Terry von Thaden is a researcher in the Aviation Human Factors Division at the University of Illinois Urbana Champaign.



Terry von Thaden, granddaughter of Louise Thaden, visits Bobbi Trout in February, 2002.

NEW HORIZONS

JOSEPHINE ALLISON

Josephine Allison, Life Member of The 99s, Dallas Chapter, passed away in November 2002.

FRED HASKINS

Fred Haskins, husband of Mardell Haskins, Las Vegas Chapter, passed away on February 18, 2003 from brain cancer.

MARION CORZINE NICKOLES

Marion Corzine Nickoles, age 78, San Antonio Chapter, passed away March 17, 2003.

She was born April 29, 1924, in Lamar, Colorado and grew up in Anthony, Kansas. She later moved to Denver, Colorado where she graduated from East High School. She attended the University of Denver for two years, where she studied archaeology and geology.

Marion married Edwin C. Tankersley in 1943. They had three children: George, Janet and Edwin. Both her husband Edwin and her son George preceded her in death.

Marion taught ceramics for the Denver Public Schools at Opportunity School and had her own ceramics business. She became interested in airplanes, and flying became her passion. Marion was a licensed FAA pilot and obtained her A&P Mechanics license. She owned two airplanes and flew across the country, in addition to Alaska and Mexico. Marion was a Lt. Colonel in the Colorado Civil Air Patrol.

In 1978, she moved to Grand Junction to work at Monarch

Aviation. In 1980, she married William F. Nickoles.

She is survived by her husband, William "Nick" Nicoles; her son Edwin Tankersley; her daughter Jan Tankersley; sister Virginia McClur; daughter-in-law Judy Holt; granddaughter Tammy Cook; and two great-grandchildren.

LINDA C. SIMPSON AND JOHN P. MARTIN

Linda C. Simpson and her 49½ John P. Martin, Suncoast Chapter, perished in a plane accident doing aerobatics over Naples, Florida on January 31, 2003.

VICTOR H. VERMEULEN

Victor H. Vermeulen, 49½ of Mary Margaret, passed to new horizons January 3, 2003. He was a master electrician and substation foreman for Florida Power & Light Company for 22 years.

He was a captain and communications officer for Civil Air Patrol in Amarillo and had his home and van equipped for relay from search and rescue planes to other planes and mission headquarters during Search and Rescue sorties.

Victor accompanied his wife to Section and International meetings and airshows and to the Forest of Friendship. He was always courageous, busy, and supportive of 99s and will be honored on our wall of wings at our museum.

MARGARET WATSON HARPER

Marge Harper, past member of The 99s and longtime Dallas Chapter member, passed way on January 18, 2003.



Alice Gustafson

**ALICE GUSTAFSON
CHARTER MEMBER, GREATER
DETROIT AREA CHAPTER**

Alice Gustafson of Lake Angelus, Michigan, Chairman and Chief Executive Officer of Hubert Distributors, Inc., passed away on March 25, 2003. She is survived by her husband of 27 years, Robert Gustafson. Alice was the second woman Chairperson of the Michigan Aeronautics Commission. She flew a Sabreliner Jet and held a commercial license with instrument multi-engine, seaplane ratings. Her love for flying

resulted in Alice being appointed by Governor Engler to the Michigan Aeronautics Commission where she was a commission member since 1991. Alice was also the woman's water skiing champion of Michigan five times and an active tennis player.

**FAY GILLIS WELLS
MEMORIAL
SERVICE PLANNED**

A memorial service is planned for Charter Member Fay Gillis Wells in Washington D.C. in May and at the International Forest of Friendship on June 21, 2003

International Forest of Friendship Honors Wells, Trout and Columbia Astronauts

Two charter members of The Ninety-Nines and seven Columbia astronauts who passed on to new horizons this year will be honored as inductees into the International Forest of Friendship.

In ceremonies on June 20-22, Charter Members Fay Gillis Wells and Bobbi Trout and the seven Columbia astronauts, Rick Husband, William McCool, Han Ramon, Mike Anderson, Kalpana Chawla, Laurel Clark and Dave Brown, will join other aviation luminaries in Memory Lane. In this five-foot-wide walk wending through the Forest are plaques engraved with the names of over 700 honorees.

Registration will be held all day on Friday at the Benedictine College cafeteria, and a cocktail party is planned for 7 p.m. that evening. Induction ceremonies will take place on Saturday at 10 a.m., followed by lunch. The banquet will be at 7 p.m. on Saturday.

A special memorial service for Fay Gillis Wells will also be held on Saturday. The International Forest of Friendship was founded and led by Fay Gillis Wells and Joe Carrigan, who served as co-chairmen. In 1991, a beautiful gazebo was dedicated to Fay in honor of her leadership of the Forest and paid for by her many friends throughout the world.

The plaques honoring Fay, Bobbi and the Columbia astronauts join those of such aviation notables as Amelia Earhart, Charles Lindbergh, Jeana Yeager, Rajiv Gandhi, the Wright Brothers, Sally Ride, Chuck Yeager, Beryl Markham, General "Jimmy" Doolittle, President George Bush, General Colin Powell, and Lt. Col. Eileen M. Collins, the first woman to pilot a shuttle into space (Discovery). In 1976, the Secretary of the Interior dedicated Memory Lane as the first National Recreation Trail in Kansas.

Honorees who are inducted into the International Forest of Friendship need not be pilots. They are:

- Women and men who have given dedicated service, leadership, friendship and supportive effort to help others achieve aviation goals.
- Women and men who have been supportive and contributed to the furthering of aviation.
- Pioneers in Aviation and Aerospace.
- Aviation writers and educators who spend their lives encouraging others to fly.
- Women and men who have made significant contributions to the development of aviation and those who have established recognition for setting world aviation records.

For more information, call Kay Baker at 913-367-1419 or 785-847-6800.

Alive and Well in Connecticut

Our thanks to Martha Dunbar, International Director, for letting us know that one of our Charter Members who we listed as deceased is actually alive and well:

"Just finished reading the latest 99 News and just wanted to congratulate you on a fine and interesting issue. I actually had the time to read every article thoroughly, even going through the list of Charter Members and marveling at how many lived long lives. I would like to point out that Mary H. (Jenson) Goodrich, a Charter Member from CT, is listed as deceased in 2000. As one unremembered pundit remarked, 'Reports of my death have been greatly exaggerated.'"

AIR RACES

See History, Fly History, Make History

See History, Fly History, Make History is the theme for the U.S. Air Race 2003 events July 18-25. Entries are open, and New York native and 99 Denise Waters in her Tiger will be flagged off as Race 1 with Texans Jeanette (99) and Dennis Hackler in their Cherokee Arrow as Race 2, and 2002 winners, Hawaii's Greg Marshall and Spain's Mercè Marti (99), as Race 18.

See History. Our activities celebrate the Centennial of Flight and the first victorious air racer Glenn Curtiss at his birthplace of Hammondsport, NY, where the surrounding wine country is hosting a festival during the event. Whether you choose to race or cruise, the route opens the beauty of the Northeast. We will fly over the Finger Lakes region with its spectacular waterfalls, the Blue Ridge Mountains, the Shenandoah Valley, the Catskill and Green Mountains as well as Lake Placid, Fort Ticonderoga and the stunning coast of Maine and Penobscot Bay.

Fly History. All participants will have a chance to ride in early 1900s vintage aircraft as we spend a day on the ground with activities at the aviation historical venue of Old Rhinebeck Aerodrome.

Make History. Put your name in the history books by successfully completing the routes or get it engraved on the Marion Jayne Perpetual Trophy by winning. The awards ceremony for the Renaissance 300 Race will be held in an 1863 Champagne Vault and hosted by Great Western Wineries. Souvenir Champagne splits with the race logo will be given to the teams.

The events are open to all qualified pilots and commercial or experimental planes. Flying will be done under Federal Aviation Regulations in daylight, VFR conditions of 1,000 feet and three miles or better. Race planes are individually handicapped. Our goals are to promote General Aviation, and the events' proceeds will benefit youth and collegiate aviation endeavors. Participants will receive custom trophies, completion plaques and prizes.

For 2003 we've added divisions for turbo aircraft and air cruising to our speed and collegiate groupings. The cross country events will be the 300-mile Renaissance Race, the 1,800-mile Marion Jayne Air Race and the 1,800-mile Marion Jayne Air Cruise. Only one qualified pilot is required per plane.

The Renaissance 300 race is where pilotage and precise flying reign supreme as teams compete with a only compass and sectional charts for navigational aids across a mystery route. This is the event to enjoy flying as the aviators did at the birth of flight. Then, as you embark on the Marion Jayne Air Race where the full panel is used, weather and aircraft knowledge are added to the competitive equation. After four days and 1,800 miles of cross-country flying, teams will return to New York for the awards. Air Cruise aircraft will receive special handling along the 1,800-mile route.

Free entry kits are available from the race's web site at www.us-airrace.org.

First American Non-Stop Transcontinental Air Race Reinacted

The first Non-Stop Transcontinental Flight Across America was recreated on May 3, 2003.

Front page headlines of the *San Diego Union* May 3, 1923 proclaimed that the first nonstop coast to coast flight from Long Island, New York to San Diego, California not only proved the feasibility of commercial aviation, it also delivered the first newspaper and mail from coast to coast within a day. The recipient of the letter and newspaper was Mr. MacMullen, then Editor of the *San Diego Union*. The sender: the editor of the *New York Times*.

This historic flight was recreated by two pilots from the Chico, California area, one of whom, Sally Macready Wallace, is the daughter of the original pilot, Lt. John A. Macready, and a member of The Ninety-Nines. Her co-pilot and owner of the Piper Aztec, N64AZ, is Bob Hennigan.

In joining with the 100th anniversary of flight in 2003, the Macready Foundation sponsored this 80th anniversary commemorative flight. The original plane used was the Fokker T-2 airplane, now on permanent display at the Smithsonian Air and Space Museum, Washington, D.C.

The pilots took off from Chico Municipal Airport the morn-

ing of April 28 on a three-day ferry flight to Gabreski Field, Long Island, New York, stopping en route at Wright Patterson AFB in Dayton, Ohio to visit the site where John Macready achieved so many of his aviation milestones.

On May 3 they took off from Long Island and made the nonstop 2,850-mile trip, landing at North Island Naval Air Station, San Diego.

In order to follow the exact route from east to west as the original flight, North Island was chosen as the terminus point. In 1923 it was known as Rockwell Field. The Aztec has specially-built extra gas tanks installed to make the nonstop flight.

The 1923 flight took 26 hours, 50 minutes and was made four years before the Lindbergh flight across the Atlantic. The only instruments the two U. S. Air Service pilots John Macready and Oakley Kelly had were a magnetic compass and a fairly crude altimeter. Other than that, they followed roads and railroad tracks when they could see them. But from Oklahoma when it got dark, until well over New Mexico when the sky lightened, they hit heavy storms and torrential rains and for some hours they weren't really sure where they were. As Macready said later, "That was a period of considerable worry."

FESTIVAL OF FLIGHT

BY NANCY WRIGHT
Florida Suncoast Chapter

100 YEARS



Two Florida Suncoast members represented The 99s at the Festival of Flight Program honoring Women's History Month.

We had such an amazing weekend! Marie Grein and I had the honor of representing The Ninety-Nines at the Festival of Flight program in honor of Women's History Month. The event would take us on a fascinating and enlightening adventure harkening back to the Wright Brothers' first flight.

Thursday Marie and I left for Tampa International Airport and a flight to Norfolk, Virginia. From there we drove to Kill Devil Hill, where the Wrights had taken over a thousand glides prior to their first powered flight on the beach at Kitty Hawk on December 17, 1903.

We had a 4 p.m. meeting with the rest of the women who were to participate in the weekend festivities. These included members of the Women Airforce Service Pilots (WASP) and Civil

Air Patrol, Air Race Classic participants, military women and NASA's Aerospace Education representatives, along with Patty Wagstaff. Astronaut Bill McArthur did not arrive until Friday. We were assigned our shadows, girls from the Wright Flight Program of First Flight who were going to write our bios. These will be placed into a time capsule and tucked away in the cornerstone of the new First Flight High School.

On Friday, we woke up to a real gale wind and 1,000 school children. The tent in which we were to work blew down, and things were whipping all over the grounds. The only ones who loved the wind were the kite flyers, who flew many unique and colorful kites.

Patty Wagstaff spent the day signing autographs and talking to the children, who loved her. She even signed posters for us to give to the Space Camp program about the history of The 99s. Astronaut Bill McArthur arrived and completely charmed young and old alike.

Friday night we attended a reception at Glenn Eure's Ghost Fleet Gallery in Nags Head, sponsored by Icarus International and Outer Banks History Center Associates. All of the Women in Aviation honorees introduced themselves, and I found out I had the "Wright" name for this event.

We left a little early, as we had to pick up more Alka Seltzer for the popular rocket project.



Women Airforce Service Pilots and Nancy Wright pause before the Wright Flyer replica. From left, Ethel Finley, Florence "Shutsy" Reynolds, Nancy Wright and Scotty Gough.



Photos, opposite page: A 60-foot granite monument dedicated in 1932 is perched atop 90-foot tall Kill Devil Hill commemorating the achievement of the Wright Brothers. Inset opposite page: Four markers honor the four flights made by Orville and Wilbur on December 17, 1903. Above, the replica of the Wright Flyer.

Saturday we were up early for breakfast and then out to the grounds for more activities. The weather was great, warmer and a lot less wind. This day was full, and I do mean full, of Girl Scouts from the Girl Scout Council of Colonial Coast. They flew kites, climbed the hill to the Wright Brothers Monument, climbed in and out of helicopters and, of course, made Alka Seltzer rockets. Saturday was a little different as lots of adults accompanied the girls. The WASP were still with us and continued to be a big hit with everyone.

Our farewell dinner that night was at the

Black Pelican, which originally was a weather station and Western Union depot. It was from this spot that the Wright Brothers sent their father the news of the successful first flight. The owner came and showed us around the restaurant and explained the historical significance of the area.

It was up in the dark early Sunday for our trek back to Norfolk and our flight back home. Both Marie and I were tired but happy because of the wonderful and successful weekend. We were invited back for the December 17 recreation of the first flight. We thank President Jody McCarrell for choosing us to attend this special event.



Marie Grein visits with students participating in the Wright Flight Program of First Flight.

Elementary school children from the Aviation and Aerospace Program enjoyed the strong winds that lifted their colorful fabric kites high in the sky.



FINGER LAKES CHAPTER

Celebrating Western New York State's Contributions to Aviation

The Finger Lakes Chapter of The 99s was invited to assist with a special project at the Rochester Museum and Science Center in Rochester, New York on Saturday, April 26. Capitalizing on the centennial of powered flight, the museum hosted a day dedicated to inspiring youth to pursue studies in math and science. All of the local pilots' organizations were represented, in addition to aviation museums in the Western New York area, including the Glenn Curtiss Museum and the 1941 Historical Aircraft Group. This event featured aviation technology and aviation history exhibits, as well as family-centered activities and speakers.

The Finger Lakes Chapter of The 99s served on the planning committee for this event at the science museum and had a very special role to fulfill. As one of our projects for this centennial of powered flight we are striving to highlight the life and times of Blanche Stuart Scott, America's first aviatrix and a resident of Rochester.

We accomplished this by having Judy Stiles impersonate Blanche at the museum and tell the tale of what it was like being the first American woman to take to the sky on September 6, 1910 in Hammondsport, New York. Judy assumed this role with incredible confidence, even displaying appropriate theatrical temperament by balking at the idea of stuffing her pants with petticoats (because who wants even *bigger* hips, she protested!) It was reported that Blanche's mother at the time absolutely insisted that proper ladies *always* wore skirts, even if that meant tucking them inside one's pants.



Blanche's helmet has an unusual ear protection and mother of pearl ring for the chin strap. (Helmet and gloves property of the Glenn Curtiss Museum, Hammondsport, NY)



The inside of Blanche's hat reveals the hat-makers label. Note the address: 1651 Broadway, corner of 51st street. Today this is the address of a McDonald's restaurant in Upper Manhattan.

Marcia Gitelman, Sandy Brown, Judy Stiles, Jutta Dudley, Mimi Litsche and Martha Anne Hull researched this amazing woman's contribution to aviation and worked hard to reproduce the first woman's flight suit as accurately as possible. This was indeed a daunting task because nothing of Blanche's original costume survives except for her velvet flying helmet, gloves and a few very old pictures. Before her death, Blanche had willed her helmet and gloves to the Glenn Curtiss museum.

Finger Lakes members and some spouses took a trip to the museum to get a closer look at these items and inspect how the relics were put together. The staff at the museum was absolutely wonderful. They opened the display case for us and provided cotton gloves so we could handle the items without doing any damage. The first woman's flying helmet was incredibly unique and has proven challenging to make, yet we believe we replicated the helmet in fine detail.

On the evening of April 26, the museum hosted a dinner following the daytime events with a very distinguished keynote speaker, Dr. Kevin Kochersberger. Kevin is an engineering professor at the Rochester Institute of Technology and one of only four pilots in the country who is qualified to fly the Wright Brothers replica Wright Flyer at Kitty Hawk on December 17, 2003. Kevin is also a hard-working member of and a design engineer for the *Wright Experience*, a non-profit organization whose mission is to retrieve the lost legacy of the Wright Brothers' engineering feats and contributions to aviation. They intend to recreate the first powered flight in this authentic replica flying machine.

This memorable event drew together the area's rather considerable contributions to the history of aviation. We also hope that many of you will join us in your own way to celebrate 100 amazing years of powered flight.

— Judy Stiles and Martha Anne Hulllight

GRASS ROOTS — Section and Chapter reporters share their recent activities



San Fernando Valley Chapter member Claudia Ferguson, right, demonstrates the preflight to seminar attendees.

SAN FERNANDO VALLEY CHAPTER

The San Fernando Valley 99s kicked off the new year celebrating friendships: current, old and new. Our chapter gathered at Lilian Holt's home on the evening of February 22 to celebrate the chapter's 51st birthday with pizza, birthday cake and cherry pie. We enjoyed a night of socializing and viewed the wonderful video made of last year's 50th birthday bash. By some accounts, the evening's highlight was the hilariously entertaining (at least when watched in a room full of pilots) 1936 film *Ceiling Zero*.

The camaraderie continued the next day, when 23 of our chapter members attended the special celebration of Bobbi Trout's life held at Burbank Airport in Hangar #34. On display were

pictures and memorabilia from Bobbi's life, and various speakers shared their memories of her and spoke of her history and accomplishments, including our own Susan Theurkauf. The Condor Squadron honored her with a fly-by. The day's program, photos and presentations can be viewed on Bobbi's website: www.bobbitrout.com.

The SFV99s made some new friends (and hopefully some future women pilots) on March 29 during our Flying Companion Seminar. Eleven women attended our all-day seminar, which was designed to familiarize non-pilots with many aspects of flying so they would have a better understanding of what is happening in the cockpit. We requested that the pilot companion not attend so that the non-pilot would be more comfortable asking questions.

Many of our attendees were wives or girlfriends of pilots, while one attendee wanted to explore the idea of getting a license. Some of the women had been flying with their husbands for years and were familiar with terms and procedures, while others had limited flying time and had many questions.

Berty Duffy did a fantastic job organizing the seminar. Twelve chapter members helped during the day with setting up, getting lunch and speaking about specific topics which included aerodynamics, medical requirements, using the radio, communications, preflight, FSS/flight plans, weather (density altitude, icing and wind), sectional charts and using a plotter in planning a flight. Claudia Ferguson brought her 172 to demonstrate the preflight inspection, and her husband Chuck spoke a little about being a corporate pilot.

— Jennifer L. Miller

ORANGE COUNTY CHAPTER

On January 15, Linda Eldridge, SW Section Scholarship Chairman and Orange County Chapter Membership Chairman, and Patty Murray, SW Section and Orange County Future Women Pilot Chairman, presided over a Welcome Party for new members and new Future Women Pilots.

The honorees were introduced and then presented with a custom made sectional flight bag which included "handy-dandy" supplies to aid them in reaching their flying goals. Introduction of new FWPs included Carol Bennett, Anita Vitale-Geisz and Claris Fernandez. After having received her private pilot's license, Claris is in Phoenix, Arizona attending Pan Am's Flight School preparing for her future in commercial flying.

Our wholehearted congratulations go out to those previous FWPs who have earned their Private Pilot's License and attained full Ninety-Nine membership — Tina Casey, Samarra Lovelady and Kelly Gorman.

Other new Orange County Chapter members introduced during the evening were Nicole Cagnolatti (A&P), Autumn Murdock (CFI), Jayme Pellat (CFI, CFII) and Victoria Curtis.

This was a true networking experience along with a great potluck dinner graciously hosted by Orange County member Cynthia Shofer and her husband Bob.



Orange County Chapter's Welcome Party included Kelly Gorman, Patty Murray, Anita Vitale-Geisz and Carol Bennett

— Mary Van Velzer

INDIA SECTION

International Conference on Women in Aviation

The India Section and the Indian Women Pilots' Association, in coordination with the Aeronautical Society of India, organized a very successful International Conference on "Women in Aviation" on November 22-24, 2002.

The Conference was attended by over 300 participants coming from various aviation organizations, aviation industries, airlines, Airport Authority of India, Indian Air Force, Indian Navy and Indian Coast Guard.

Dr. Kota Harinarayan, President of Aeronautical Society of India, inaugurated the Conference. There were outstanding 99 speakers from the USA — Linda Finch. Keynote speaker, Capt. Suzanna Darcy-Henniman, first woman test pilot for Boeing, Capt. Nadia Roberts, president of Flight Research, Capt. Barbara Harper and Christine Sleeper. Dr. Diana Young, director, Mil-Com Group from Singapore, spoke on women in the aviation industry.



From left: Christine Sleeper; Mohini Shroff, Vice Governor; Ralia Futeleddy and Nadia Roberts.



From left: Chanda Budhabhatti, Governor India Section; Mohini Shroff, Vice Governor, Mr. Babu Peter, Chairman Bombay Branch, Aesi, Air Vice Marshall, Indian Air Force, P.S. Ahluwalia, Dr. Kota Harinarayan, President Aesi, and Linda Finch.

Distinguished women speakers from India included Capt. Saudamini Deshmukh and Capt. Nivedita Bhasin of Indian Airlines, Rachel Thomas, India's first and only civilian sky diver, and the Indian Air Force was represented by Air Commodore Dr. (Mrs.) P. Bandopadhyay.

India's notable women scientists, engineers and airline administrators spoke about flight data recorders on combat aircraft, aviation meteorology, airline dynamics, space technology, aircraft vibration control, women engineers in space craft, airport management and aircraft scheduling.

Only a limited number of women in India have entered various professional disciplines in Aviation and Aerospace due to lack of awareness about career prospects and the aviation environment.

The aim of the Conference was to focus on career opportunities available for women in professional fields in Aviation and Aerospace.

New and Improved!

We now have several ways for you to send submissions to the 99 News. Our talented webmaster Pamela O'Brien has created an easy-to-use on-line form where all you have to do is type in information under the correct section heading such as Grass Roots, Calendar, etc., then press "Send It!" and you're done.

As in the past, you can also fax or e-mail your articles. And then there's always good old "snail mail." We have printed a form on page 30 that you can fill out and mail/fax.

Using the method most convenient for you, send to:

99 News, PO Box 950033, Oklahoma City, OK 73159

E-mail: articles99News@cs.com

On-line form: www.ninety-nines.org/99newsreports.html

FAX: 405-685-7985

SANTA CLARA VALLEY CHAPTER

The Santa Clara Valley Chapter's annual Pasta Night and raffle to benefit the San Jose State University's Precision Flight team was held in the San Jose State Hanger Friday, March 14. It was the usual success with over 140 attending. An added attraction was the announcement that Thomas E. Leonard, San Jose State aviation professor emeritus, will be inducted into the Forest of Friendship in June. The flight team has made it to the final competition this year. They will provide our April program on what is required to win the NIFA national competition.

Our Petaluma fly-in on March 22 was a good reminder for IFR pilots to stay current. Gray skies and low ceiling greeted us that morning, and only two planes made it to Petaluma for lunch at the Two Niner diner. Marcie Smith flew her C182 with Nancy Rodgers, Amy Drake and Brigitte Iwaszkiewicz. Betty Patterson arrived in her "new" Bonanza with Fred Bucci and Laura Young.

— Nancy Rodgers

INDIANA DUNES

Five thousand children and parents attended the Science Alive exhibit at the South Bend Library in March. The Indiana Dunes Chapter had one of the best displays there, according to the director. We had charts, posters, books and models illustrating the First Flight of the Wright Brothers, plus posters and handouts about The Ninety-Nines.

Some of the questions from the students, which we answered, included: Why do you take off into the wind, what keeps an airplane flying and why are you called The 99s? It was a very rewarding experience for all who participated.

“Three Hams and a Hard Boiled Egg” (Janice Welsh, Joy Valek and their spouses) presented a skit at the March meeting illustrating mistakes often made when two pilots are flying together. It was both entertaining and informative. Fooling with the GPS instead of looking for traffic and jabbering in IFR conditions so that the PIC could not hear the radio, one of the pilots, who shall remain nameless, landed with duct tape over her mouth!

On April 5, the Indiana Dunes Chapter, Three Rivers Chapter and Indiana Chapter all flew and drove to Purdue University in West Lafayette to view the newly opened display of Amelia Earhart memorabilia which has been donated by the George Putnam Family.

— Joy Valek



MAPLE LEAF CHAPTER EAST CANADA SECTION

Above, from left, Wendy Percival, Pat Crocker and Jocelyn Lecluse represent Maple Leaf Order, Inc. East Canada Section, Inc. at the Skilled Trades Fair, London, Ontario, Canada held at Francais school, grades 7-12. The chapter endeavors to live The Ninety-Nines mandate and principles, in particular aerospace education initiatives, including career counseling.



Touring the FSS, from top left: Two chapter guests, Hilda Ray, Harriet Hall, Nancy Swanner, Rosemary Long. Bottom left, Carol Baney, Laura Cameron, Nancy Miller, Susan Delgado, Elena Ray, Holly Roe.

NORTH GEORGIA

The Flight Service Station tour took place on a beautiful Sunday morning, February 2, in Anniston, Alabama. About 15 people including several guests from both the Birmingham chapter and North Georgia chapter attended the tour. Larry Feazell, the supervisor of the facility, gave us an hour-long tour and encouraged us to watch over the shoulders of the briefers, etc. Many of us took him up on it. We watched one briefer track down a VFR pilot that had gone more than 30 minutes past their expected time of arrival without canceling their flight plan. The pilot was found safe and sound. We checked out all the weather maps and maps of TFRs, to name a few.

It is sad to say that at the moment (Mid-February), the Flight Service Station has gone under high alert and is no longer able to accommodate pilots visiting in person. We hope the restrictions are lifted again soon.



On February 11, the North Georgia chapter participated in the Sprayberry High School College and Career Fair. Information about aviation careers, scholarships and colleges with aviation programs was shared with the students. Pictured is Susan Pollack Delgado.

FORM for SUBMITTING WRITTEN MATERIAL to
International WOMEN PILOTS MAGAZINE (99 NEWS)
The Official Publication of the Ninety-Nines, Inc.

Chapter _____ Section _____ Reporter _____

Address _____

Phone _____ FAX _____ E-Mail: _____

(Items in bold are especially important.)

Material should be typed or **clearly** printed. If possible, please submit a text file in the PC version of Word, use the on-line reporting form or e-mail an attachment. Proper names are appreciated. When submitting a photo, the chapter and section, names of people plus other caption information must be labeled on the back side (sticky notes and labels work well). Please **Do Not** write in ink on either side of the photo, and **Do Not** attach photos to your article. Staples and paper clips can leave marks that show when printing. Also **Do Not** place photos in a Word document; send them singly as attachments to e-mail or on your disk.

Deadlines: February 9, April 9, June 9, August 9, October 9 and December 9. Material received after the 15th will be held for next issue. Late material can be e-mailed. Please send all materials to:

99 News, PO Box 950033, Oklahoma City, OK 73159 • FAX: 405-685-7985

E-mail: **articles99News@cs.com** or use the on-line form at **www.ninety-nines.org/99newsreports.html**

NEW RATINGS AND WINGS: _____

NEW HORIZONS: Include full name, chapter, date of death, location; attach photo if possible and a short bio.

GRASS ROOTS

List the category for any special chapter activities: Fund-raising, Companion Course, Fairs, Fly-ins, Races, Rallies, Reunions, Youth Education, Reviews, Safety Achievers, Airmarking, etc. Tell us the five important "Ws" of your event — Who, What, When, Where and Why — plus any additional information. If more space is needed, use the back or attach a separate sheet.

RATINGS AND WINGS

WINGS

Mayetta Behringer - Wings Phase XV

Santa Clara Valley Chapter, Southwest Section

Paula Blackman - Wings Phase III

Long Island Chapter, New York-New Jersey Section

Andrea Chay - Wing Phase I

Greater Seattle Chapter, Northwest Section

Joan Landrey - Wings Phase VI

Eastern Pennsylvania Chapter, Mid Atlantic Section

Mareclaine Winger - Wings Phase IV

Michigan Chapter, North Central Section

RATINGS

Claris Fernandez - Private Pilot

Orange County Chapter, Southwest Section

Kim Jordan - First Solo

Ambassador Chapter, FWP (Future Woman Pilot)

Penny Levin - Instrument

Eastern Pennsylvania Chapter, Mid Atlantic Section

Allison Laird - Commercial Helicopter

Eastern Pennsylvania, Mid Atlantic Section

Joan Landrey - Instrument

Eastern Pennsylvania Chapter, Mid Atlantic Section

Drue Marquez - Private Pilot

Orange County Chapter, Southwest Section

Ellen Sheehan - CFI

Eastern Pennsylvania Chapter, Mid Atlantic Section

Susan Myers - Commercial

Eastern Pennsylvania, Mid Atlantic Section

Marcelaine Winger - Commercial Single Engine Seaplane

Michigan Chapter, North Central Section

CLASSIFIEDS

FOR SALE

• Earhart Sister Ship

Original 1935 Lockheed Electra L-10E. Only survivor of 14 built. Pratt & Whitney 1340 Engines 0-time since OH. Some work remains. Price: One million and 99 dollars (\$1,000,099), firm.

• Pair of Master Studio Records of Amelia Earhart

interview at Explorers Club. \$9,000.

- Signed Lindberg Print - water stains. \$3,800.
- Signed Lindberg flight cover. \$1,600.
- Graf Zeppelin Flight Covers with Zeppelin stamps - World Flight and Pam American Flight. 15 covers.
- Set of 3 Zeppelin stamps C-13-C15.
- Zeppelin Pilot Hugo Eckener World Flight Medallion.
- **Beryl Markham Autograph** - First woman to fly Atlantic from East to West.
- Hindenberg Air Ship Covers.

Contact 99 Grace McGuire • FAX 732-933-0926

99 News Ad Rep

The search is on for an advertising pro to generate ads for the 99 News. The advertising rep will report to The Ninety-Nines Publication Committee and will be responsible for helping establish rates and creating marketing materials. This position is paid based on a percentage of sales. Experience required.

Please respond to:

Anna Taylor, 99s Publications Committee
59 Canyon Ridge Drive, Sandia Park NM 87047
505-286-0069 • 505-286-0118 fax
Anna@Taylor-NM.com

JOB OPENINGS

North American Airlines

North American Airlines is seeking Part Time Pilots with a positive, can-do attitude, professional demeanor. Minimum flight hours required is 2500. International flying experience, previous left seat experience, certification, multi-engine land and instrument rating, medical 1st class, Airline Transport Pilot Checklist rating. EOE and AAE. Phone: 718-907-2186.

Middle Tennessee State University

Department of Aerospace, Faculty Vacancy Announcement
Positions: Two vacancies at the assistant or associate professor level in Aerospace: Tenure track positions for the academic year. Starting Date: 15 August, 2003. Salary: Commensurate with qualifications. Excellent benefits.

Position 1: (101070) Applicants must possess the following qualifications: 1) a related master's degree, doctorate preferred, 2) the ability to teach general aviation courses, 3) commercial or ATP pilot certificate and/or more advanced certificate (Flight Instructor, Multi-engine Instructor), and 4) a background in civil aviation. *Operations or airline experience is preferred.*

Position 2: (101020) Applicants must possess: 1) a related master's degree, doctorate preferred, 2) the ability to teach core aviation courses, 3) private pilot's certificate or more advanced FAA certification, and 4) a background in civil aviation and *experience in aviation related technology and/or engineering.*

Submit a vita, transcripts, and three letters of recommendation. Send materials to John E. Bertrand, Committee Co-chair, Department of Aerospace, Box 57, Middle Tennessee State University, Murfreesboro, TN 37132.

**Classified Advertising is available at \$1 per word.
Minimum charge \$20.**

The 99s International Conference



July 8-13, 2003
Huntsville Marriott, Huntsville, Alabama, USA
Hosted by the Southeast Section

Ground Control to 99s!

The countdown has begun and all systems are go for the 2003 International Conference in Huntsville, Alabama, where the 99s will explore ***The Second Century of Flight***



Hotel Information

The Huntsville Marriott is conveniently located on I565 adjacent to the U.S. Space and Rocket Center. Only eight miles from Huntsville International Airport, the hotel provides complimentary airport transportation and free parking. A Tourist Loop Trolley connects the hotel with many Huntsville shopping and tourist attractions. To ensure a room at the 99s rate of \$98 per night, call 1-888-299-5174 no later than June 17, 2003.

Airline/Flight Information

American Airlines has been selected as the official airline for the 99s 2003 Conference. For schedule and fare information, contact American Airlines Meeting Services at 1-800-433-1790. Refer to A8573AF.

Signature Flight Support at Huntsville International Airport will provide free tie-down, no ramp fees, a discount on fuel purchases and courtesy transportation to the hotel. Their phone number is 256-772-9341. See airport information at www.airnav.com/airport/KHSV.

Here are several informative websites that may help you prepare for your trip:

www.huntsville.org

www.ussrc.com

www.jackdaniels.com

www.spacecamp.com

www.staggerwing.com