



INTERNATIONAL WOMEN PILOTS®

M a g a z i n e

OFFICIAL PUBLICATION OF THE NINETY-NINES® INC.



May/June 2004



99 News

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

The 99 News
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Email:

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Online 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

Australian member Fran West is the first woman pilot to fly the entire coastline of Australia — a 15,000 mile adventure. While flying, Fran took thousands of breathtaking photos. You can visit her website for a wonderful visual tour of Australia: www.slsa.sa.gov.au/ozflight.

The cover shows Fran with her Lores Bonney Trophy, the Spirit of Adventure Award and her book, *Plane Reflections*. Behind Fran is her photo of Naroma, New South Wales.

Fran's photo by Ian Bridge, Fleurieu Photographics

PERPETUAL CALENDAR

2004

JUNE

- 5 **New England Section Poker Run**, beginning at 9:30 a.m., with everyone to be at the terminus, Fitchburg, MA, by 2 p.m. Rain date June 6. Contact Lori Plourd (207) 647-2880 or Pat Theberge (978) 682-4638.
- 7-10 **Women Soaring Pilot Association (WSPA) Seminar**, Harris Hill, Elmira NY. Contact www.womensoaring.org or www.harrishillsoaring.org.
- 12 **29th Annual Buckeye Air Rally**, Madison County Airport (UYF) hosted by the All-Ohio Ninety-Nines. Rain date June 13. Contact Martha Snee, 614-791-1852.
- 20 **Professional Pilot Leadership Initiative** application deadline. For further information, go to www.ninety-nines.org/careers/mentoring.html or contact Laura Smith, PPLI Program Leader, at mentoring@ninety-nines.org.
- 18-20 **International Forest of Friendship**, Atchison, KS.
- 23-26 **28th Air Race Classic**. For information visit www.airraceclassic.org.
- 25-27 **Southern Wisconsin Airstest**, Janesville WI. Contact: swairstest.org.

JULY

- 6-11 **2004 International Conference**. Diamond Anniversary of The Ninety-Nines in Atlantic City, NJ. Sheraton Atlantic City, hosted by the New York/New Jersey Section. For more information contact Barbara H. Para at 609-965-4824 or bhpara@att.net.
- 7-11 **EAA Arlington, Washington Fly-In**.
- 27-Aug. 2 **EAA/AirVenture Oshkosh**, Oshkosh, Wisconsin. Visit the 99s Tent. Contact Rita Adams: Phone 847-913-0490 or email Radams001@msn.com.

AUGUST

- 1 **99 News Deadline – Sept/Oct issue**.
- 6-8 **The 35th Annual Palms to Pines Air Race**, Santa Monica, CA to Bend, OR. No experimental or aircraft older than 1955 is allowed. Send \$5 for race kit to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066. Phone 310-397-2731.
- 28 – Sept. 6 **Marion Jayne Air Race** celebrating the 75th Diamond Anniversary of the 1929

National Air Races. The cross-country race will fly from California to Cleveland. Entry kits are available at www.us-airrace.org.

SEPTEMBER

- 9-12 **Northwest Section Meeting**, Port Angeles, WA, Red Lion Hotel. Hosted by the Greater Seattle Chapter. For information email doreenk@seanet.com or evaparks@hotmail.com.
- 15-19 **Powder Puff Derby Reunion** combined with Silver Wings Convention in Cincinnati, OH. Contact Ninety-Nines Barbara Evans, 925-736-1795, email QuailR@aol.com or Lindy Boyes, 925-943-2435, email lindy@silcon.com.
- 24 -26 **South Central Section Meeting**, Santa Fe, NM. Hosted by the Rio Grande Norte Chapter. For more information contact Ginny Boylls: vboylls@comcast.net or Susan Larson: sjlaron99@msn.com.
- 24-26 **Small Rally**, Roben-Hood Airport (RQB), Big Rapids, Michigan. The Michigan Chapter sponsors this annual proficiency rally. Contact: Rebecca Duggan at rebdpilot@wideopenwest.com.
- 30-Oct. 1 **Women Airforce Service Pilots WWII (WASP) Reunion**, Williamsburg, VA. Contact Shutsy Reynolds, shutsy@sgi.net.

OCTOBER

- 1 **99 News Deadline – Nov/Dec issue**.
- 7-9 **National Business Aviation Association (NBAA)**, Orlando/Orange County Convention Center (ORCC), Orlando, FL. Contact: www.nbaa.org.
- 7-10 **Fall Southwest Section Meeting**, Solvang, CA/Santa Ynez Airport. Tie down-free. The Royal Scandinavian, Solvang. Contact Michelle Leiphart, leiphart@aol.com.
- 21-23 **AOPA Expo 2004**, Long Beach, California.
- 15-17 **North Central Section Meeting**, South Bend, IN hosted by Indiana Dunes Chapter. Contact Christine Murdock, 574-289-8642 or email: chrismur@michiana.org.

NOVEMBER

- 4-6 **Fall Board of Directors Meeting**, Oklahoma City OK.

DECEMBER

- 5 **Mr. and Mrs. Santa Claus Fly-In**, MAPS Air Museum, Akron/Canton (CAK) Regional Airport. Contact Patricia Synk, 330-945-7518, FlyerDreams@aol.com.

**INTERNATIONAL WOMEN PILOTS
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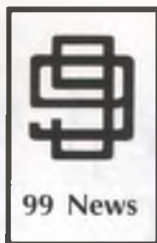
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May/June 2004

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CONTENTS

VOLUNTEERS NEEDED TO REHOUSE ARCHIVES	4
By Margie Richison	
PRESIDENT'S MESSAGE	5
By Jody McCarrell	
CONNIE TOBIAS TAKES TO THE AIR IN WRIGHT FLYER REPLICA	6
By Patricia Crigler	
FLYING AROUND AUSTRALIA'S COASTLINE	8
By Fran West	
THE COLOR OF IRAQ	12
By Royce Clifford	
CAREERS: THE BEST-KEPT SECRET IN PROFESSIONAL AVIATION	15
By Jenny Beatty	
PRO 99s PROFILE: JEN HARWOOD-HIGGS	15
By Betsy Jordan Donovan	
AE SCHOLARSHIP HELPED REBUILD MY LIFE	16
By Sandra Stevens	
BOOK REVIEW: NOTHING STOOD IN HER WAY	19
By Jacque Boyd	
GALINA GAVRILOVNA KORCHUGANOVA	20
By Marina Bouraia	
NEW HORIZONS	22
MEASURING THE ATMOSPHERE	24
By Michele Finn	
GRASS ROOTS	25

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Volunteers Needed to Help Rehouse Archives at OKC

BY MARGIE RICHISON
Oklahoma Chapter

Vacuuming and cataloging each document will take many, many woman hours, but I know we can do it.

They came to the Museum of Women Pilots from many parts of the world: England, Caribbean Islands, Texas, Alabama, California, National Air and Space Museum and Smithsonian Institute. Their group has an unusual name, CHAW — Conference of Historic Aviation Writers. They chose Oklahoma City and the Museum of Women Pilots for their biennial conference, which was a big compliment to us.

We put our best propeller forward for this evening reception on October 17, 2003. The museum was cleaned and all exhibits were looking their best. We set up white linen tablecloths in the library for the catered hors d'oeuvres. A local winery provided a free wine tasting for everyone. The Oklahoma Chapter acted as hostesses, and we even found dresses in the closet for the occasion.

CHAW consists of about 25-35 aviation enthusiasts who write for a living. They each have a particular aviation interest and write in magazines and journals around the world. These writers were very impressed with our museum, and we heard many compliments about our exhibits.

One of the caterers was so impressed she kept leaving her duties and walking around the museum. "I want to bring my teenage daughter up here," she said.

Nancy Lowe Clark is the professional archivist working with our collection.



The Museum Needs YOU

We are so pleased to have Nancy Lowe Clark return as our consultant for the MWP. Her presence is showing everywhere as she is getting us organized to begin the big task of cataloging the archives.

Our main goal and focus is to process the documents into a computerized collection management system called Past Perfect. The Ninety-Nines has a responsibility to properly preserve this priceless collection for future generations. As we catalog our treasures we will also reorganize, clean and rehouse them into the remodeled archive room.

The mold problem has been eliminated and the archive room is getting a face lift. We moved the boxes upstairs to the library and office so we can process them. This made the conference room downstairs available for the International Board Meeting in March.

The task of rehousing and cataloging the boxes of archives is a big one – and you can help. Chapters and individuals are welcome to come to OKC and go through and vacuum and rehouse the contents of the boxes and enter each item into the computer.

What? You didn't know that the paper and photos need to be vacuumed? Yes, they do, and we have an artifact vacuum for this purpose. It will take a while, and many, many woman hours, but we can do it.

When we are finished we will have our collection on the computer so we know the scope of our acquisitions. This is the first minute of a long flight, and I know The Ninety-Nines are up to the challenge.

You don't need to have any archival knowledge; we will thoroughly train you when you arrive. You will learn how to clean and preserve items, which will be useful for your own family mementos. Basic archival cleaning techniques for paper, photos, textiles and 3D articles will be taught. After training you will work in teams with a local 99 as team leader. The ideal time would be a three-day stay at the museum. You can work longer or shorter periods of time if this is best for you. Plan to come to OKC this year to help.

Email me, Margie Richison, at rrichison@cox.net for a detailed packet. I have always said that The 99s are a most remarkable group of accomplished women. Here is a task we need to finish, and the museum board appreciates all of your help.

Spring is here, for some of us that is. My trees are all green and in bloom along the riverbank. The weather is getting wonderful for taking off into the blue, but just watch for the afternoon buildups which have already started.

After a round-the-United States-trip as a result of trying to find a cheap airline ticket to Reno for the WAI Conference, I finally arrived—Dallas to Los Angeles to Reno. And coming home was about the same—had to go to Seattle to get back to Dallas. On board the plane to Seattle was our own Ninety-Nine from Canada and Hall of Fame winner at WAI, Rosella Bjornson. She was one of the key people among those who gave us all such a wonderful time in Calgary a few years back. Among the other Hall of Famers at the conference were Ninety-Nines Ann Cooper, Arlene Feldman, Nelda Lee and Wasp Dorothy Lewis.

The booth was great as usual although we missed having Vicky Anderson, who just couldn't make it. Susan did well; Vicky you would be proud. We really and truly thank both of you for several years of hard work and for putting us on the correct path in selling ourselves and our image. I want to thank all the good volunteers, especially Lynn Meadows, Candace Whitfield and all others from the Reno High Sierra Chapter, and Jennifer Miller, Virginia Harmer, Stephanie Roberts, Vice President Elaine Morrow and all the other Ninety-Nines. If your name isn't listed, it was because our booth was so busy that you had to fight for standing room only space. Thanks everyone who helped man the booth and sell what we do best: ourselves. As far as I am concerned The Ninety Nines are the champions of the skies.

The Pro 99 meeting was a complete success under the hands of Jenny Beatty, and although we had quite a discussion on how many attended, I personally counted 250, so if anyone wants to disagree on that number write the Prez. Peggy Chabrian, director of the WAI and also a 99, sure puts on a great trade show, and it has become one of our most useful membership promoting tools.

After arriving home, I patted the dog, kissed Wayne and repacked for the Board meeting in Oklahoma City. As usual it was well attended, around 44 or more. It was great to see Rita Adams, who does such a wonderful job with our other big membership promotion show, a little pasture gathering called Oshkosh. The early bird arrivals were checked out, trained and Museum-certified, including two Ninety-Nines from the New England Section (Georgia Pappas, Chapter Chair of Eastern New England and Trisha Sauve) who came down with New England Governor Pat

President's Message

BY JODY MCCARRELL
Oklahoma Chapter

Theberge, the new Council of Governors' spokesperson. These girls worked so hard in the museum that I don't think we even saw them until it was time to eat. Being good Ninety-Nines they, of course, were there for that undertaking. Ellen Nobles-Harris was so hyper about helping I thought she was going to float on the ceiling, and she kept saying something about reading letters from Amelia that said 99'ers, etc.

Friday afternoon we got a champagne surprise served by the Trustees of the Amelia Earhart Scholarship Fund helping celebrate a *million dollars* in the trust. This is very good news for future scholarship applicants. I am sure you all are aware that The Ninety-Nine scholarships are not always just for a set amount of money but for complete ratings. The only down part about the celebration, Charlene Falkenberg was a little under the weather and had to be hangared at home. Hope your log book is signed-off now, Charlene, and you are back up on the flight line.

After the marathon meeting last fall (how many motions, Donna? Nineteen?), this time we only had around seven. I know I received 28 pages of minutes, thought we were going to publish a book. I want to thank everyone who came to participate in the Board meetings, and each of you all ought to thank them also. The meetings are open and the dinner parties are wild. Your governors, your committee chairs and sometimes just interested Ninety-Nines do a great job of getting this large cargo-sized organization into the air and cleared for take off. Thanks all of you for making my term as your President so much fun as well as productive.

Alright ladies, our International Conference is coming soon, the registration sheet was in your January-February issue of the magazine and these New York-New Jersey girls have got a swell time lined up for us all. Chapters, reserve your tables and bring your wares. It will be the 75th Diamond Anniversary, Ninety-Nine style. See you all in July...



Jody McCarrell

Jody replaces The Ninety-Nines pin lost by Wally Funk with her own while Marion Blakey, FAA Administrator, looks on.





Connie Tobias Takes to the Air in a 1903 Wright Flyer Replica

BY PATRICIA CRIGLER
Guest Author

Southeast
Section Member
Connie Tobias is
the first woman
to achieve
controlled flight
in 1903 Wright
Flyer replica.

“Let’s do it again,” shouted Connie as the 1903 Wright Flyer replica she was piloting came to a stop on the frozen field in Dayton, Ohio on January 7, 2004. The crowd was cheering, and you could almost see the wide smile under Connie’s protective helmet.

Connie Tobias had done it: made history as the first woman to maintain controlled, sustained flight in a 1903 Wright Flyer original replica.

“There was a steady headwind and the air was cold and dense – perfect flying weather,” said Connie. “After a walk-around, I very carefully mounted the aeroplane from the front, sliding around the wires and hoisting myself up with one foot on a rib, holding onto an upright,” she said. “I finally got situated face-down with my hips in the cradle that operates the wing warping. One hand rested on a rib, the other on the

wooden stick that controls the forward elevator. I felt like I was doing a push up.”

Before the engine was started, one of the volunteers tripped over a tail section wire, breaking a slender piece of wood into three pieces. The call went out for “duck tape.”

“Wilbur and Orville actually used a Victorian version of today’s multi-use tape,” said Connie. “It was waxed linen twine.” Nick Engler, director of the Wright Brothers Aeroplane Co., which built this replica of Wilbur and Orville Wright’s first powered aeroplane, quickly spliced the wood together and taped it.

While the repair was being made, Connie stayed in her prone position. One of the volunteers stood in front of her to block the wind, while another put a blanket over her. “I felt very privileged to be a part of their team,” said Connie.

The 16 horsepower engine, connected with bicycle chains to its counter-rotating, hand-carved wooden propellers, was started. The two men holding the Flyer's linen-covered wings began running, balancing the aeroplane on the wooden launch rail. They let go quickly. It was quite evident that only about 60 feet of the 120-foot wooden rail was needed to launch into flight.

"The wings billowed with air, and the aeroplane fairly leapt into flight," said Connie. "It felt right and had a grace of its own. I realized then that this aeroplane didn't need to be pushed, just guided. I had complete three axis control."

Her first thought, as she kept her eyes on the horizon, was a child-like awe that she was really flying a 1903 Wright Flyer. "I instantly realized that I was a whole lot higher than I intended to be," she said.

"The aeroplane came alive as it lifted up and the wings almost inflated," said Blair Conrad, director of Dayton Airport, a spectator. "I had never seen it get to that point before."

The flight of 150 feet lasted a little more than 11 seconds at an altitude of eight feet before Connie brought the Flyer in for a soft, smooth landing and shut down the engine. The small crowd cheered as camera shutters clicked and Blair threw his hat in the air.

"Connie knew what had to be done," said Nick. "She brought the right wing up and had a flare upon landing. You could see that she had 100 percent control."

Connie was quick to point out the excellent work Nick's team did building and maintaining the Wright Flyer. She explained that the pilot does not taxi this aeroplane into position; all of its more than 600 pounds must be carried into position. "This exceptional team was good at heavy lifting," smiled Connie.

The Flyer has the FAA designation N193WF. A plaque denotes, in two-inch letters, that it is an "experimental" aircraft. Underneath, in smaller letters are the words, "really, really experimental," which was added by Nick's team. The FAA also stipulated three rules for the aeroplane: no aerobatics; the pilot must take off and land at the same airport; and the pilot must be strapped in. Connie wore a restraining harness much like the one she wears hang gliding. It was attached to the aeroplane's strut fittings.

Connie, a captain and heavy jet pilot for US Airways, trained for this history-making flight by hours of hang gliding on the dunes just south of Kitty Hawk, North Carolina. "You begin to

feel a rhythm as you listen to the glider and become one with it," she said. With a background in engineering and her 29 years as a pilot, Connie has flown tail draggers and antique fabric-covered aircraft, including an original, restored 1909 Bleriot. "My experience in hang gliding and in flying those old aeroplanes enabled me to get the feel of the 1903 more easily. I also visualized this flight in my mind many times," she said.

"This aircraft is very primitive and different," said Nick. "I chose Connie to pilot it because she understands the science, the art, and most of all, she has the passion. Connie is a kindred spirit." Interestingly, Nick noted that Connie came to the same conclusion that the Wright brothers did – that the aeroplane was maneuverable, even though the pitch is unstable. "Connie knew what to do," he said.

At this writing, Connie has flown the 1903 Wright Flyer four times. "Without as much wind and still at 1,000 feet above sea level, my last three flights were shorter in duration and a bit more entertaining," Connie said, matter of factly but with a sly grin that spoke volumes.

Both Connie and the Wright Flyer have Dayton, Ohio in common. Connie was born and lived there for more than 26 years. After earning her private pilot certificate, she attended Ohio University at Athens, earning degrees in aviation and studying engineering.

This Flyer was built in Dayton, home of the Wright brothers. Under Nick's direction, school children from Dayton and other cities in Ohio and North Carolina built the ribs for this aeroplane. The children's names are signed on the ribs. Connie believes she flew on the giant shoulders of the Wright brothers and on the wings of school children.

Connie has many entries in her log book, including almost 19,000 hours in more than 60 kinds of aircraft. However, the one she's most proud of is her 11 seconds of history-making flight in the 1903 Wright Flyer.

"I do not know how to explain the awe and humility of actually flying a 1903 Wright Flyer," she said.

Connie Tobias can never be a Wright brother, but she can now be dubbed an unofficial Wright sister.

Patricia Crigler was a reporter for the US Airways News and is now retired. She enjoys writing about aeroplanes and the people who fly them. In her next life, Patricia plans to be an aerobatic pilot in a little red biplane.

"The wings billowed with air, and the aeroplane fairly leapt into flight. It felt right and had a grace of its own. I realized then that this aeroplane didn't need to be pushed, just guided. I had complete three axis control."



BY FRAN WEST
Australian Section

*Fran West, a member of the Australian Section, is the first woman pilot to fly around the coast of Australia (mainland and Tasmania) in a light aircraft. Her goal was to celebrate the 21st anniversary of a flight made in 1978 by three amphibian seaplanes. This flight produced a series of videos, called *Pelican's Progress*, and also a book, "Australia: the greatest island." The search for information about seaplanes and flying boats (which led her to discover this 1978 flight) was originally inspired by Fran gaining her seaplane endorsement in Seattle, Washington in 1992. The following is Fran's account of her 15,000-mile adventure.*

Photo above: Fran captures the rocky terrain of the Buccaneer Archipelago in Western Australia by photographing through the closed – but very clean – window of her airplane. She took thousands of photos during her 15,000-mile flight around Australia's coastline.

If you want to fly around some spectacular coastline, quite different from what you've got at home, then come and fly along Australia's coast. But don't just fly over the land, fly over the ocean at about 1,500 feet, at about a mile or so out to sea, and cruise along at 100 knots. This presents not only a unique perspective for the camera but also wonderful opportunities for seeing some of the ocean's inhabitants, like huge manta rays flying through the clear blue waters off Broome, Western Australia or whales and their calves hugging

the cliffs along the Great Australian Bight in the south.

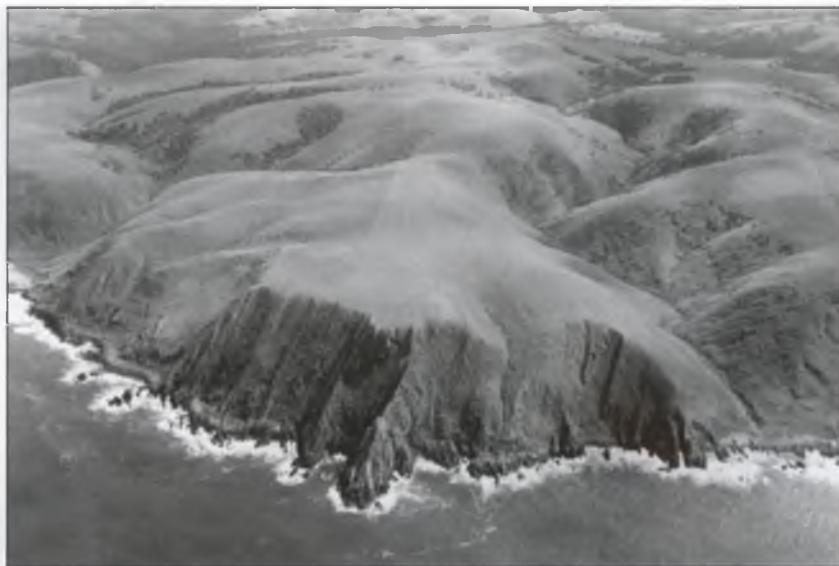
My camera, with a zoom lens, using ASA 400 film and light enough to hold in one hand, was always set on auto/landscape. However, photographing through the closed window meant that the window and windscreen of the plane needed to be cleaned each flying day with just water and paper towels (more than I clean my house windows!). It also required skill in eliminating reflections and not hitting the window when the auto focus operated.

The coastline of this country is extremely diverse, and the different blues and greens of the surrounding oceans are just breathtaking – brilliant striking colours, soft pastel shades or rich navy and turquoise.

On the mainland there are long tedious stretches of coast with flat, uninteresting country. There are mudflats, mangroves and water courses stretching inland like the veins of some ancient creature, but interspersed with these is spectacular scenery.

Australia is famous for its white sandy beaches, but it also has rocky shores, picturesque river and lake systems, mountains and hills that reach down to the sea, and cliffs that have been sculpted in a variety of hues. And scattered around the edge, like ocean gems, are its islands.

There are a lot of sparsely inhabited areas, but there are also areas which are heavily populated. A great deal of the coastline is obviously for pleasure or retaining our natural heritage, but industries are based there too. They are either sea based or the repository for our inland riches. Salt pans are like palettes of colour from the air, and bauxite and coal offer a vivid ochre and black contrast to the surrounding countryside. Some industries may be ugly and pollute, but photographically they can also be quite intriguing. Agriculture patterns the land as well, like the yel-



low and green patchwork of spring crops or the cane fields and plantations of the tropical north.

Flying took on a new dimension for me. I really looked at what I was flying over and past. When I had completed the flight, after two months and three weeks for the mainland (July 3 to September 23, 1999) and 10 days for Tasmania (February 16-25, 2000), I felt like I was part of the land and the land was part of me.

Photo above: west of Newland Head, South Australia.

Photo below: Tweed Heads, New South Wales.



Fran West at Coolangatta, Gold Coast, Queensland. Inset: Fran's book, *Plane Reflections*.



Staying on the ground gave opportunities for varied experiences like canoeing on Lawn Hill Creek, visiting the Argyle Diamond Mine, 4WD biking along Coral Bay's sand dunes and cruising in a glass-bottomed boat over the Ningaloo Reef.

To compensate for being a private pilot of only 400 hours flying time over 19 years, an intermittent flier without an instrument rating and a fair weather pilot at that, I planned and prepared for about two years. I needed 52 charts and maps and prepared 67 flight plans in advance.

Although I did not have a partner, manager or team to help me organise the flight, I did receive a lot of help and good advice from other pilots before and during the trip. Local knowledge is invaluable, and I always verified details by phoning people personally, particularly in remote areas. Sponsorship, however, only totalled about five percent.

Because I was flying over the ocean around the coast and not flying direct from A to B over the land, I estimated that I would need to order a drum of fuel to be waiting for me at Theda Station (our word for ranch) in the northwest of Western Australia. Before I departed I confirmed that the drum of fuel had arrived because sometimes the wet season can make roads impassable and trucks hauling supplies are unable to get through. At least I knew that fuel would be waiting for me at Theda Station. There the owners were very good to me and allowed me to purchase only the fuel which I required at A\$1.50 per litre. In many places if a 200 litre drum of fuel is ordered and only 50 litres are used, the payment required is for the entire drum.

Although nothing went wrong with the plane during the whole trip (oil change in Darwin and service in Broome), I did have a couple

of scary experiences – flying through thick smoke haze from the burn-off season into Darwin and being forced closer to the ocean by very heavy unexpected rain showers on the way to Coral Bay, Western Australia.

Staying on the ground, for whatever reason, gave opportunities for varied experiences, like canoeing on the Lawn Hill Creek, visiting the Argyle Diamond Mine, 4WD biking along Coral Bay's sand dunes and cruising in a glass-bottomed boat over the Ningaloo Reef. I also discovered where my father had been stationed with the Royal Australian Air Force during WWII. I swam in an outback water hole, obtained a meteorological report by candlelight, showered with frogs, met great characters and enjoyed true Australian hospitality.

In my opinion, the best coast on the mainland is northeast of Derby, Western Australia, in the Bonaparte and Buccaneer Archipelagos and Talbot Bay with the Horizontal Waterfalls. However, because it is so compact and scenic spots are relatively close together, Tasmania has the best coastline in Australia. Rugged, breathtaking, spectacular, isolated – not an ideal place to have an engine failure, though, and the only place where I just had to have a second look at the southeast's grandeur.

If I've whetted your appetite for flying in Australia, I'm glad, but that's only around the edge. There's a lot more inland to experience (gorges, rivers, ranges, etc.) but remember to pack the survival gear and especially the EPIRB (radio contact is not great in some of the remote areas).

Also, don't just fly the aircraft: soak up the scenery and the atmosphere as well. To start with, check out the following sites: www.casa.gov.au (for licence information) and www.airservices.gov.au (for other information and publications).

You may not wish to spend quite as much time flying around the coast as I did. My flight tried to combine several elements – commitments to Soroptimist International, women pilots and their families, friends, photographing in reasonable weather, commemorating *Pelican's Progress* and, above all, arriving back safely in one piece.

Australia is the biggest island, and I estimated that I flew almost 15,000 miles or 27,000 kilometres (including detours inland) with 145 hours in the aircraft, so allow plenty of time.

I landed 101 times on 90 different airstrips, adding not only interesting entries to the log book but also gaining different experiences of landing on islands, bush strips, cliff tops, major airports and keeping an eye out for sheep, cattle, buffalo, horses, emus, kangaroos, birds and very tall gum trees at the end of the runways. We also have our share of restricted, prohibited and danger zones as well as controlled air space, particularly along the east coast.

Having an enormous continent also means a wide variation in weather so make sure you don't fly up north in the cyclone season. I couldn't cancel my search and rescue time at Exmouth Airstrip, Western Australia because the phone box had blown away in Cyclone Vance months before and hadn't been replaced!

My advice would be to either go on a commercial air safari or check out the tourist brochures for the places you really want to visit and then hire an aircraft when you arrive there. But please, when you hire a car and drive in Australia, do drive on the correct side of the road, the left hand side. Last year three pilot friends and I were involved in a head-on collision with a male American tourist driving on the wrong side of the road. Flying is definitely safer than driving!

Some of the several thousand photos, taken in less than perfect weather, appear on my web site: www.slsa.sa.gov.au/ozflight/ozflight and in my book, *Plane Reflections: about life and a flight around Australia's coast*.

A CD, *Australia's coast from the air*, aimed at pilots, contains PowerPoint presentations of aerial photos, other highlights of the trip, photos of airstrips, my book, *Plane Reflections*, and information for overseas pilots wishing to fly in Australia. Further information can be obtained

from me by email: Seaskyandsand@hotmail.com or Thegumsbandbcv@hotmail.com, or 6 Patricia Street, Coromandel Valley, South Australia, Australia, 5051.

Fran has received the prestigious Lores Bonney Trophy from the Queensland Branch of the Australian Women Pilots' Association and a Spirit of Adventure Award from Australian Geographic magazine. In 2001, she spoke at the Calgary Convention and also Halifax CWIA Conference. When not adventuring, Fran, formerly a public librarian, is a chocolate (candy) maker and runs The Gums Bed & Breakfast in an Adelaide Hills suburb.

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I estimated that I flew almost 15,000 miles, with 145 hours in the aircraft.

Boab tree and Cessna 172 VH-NRC at Derby, Western Australia at 6.45 a.m.





The Color of Iraq

BY ROYCE CLIFFORD
Palomar Chapter



Royce Clifford, a member of The Ninety-Nines Palomar Chapter, is currently serving as an Air Combat Element Surgeon for Al Taqqadum Air Base, Iraq. She shares with us some of her observations of life and war in Iraq.

The color of Al Taqqadum Air Base is tan. The tents are tan, the dust is tan, the hangars are a slightly darker tan, our flight suits are tan. As summer approaches, our skins will be tanned. Built in 1931, the few solid buildings here include the tower, crumbling barracks, and low one-floor buildings that resemble the Mexican adobes that Butch and the Sundance Kid ran out of in their final moments of glory. The rest of the structures consist of large, tan Pakistan-manufactured tents.

My squadron, HMLA 775 (stands for Helicopter Marine Light Attack), has come here to wage war. We are a reserve squadron of Hueys and Cobras that were mobilized by a presidential recall for one year in support of Operation Iraqi Freedom II. We are here to secure the frailest of peaces, to help a people long used to being dictated to by tyrants to start thinking for themselves, governing themselves and to resume life in a modern world.

About 7-8 miles northeast of our airbase is Fallujah, and the Battle of Fallujah started a week ago to the fanfare of battle plans and predictions by CNN and FOX News. At the moment, we're in the middle of a ceasefire so that the two sides can discuss cessation of hostilities. But our assault helicopters return here each night with more bullet holes in the fuselage and carrying fewer rockets and less 50 caliber ammunition than when they left.

I am the flight surgeon for the squadron. In the few months I've been here, I've tended wounds for a few pilots who had gunshot wounds to the legs, and calmed down a frantic Marine whose friend was hit in the arm with a mortar while jogging. The female who was hit sustained a fractured arm and the loss of about 3 inches of tissue. She was evacuated to Bethesda where she has just undergone surgery to stabilize her arm and a skin graft to cover the wound; she wants to return to Al Taqqadum to continue the fight.

As well as taking care of the squadron, I'm also a Head and Neck Surgeon by trade, and I help the Shock Trauma Platoon on wounds involving the head and neck. One Marine was hit in the neck and lip by shrapnel from a device that exploded under his truck in a daisy chain. I helped the surgeon remove a rock that had penetrated his muscle but had stopped just short of his carotid artery, then took out about a quarter-sized, jagged piece of metal from his upper lip and delicately sewed it up.

Here at Al Taqqadum (TQ), our facilities are state of the art military operating rooms housed

in air-conditioned tents that were erected and equipped in less than eight hours. They've been running full tilt since they opened for business two weeks ago. We have an anesthesiologist, a general surgeon, an emergency room surgeon for triage, and an orthopedic surgeon, on call 24 hours per day for emergencies. We care equally for Americans as well as Iraqi enemy wounded, prisoners of war and others that wish us harm.

Shortly after I arrived at TQ about a month ago, I had the opportunity to visit a small village right next to the base. The Marines are helping to rebuild the fishing town just next to a large lake that was cut off when Americans took over the area. We provide them fuel, clothing, and are helping to build a school for their children.

I rode to the village in a small, guarded convoy carrying candy that I had stuffed in my pockets. Upon our arrival, we were greeted by a swarm of children running alongside our armored HumVee. The corpsmen got out and started passing out food, and the men of the town slowly walked over dressed in long dark robes to talk with the Lieutenant Colonel in charge of our outreach project.

We had three translators, one of them female. They led us to the town square, a small concrete area with a round, dry fountain. The corpsmen opened their medical kits and male villagers approached them, started gesturing about where their aches and pains were, and had their words translated by Abraham, an Iraqi in a U.S. Army camouflage uniform. He was tall, dark-haired and quiet, with a tiny smile that comforted whoever he spoke to. Everyone ignored me.

I wandered around for a short time, not going very far from the guards, and took some lollipops out of my pockets. The children rushed to me, I opened my hands, found that I had inadvertently brought out some government pens along with the candy. They grabbed the pens first, and, to my astonishment, left the candy.

As soon as I saw the swarming youngsters, I forgot any preconceived notions of what Iraqis should look like. I saw milky white skin with freckles as well as dark skin; the people of the village had blond, auburn and dark hair; Iraq is, in fact, the crossroads of the Middle East and the Tigris and Euphrates Rivers come together here.

A brown-haired girl about six years old approached shyly, with her head tilted, squinting into the sun, and just stared with curiosity. I pointed to myself and said "Doctorah." Her father, the sheik, who had his back to her talking to some Army MP's, spun around and glared. He

At the moment, we're in the middle of a ceasefire so that the two sides can discuss cessation of hostilities. But our assault helicopters return here each night with more bullet holes in the fuselage and carrying fewer rockets and less 50 caliber ammunition than when they left.

*Photos opposite page:
Top, Royce in front of one
of the unit's Hueys.
Bottom, the Surgical Shock
Trauma Platoon triages
some casualties.*

As flight surgeon for my squadron, I would normally fly on a regular basis; however during the middle of combat, I have had to suspend my own aviation related operations.

The Iraqi children are curious about Royce, but the father of the girl at left quickly led her away.



put his arms around her and gently led her away.

Not feeling particularly wanted there, I walked down the avenue for a few blocks with the female translator, a Marine named Miriam, and found a group of women standing next to their small, concrete house. They were dressed in bright pink and blue robes down to their ankles, with head coverings that showed a slight bit of hair. More children swarmed around them, and I asked what I could do for them.

One lady had an eye infection, and I gave her some eye drops. Another mother showed me her six-year-old girl, who had had cardiac surgery twice in Baghdad. She wasn't sure of the procedure but showed me her medical record in Arabic from the Cardiac Center, where she had apparently undergone closure of a congenital heart defect. The girl was having some complications, and her mother wondered what we could do for her. I told them I'd see what I could do.

As flight surgeon for my squadron, I would normally fly on a regular basis; however during the middle of combat, I have had to suspend my own aviation-related operations. I spoke to my Executive Officer and Commanding Officer about this situation yesterday. The XO, call-sign Frosty, looked at me seriously and said, "Do you want to fly? Do you want to be co-pilot or just sit in the back of a Huey with the 50-caliber machine gun? We're doing test flights on the Cobras that were shot up and got their rotor blades replaced, and we might be able to put you into a

test flight for those, but they're shooting at us even on the base. We'll do it, I just want you to know what you're getting into."

I looked directly at him, gulped, and said, "I'll think about it."

As flight surgeon, I'm a "valuable asset," and the powers that be need me whole and well. So I thought about it. I considered, "Why am I here? Am I here to treat patients? Well, yes. What will I remember in years to come?"

The answer came slowly but was clear – flying. The next day, I told him, "Yes, I want to fly, but I don't want to get in the way. If you tell me to fly over there (pointing my finger off yonder), I can do that, and I can probably manage to set the bird down where x marks the spot, but I don't know the weapons systems. It won't be pretty, but we'll all probably walk away from my landings."

The Commanding Officer, call sign Tramp, smiled and said, "No, doc, you're not in the way. You're supposed to fly with us, it's just heavy duty right now. We want you to know what's out there. Get yourself a NATOPS (Naval Aviation Training Operations and Procedures) manual for the Cobra, learn the radios, learn the systems. We'll get you up there."

Last night I spoke with my better half over the satellite phone. I had promised him that I wouldn't do anything stupid, and the better part of valor was to discuss it with him. I related the conversation with the CO and XO; he said, "You have my imprimatur. Yes, you're going to be okay. Go fly. And remember, I want pictures."

Today, the delicate cease-fire is over, operations are back at a high level, the phones and internet are cut off, and I'm back to the clinic, waiting for casualties to come rolling in. But I'm studying the NATOPS manual for the AH-1W. I can do this.

— Call-sign "Knuckles"

Royce is a civilian pilot with about 1,400 hours and has a World War II Navy Stearman that she flies around California. She is a Head and Neck Surgeon by training, was in private practice for 16 years until she retired and joined the Navy Reserves in 1997. Royce spent six months in Pensacola, Florida, where she had the opportunity to fly the TH-57. She received her Navy Flight Surgeon wings in 2000 and flew with a Marine F-18 squadron until she was activated in February 2003.



CAREERS:

The Best-Kept Secret in Professional Aviation

BY JENNY T. BEATTY
International Careers
Committee Chairman

As part of our mission to increase awareness about professional women pilots in The Ninety-Nines, we recently presented the Pro 99s Pilot Careers Reception at the 2004 Women in Aviation Conference. More than 250 people were enthralled by Pro 99s speaking about their careers in airlines, corporate aviation, entrepreneurship, the Air Force reserves and the Forest Service. Two members described flying helicopters and jets in Immigration and Customs Enforcement for the U.S. Department of Homeland Security – the .45s strapped to their thighs also commanded our attention.

Surprised? It's as if The Ninety-Nines is the best-kept secret in professional aviation! Non-members are often unaware that professional pilots are found in our membership, but what I find really odd is how many 99s share this myopic view, doing nothing to dispel the myth that we are little old ladies who pull the Cessna out of the hangar only on Sundays. Nothing against fun flights around the patch, of course, but The Ninety-Nines are so much more, as just a cursory glance at this magazine attests.

So here's a quick flight review, beginning with the 1928 letter sent to 117 women pilots: It need not be a tremendously official sort of an organization, just a way to get acquainted, to discuss the prospects for women pilots from both a sports and breadwinning point of view, and to tip each other off on what's going on in the industry.

From the start, The 99s intended to assist professional pilots, no doubt because some organizers lived primarily for and by flying, including Ruth Nichols, Phoebe Fairgrave Omlie, Marjorie Stinson, Bobbi Trout, and, of course, Amelia Earhart.

The women of ATA, WAFS and WASP were Pro 99s. Edna Gardner Whyte and Ginni Richardson may best be known for their air racing trophies, and Bea Steadman, Gene Nora Jessen and Wally Funk for the part they played in the "Mercury 13," but they also ran airports, FBOs and flight schools. Helen Richey and Captains Emily Howell Warner, Rosella Bjornson and Julie Clark, were/are the earliest women airline pilots and dedicated Ninety-Nines.

There are many more examples, but suffice it to say that throughout our 75-year history, The Ninety-Nines has had professional pilot members. Today, 99s fly the Wright Flyer replica (Captain Connie Tobias) and the Space Shuttle (Colonel Pamela Melroy) and every aircraft in between.

Spread the word! And read more about Pro 99s' recent aviation accomplishments at www.Ninety-Nines.org/Careers/TakeFlight.html.

Join us at the International Conference!

Pro 99s Networking Lunch – Friday July 9, 1 p.m. (directly after the Annual Meeting). Informal networking on all topics pertaining to professional pilot careers, from jobs to family/work balance to 99s programs for professional pilot members.

Mentoring Tomorrow's Leaders in Aviation and in The Ninety-Nines, Saturday, July 10, 9:30 a.m. If you are pursuing a professional pilot career, are in a position to mentor another 99, or want to learn about new ways to develop your chapter and its members, this is for you!



Jen Harwood-Higgs

PRO 99S PROFILE: Jen Harwood-Higgs

By Betsy Jordan Donovan, International Careers Committee

Three words describe South Central Section member Jen Harwood-Higgs: attitude, persistence and enthusiasm.

Following in the footsteps of her father and both grandfathers, Jen's been flying since she was 10 days old, and at 28 has accomplished much, including CFI, ATP, seaplane and helicopter ratings. While completing a B.A. at Baylor and an M.A. at Louisiana State, she landed a traffic watch job, which changed her career focus. Flying a Cessna 150 while reporting live on the air "was the best job ever." After 40 rejection letters, she started with Continental

Express on September 10, 2001, only to be furloughed eight days later. Through networking she found work as a contract pilot flying Citations, King Airs and Cheyennes. Next Jen had a chance conversation at the doctor's office that led to a Falcon 200 position. Now she's flying a Gulfstream III for the same company. Jen's advice to others is, "Make every use of networking available to you. I'm kind of a shy person, and cold calling and pounding the pavement is something I truly dread...but it works! Be persistent and consistent — keep bugging pilots to let you fly. Talk to every pilot you meet at the airport and get a business card."

AE Scholarship Helped Rebuild My Life

BY SANDRA STEVENS



After surviving a brain tumor and undergoing intensive rehabilitation, Sandra Stevens achieved her dream of flying professionally, thanks in part to receiving an Amelia Earhart Scholarship.

My flying career was well on track. I had gone to the Air Force Academy and also Undergraduate Pilot Training. I felt confident my future was sealed. I was doing everything necessary to eventually become a major airline pilot. Obviously, no one's future is guaranteed.

Everything began to unravel for me when my fiancée was deployed to Somalia for a "peace-keeping" mission. He died in an AC-130 Gunship crash nine days before he was supposed to return to the States. Six months after his death, my flying became erratic, and I began having difficulty concentrating and performing coordinated movements. The Air Force told me I was depressed.

I had to seek civilian medical attention, who determined in nine hours on one day that I had a huge brain tumor on my brain stem. My body was shutting down and working toward basic life support. I got to the point where I was sleeping 21 hours each day. A civilian neurosurgeon in Phoenix operated on me shortly after the diagnosis, and I had my mom and Southwest Captain Becky Howell as my two influences confident I would return to the cockpit.

I committed to the most intense recovery based on my goals of getting an FAA First Class

Medical and applying to the major airlines. It took me three months to walk without noticeable gait problems. My vision returned to better than perfect binocular eyesight over 18 months. I still had emotional lability and impulsivity problems to address, but I had already begun focusing my efforts on flying again.

Most admitted it was folly on my part, because no one would want to hire me being "brain-damaged." Fortunately for me, I didn't pay much attention to those who didn't believe in me.

I used to work on the Ninety-Nines Scholarship Committee to sort through applications and help others achieve their goals. Due to the medical situation, I found myself in the reverse situation. I searched for any means of support I could find to help prove that I was back and fully capable of flying again. I approached my Ninety-Nines Chapter and discussed my goals. They supported me to pursue the Amelia Earhart Scholarship. I contacted former winners to discuss what was involved and to network.

I was surprised and elated to learn I was awarded the 1997 Amelia Earhart Scholarship to obtain a B757/767 type rating. I began studying as soon as the books arrived. I wasn't going to squander such an incredible opportunity. This type rating was going to take all my time and energy. It did. When I completed the training and the examiner shook my hand enthusiastically commenting on my excellent performance, I knew I was back.

My applications to the major airlines were updated with the type rating, and shortly thereafter I received notification of interviews at Delta, Southwest, FedEx, Northwest and Continental. I accepted the job offer with Delta Air Lines and began training in 1998.

What I lived through involved much more of a soap opera than I have detailed here. The same is true for everyone I have met with goals similar to mine. I consider myself incredibly fortunate to have had the opportunity to rebuild my life and pursue the goals (and my life) that I almost lost. The Amelia Earhart Scholarship was crucial in moving forward for my particular situation.

When I combined this scholarship with my ambition, intensity, networking and support from family and friends, it was only a matter of time, a very short time, before I was identified as a prospect for the major airlines. The AE Scholarship was definitely the catalyst for me being where I am today. I wish the same good fortune on anyone who sets their sights on finding their passion and pursuing it.

RATINGS AND WINGS

RATINGS

Mary Build – FAA Designated Examiner
Katahdin Wings Chapter, New England Section

Mary Build – Master Instructor Gold Seal
Katahdin Wings Chapter, New England Section

Cathy Campos – Private
Eastern Pennsylvania Chapter, Mid-Atlantic Section

Angelee Conroy – Commercial
Ventura County Chapter, Southwest Section

Elizabeth Cook – Rotorcraft
San Diego Mission Bay Chapter, Southwest Section

Pat Griffin – Private
Eastern Pennsylvania Chapter, Mid-Atlantic Section

Sally E. W. Kroeker – Instrument
Eastern New England Chapter, New England Section

Penny Levin – Commercial
Eastern Pennsylvania Chapter, Mid-Atlantic Section

Carol Levine – Commercial
Long Island Chapter, New York-New Jersey Section

Marion Nauman – Private
Ventura County Chapter, Southwest Section

Marilyn Riddle – Multi-engine Instrument
Utah Chapter, Southwest Section

Twyla Rogers – Seaplane
Katahdin Wings Chapter, New England Section

Torea Rodriguez – Instrument
Santa Clara Valley Chapter, Southwest Section

Doriana Santoro – Private
Phoenix Chapter, Southwest Section

Tobey Tabor – Instrument
Ventura County Chapter, Southwest Section

Esther Topham – MEI, CFI, CFII
Texas Dogwoods Chapter, South Central Section

Bonnie Wenzel – Private
San Luis Obispo Chapter, Southwest Section

Roxanne Vettese – Private
Ventura County Chapter, Southwest Section

Beverly Franklet – Phase VI
Greater Seattle Chapter, Northwest Section

Wally Funk – Phase XXII
Fort Worth Chapter, South Central Section

LouAnne Gibson – Phase XVII
Dallas Chapter, Southwest Section

Sue Kerr – Phase X
Mt. Shasta Chapter, Southwest Section

Twyla Rogers – Phase I Sea Wings
Katahdin Chapter, New England Section

Sharon Sweeney – Phase VI
Santa Clara Valley Chapter, Southwest Section

Marsha Taylor – Phase II
Katahdin Wings, New England Section

Esther Topham – Phase III
Texas Dogwoods Chapter, South Central Section

Marcelaine Wininger – Phase V
Michigan Chapter, North Central Section

WINGS

Adelle Bedrossian – Phase XV
Eastern Pennsylvania Chapter, Mid-Atlantic Section

Mayetta Behringer – Phase XVI
Santa Clara Valley Chapter, Southwest Section

Gertrude Box – Phase VII
Hudson Valley Chapter, New York-New Jersey Section

Mary Build – Phase IV Sea Wings
Katahdin Wings Chapter, New England Section

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San Francisco Bay Area 99s are in on the planning for a new chapter of Silver Wings Fraternity. From the left, Future 99 June Armanino, Ruth "Luki" O'Connor, Barbara Evans, Lindy Boyes, Jeanne McElhatton and Mayetta Behringer.

Powder Puff Derby Reunion

Participants of the historic Powder Puff Derby which flew its last race in 1972 are invited to attend the biennial meeting this year in Cincinnati, Ohio.

The meeting will be in conjunction with the Silver Wings Fraternity annual meeting. Many Powder Puff Derby participants are members of both The 99s and SWF.

Participation is open to anyone who had a role in a PPD. It is not limited to pilots. (On the other hand, membership in SWF is limited to pilots who soloed 25 years prior to applying for membership.)

A tour of the Air Force Museum in Dayton is planned as well as a dinner cruise on the Ohio River and a trip to one of the River Boat Casinos. For more information about the joint meeting, contact 99s Barbara Evans, 925-736-1795, QuailR@aol.com or Lindy Boyes, 925-943-2435, lindy@silcon.com.

Donna Shirley Named Director of Science Fiction Museum

Ninety-Nine Donna Shirley was recently named director of Seattle's Experience Science Fiction (ESF), the world's first science fiction museum.

Donna will oversee the creative programs and operations teams at the museum, which is scheduled to open this summer. Founded by investor and philanthropist Paul G. Allen and located next to Experience Music Project, ESF will provide exhibit experiences that inspire appreciation of science fiction's history, creativity and contributions.

A science-fiction fan since age 11, Donna has more than 40 years of experience in aerospace and civil systems engineering, including 30 years in management. She retired in August 1998 from NASA's Jet Propulsion Laboratory where she managed the billion-dollar Mars Exploration Program. This position culminated a 32-year career at JPL where she worked on missions to every planet except Pluto.

Special web page for Nancy Walters

Nancy is one of our most active Michigan Chapter members and has contributed so much towards aviation. It is no surprise that the Port Sanilac Library dedicated a web page to honor her. Please take a moment to check out this page at www.Sanilacdistrictlibrary.Lib.Mi.us/avtrib.html

—Patti Uncapher

Nancy Batson Crews Inducted into Alabama Women's Hall of Fame

The Golden Girl of the Ferrying Division was inducted into the Alabama Women's Hall of Fame on March 4. Nancy Batson Crews, the 20th woman to join Nancy Love's WAFS (Women's Auxiliary Ferrying Squadron) in October 1942, flew 28 different military aircraft for the Army in WWII.

Nancy learned to fly through the Civilian Pilot Training Program at the University of Alabama in 1940 and was a flight instructor at Embry Riddle in 1942 when the WAFS was formed. She was one of only 25 women to ferry the temperamental P-38,

She flew three Powder Puff Derbies, solo, and became a glider pilot and instructor after age 50. At 79, she flew as corporate co-pilot in a King Air. "We had 90 years of cockpit time between us," says her King Air pilot-in-command, Chris Beal Kaplan. "I had 30 and she had 60."

Nancy's last Ninety-Nine affiliation was with the Alabama Chapter. She flew to new horizons on January 14, 2001 and was buried with military honors.

—Sarah Byrn Rickman, author of *"The Originals: The Women's Auxiliary Ferrying Squadron of World War II."*

Phylis Hensley Shares Message of 99s at Vance AFB Women in History Celebration

Women's History Month is held nationally during the month of March. The Vance AFB Women's History Committee invited Phylis Hensley, Oklahoma Chapter Chairman, to be their keynote speaker for their annual Women's History Month Celebration. The theme for this year's celebration was "Women Inspiring Hope and Possibility." Treasurer Wyvema Starts accompanied Phylis to this special observance.



Phylis Hensley.

The event was held at the Vance Consolidated Club on March 25, 2004 and was attended by approximately 80 individuals, military and civilian. After being introduced by Col. Michael Callan, Phylis gave a 20 minute presentation on the history of The Ninety-Nines followed by a question and answer session. Phylis was pleased with how well they were received.

The Vance AFB Women's History Committee presented her with a beautiful picture depicting Women Air Force Pilots.



Amelia Statue Restored

A beautiful, newly restored monument to Amelia Earhart is standing in front of the North Hollywood Amelia M. Earhart Regional Branch, Los Angeles Public Library at the corner of Tujunga Avenue and Magnolia Boulevard. The new bronze statue of Amelia was unveiled on December 16, 2003, in step with the celebrations of the Centennial of Flight. The original fiberglass statue, sculpted by Ernest Shelton, was erected in 1971. After 30 years, a renovation campaign began to remove the crumbling statue and cast a new one from the original design using bronze. The new statue was paid for by public redevelopment funds and private donations, including support given by Zonta International and The San Fernando Valley Ninety-Nines.

Tucson Women Set Speed Record

For the second time, Chanda Budhabhatti as captain and Barbara Harper as co-pilot set "Speed Record Over Recognized Course" from Tucson, Arizona to Laughlin Bullhead International on March 16 during Women's History Month. They covered 257 nm in 2 hours, 4 minutes and 59 seconds in Chanda's Cherokee PA28-235 airplane and received a U.S. National Certificate of Record from the National Aeronautic Association, USA.

Both women are members of the Tucson Airport Authority and take active interest in activities of the airport.

Volunteers Needed for EAA/AirVenture Oshkosh

Come join us at Oshkosh July 27 to August 2 and share in the love of flying! The Ninety-Nines International Tent will be located at the same site as in recent years – near the entrance to Exhibit Hangar B. Look for The 99s sign and flag.

This year at the Tent we would like to put the emphasis on chapter involvement and camaraderie. Displays of chapter activities including photos would give prospective members an opportunity to see what 99s do and how they interact and support each other.

There will be a gratis, drop-in, casual breakfast at the Tent on Friday, July 30 starting at 8:30 a.m. and includes a great raffle. Tentative plans are being made for a dinner off the premises one evening for those who wish to get together for a "taste of Oshkosh."

If you will be at Oshkosh, please contact me now about volunteering your services or contributing to displays. We also encourage Ninety-Nine authors to participate with book signings.

See you at Oshkosh!

— Rita Adams

847-913-0490, Radams001@msn.com

Chilean Women Cross Atlantic

On April 4, Chilean 99s member Madeleine Dupont and her co-pilot Maria Eliana Christen became the first women to cross the Atlantic in a single engine airplane.

They have completed their transatlantic trip from Chile to Switzerland, with stopovers at Porto Alegre, Brazil; Cape Verde, Portugal and Spain. They plan to fly back to Chile via Scotland, Iceland, Greenland, Canada, USA, Central and South America, with the roundtrip journey encompassing 18,600 miles.

The women are piloting Madeleine's Beechcraft Bonanza, which was fitted with a new Continental six cylinder engine rated at 285 HP with a 3-bladed Hartzell propellor as well as extra fuel tanks.

The purpose of the flight is to promote general aviation and friendship as well as to be an inspiration to young girls, women and others around the world by showing it is possible to "stretch their wings" to make dreams come true.

BOOK REVIEW

NOTHING STOOD IN HER WAY

Captain Julie Clark
with Ann Lewis Cooper

Hard Cover
\$24.95 U.S. Funds
ISBN 0-9749190-0-4
Published by Women in
Aviation, Int'l.
224 pages



BY JACQUE BOYD
Rio Grande Norte Chapter

A book by Ninety-Nines about a Ninety-Nine – just how much better could that be? Julie Clark (Jackson Gold Dust Chapter.) and Ann Lewis Cooper (Crater Lake Flyers Chapter.) have produced a biography that is simply a "must-read."

The book chronicles Julie's life and career from her childhood, the loss of both of her parents while still a teenager, her air show adventures with the restoration of her T-34, through her recent retirement from Northwest Airlines. A blurb on the dust jacket says: "Stumbling blocks rose constantly. A lesser woman would not have forged the strength and determination to surmount them. Julie did more than face tragedy and trouble, she was motivated by them." I have long admired Julie and this book succeeds in moving my "admiration-meter" to new heights.

Julie has long been a "legend" in the aviation world for her skill and presentation as an air show pilot in her trademark T-34. This book makes her a real person; a woman to admire for her tenacity and courage. She and Ann have written a book filled with astounding honesty about a life well-lived.

Galina Gavrilovna Korchuganova

BY MARINA BOURAIA
Russia Section



Galina Korchuganova was the founding president of Aviatrix, the first club for women pilots in Russia. She was also elected chairman of the newly created Ninety-Nines Russia Section. Sadly, Galina flew to New Horizons on January 18, 2004, before she could assume her new position.

Galina Gavrilovna Korchuganova was born in Barnaul, Russia. She graduated high school with the Gold Medal – the highest honor. With that gold medal and a referral from an air club, Galina submitted her documents to the Moscow Aviation Institute (MAI). She received a reply saying the enrollment for medalists was over. However, this did not stop Galina, and she still went to Moscow to take exams on a general basis. She passed and was accepted to MAI with a major in aviation automation (technology). There were no doubts about where to go: only in aviation.

Earlier, back in Barnaul, Galina became involved in parachute jumping, and by the enrollment in MAI, she already had a Second category. After her first jump, Galina did not walk, but was flying, and kept reciting parts from the poem "Snake and Falcon."

She wanted everyone to know what a beautiful feeling it is, how great it is – first, to simply fall, then to hear a happy snap of the opened parachute over your head, to feel a shiver together with it, to feel gratitude to all who invented this magical sail with its strong silk and packing technique, the reliable wings of the airplane and much more – and then for a little while – to soar over the earth.

At the institute, Galina started to participate in sport aviation, at first in Moscow's 4th City air

club and then in the Chkalov V.P. Central air club.

After graduating from the institute in 1959, Galina started working as an engineer in Ramensk avionics construction bureau while still continuing with aviation sport. As a leading engineer she tested the landing system "Put" (Way) that was being developed by the construction bureau. She also wanted to test planes, although women were not accepted into test pilot school. With the same determination she got to her first jump, Galina was making her way into flying.

In 1960 she won the title of National Champion and a bronze medal in aerobatics. In 1961 she participated at a USSR air show in an aerobatic women's team of nine, and was awarded the "Medal of Distinction." In 1963-64 she won the silver and bronze medals in National Championships.

Only after Galina became an absolute world champion and champion of the USSR and flew more than a thousand hours in the air, did she receive a reply from the Ministry of Education about her request to test airplanes. They accepted her, although they put a condition on her enrollment: "If you can find a brave man who is willing to take you in as a test pilot, we won't object, as an exception from the rules."

There was no brave man found, there was a woman: Valentina Stepanovna Grizodubov, hero of the Soviet Union and at that time head of the Science Research Center of Test Flight. She

needed people like Galina: determined, knowledgeable, reliable.

In 1965 Galina set her first world record on a 100 km closed circuit flying a Yak-32 jet. In the summer of that year she participated in the air show in Tushino performing aerobatic maneuvers at low altitude in the same jet. In 1966 at the World Championship in Moscow she became the first absolute world aerobatic champion among women winning gold and silver medals.

In 1968 in Germany, Galina won a bronze medal in two maneuvering exercises. In the same year she became an absolute champion of the Soviet Union, having won two gold medals and one silver medal. At that, she said "farewell" to the sport.

In 1969 she graduated from the flight school in Kirovograd and received a diploma of ATP. In 1970, by recommendation from NILITS, Galina finished courses at the test pilot school and received a rank of test pilot of 5th class.

She flew until 1984 and during that time advancing from 5th class to 2nd. She conducted a series of very complex flight tests. In 1980 she set two world records together with Svetlana Savitskaya in a Yak-40. In 1982 Galina, with her crew, set 71 world records in AN-24. An absolute world and USSR champion, Galina Korchuganova set 42 world records in a Yak-32, Yak-40 and AN-24. She was the master of sports, as well as master of sports of international class, with flight time of more than 4,000 hours, of which 1,500 were test flight hours.

She was a participant of air shows and air parades, was presented with numerous medals, rated in more than 20 types of aircraft and had 52 parachute jumps under her belt.

It occurred to Galina to organize a club of women pilots. Having experienced much in life, having tasted happiness, and even more, sorrow, she knew very well the life of her sisters in the profession and understood that with their characters – strong, determined, uncompromising – they would have much hassle in their new life, where they were having to change careers.

The job agency was suggesting that pilots become market booth vendors. It was recommending that parachutists retrain as accountants and flight engineers master some sort of "useful" skill like baking cookies or organizing a business affair.

"Aviatrissa" was the name of the first Russian women pilots in the beginning of the last century, and that is what a club, established in 1992, was named by 13 women led by the club's

first president, Galina Korchuganova.

This club for women in aviation, Aviatrissa, united about 550 members. Among its members are representatives from Ukraine, Byelorussia, Lithuania, Latvia, Azerbaidgane, Estonia and Israel, as well as American women pilots who took part in Russian-American "grizodubov" flight, and also participants of the 1992 flight around the world.

Today in our country there are numerous women's organizations, among which Aviatrissa stands alone. They are not involved in women's meetings, they do not participate in scholarship competitions, they do not have set sponsors, and yet they still do so much.

Since the club's establishment, women pilots managed to organize five international forums, with participation of pilots from countries of the former Soviet Union, Estonia, France, USA and Israel. On the 10th anniversary of the Chernobyl catastrophe, they organized a meeting with pilots and engineers who took part in accident liquidation.

In 1998 on the airplane Rodina (Motherland), they organized a flight taking the route of the famous crew of Valentina Grizodubova in recognition of the 60th anniversary of the flight. Valentina Stepanovna had been the honorary member of Aviatrissa until her death.

However, the idea of making the anniversary flight belonged not to the women of Aviatrissa but to American pilot Nikki Mitchell. Enormous financial and organizational burdens lay ahead. The Moscow Mayor's Administration and International Fund of Aviation Safety took upon themselves to solve the biggest problems. At the end of it all, two airplanes took off from the Tushino airport: American Maul-5 and Russian AN-2 of Orenburg Airlines. They were piloted by Natalya Vinokurova, TU-154 pilot of Magadan Airlines, and Nikki Mitchell. On Maul-5 were Rhonda Miles and absolute world aerobatic champion Halide Makagonova.

In the sea of cruelty and impatience, club Aviatrissa became an island of kindness, warmth, light and love, where everyone who comes in may warm their shivering soul. Women of Aviatrissa have published several books, including "Aviatrissa – club of women of aviation" and "Aviatriiss."

On January 18, 2004, Galina Gavrilovna passed away after a long illness. She lived a bright life, having chosen for herself the profession of a pilot, which she stayed true to until the end of her days.

It occurred to Galina to organize a club of women pilots. Having experienced much in life, having tasted happiness, and even more, sorrow, she knew very well the life of her sisters in the profession and understood that with their characters – strong, determined, uncompromising – they would have much hassle in their new life...

NEW HORIZONS

MARY HORNER

Shenandoah Valley Chapter

Mary died on October 21, 2001. She contributed much time and effort to The 99s. She leaves four daughters and several grandchildren and was preceded in death by her husband Russ a 49½ and also a pilot. They both logged many hours in their Cessna 172.

—Elizabeth Fisher

DAN HARTLEY

49½ OF MARIAN HARTLEY

Greater Seattle Chapter

Dan Hartley quietly passed away on St. Patrick's Day on his 70th birthday. He is survived by Marian Hartley, his wife of 46 years.

Born in Dadeville, Missouri, Dan attended high school in Manhattan, Kansas and at Kansas State University for two years. In 1955 he became an Air Force Aviation Cadet at Harlingen, TX, graduating at the top of his class, 56-06. Dan flew B-36s from Carswell AFB, TX while on active duty. In 1959 he flew RB-47s with the Kansas ANG while finishing his B.S. in Electrical Engineering at KSU.

In 1961 Dan moved to Boeing Flight Test in Seattle but remained in the Air Force Reserve as navigator in C-119s, C-124s and C-141s. He was recalled to active duty in 1962 for the Cuban Missile Crisis and again in 1968 for two years in Vietnam. He finally retired as Lt.Col. in 1981.

His Private Pilot certificate, which had been on hold since 1957, was finally secured in 1985, and Dan continued to enjoy his "birds eye view" in Pipers and Cessnas.

Always active and effective, he served as president of SPEEA in Seattle for two terms and continued to serve on the L&PA Committee for his Union until his death. His sense of humor, love and compassion for others will be sorely missed.

Located in Seattle, Dan and Marian have long enjoyed flying their airplane, Piper Cherokee Six N7008F — very often present, often full — supporting the fun and work of the Ninety-Nines, Greater Seattle Chapter.

— Donna Sommer

MITZI MOORE KELLER

Washington D.C. Chapter

Born in 1911 and died July 2002, Mitzi was a life member of The 99s and was a one-time chairman of the Washington D.C. Chapter. She and her late husband owned and often flew a twin-engine Aztec. She was an official in the Civil Air Patrol and a first-class photographer.

In recent years she lived in Tucson, Arizona. She leaves a daughter and grandchildren.

— Elizabeth Fisher

CELESTINE BERNADETTE (MESZLER) MACIVOR

Florida Goldcoast Chapter

Celestine was born in Honesdale, Pennsylvania and flew to New Horizons at 74 due to scleroderma. She endured the losses of her son Michael, daughter-in-law Missy and grandson Kyle Patrick in 1991. She was a noble example to all in her unwavering faith.

A licensed pilot with single, multi-engine and commercial instrument ratings, she logged jet time and obtained her glider ratings. Celestine graduated from Barry University and was a volunteer at Metro Zoo and the Miami-Dade Police Department. Wildlife and animals took her to Jakarta and Sumatra, Indonesia where she spent a month volunteering in the Earthwatch Project for Orangutan Research.

She was predeceased by her husband (James) and is survived by her children, Macivor-Bauer, DVM (Bruce-Bauer, MD), her grandchildren Blake, Bridgett and Morgan Bauer, and her brother Rembert (Sharon) Meszler.

—Kimberley P. Lowe

TOMMY MATLOCK

49½ OF SUE MATLOCK

Dallas Chapter

Sue Matlock of the Dallas Chapter 99s lost her husband Tommy after 50 years of marriage on February 26, 2004. Tommy was a wonderful husband to Sue and a wonderful 49½ to the Dallas 99s.

—Hollie Mcneely

ARDATH BROWN MCCREERY

Tip of Texas Chapter

Ardath passed away on February 1, 2004 after a short illness. She was born in Belleville, Kansas on February 9, 1916 and moved with her family to the Rio Grande Valley in 1918 and settled in San Benito.

She met her husband J.E. "Mac" McCreery in Dallas and married in Chicago in 1941. After World War II, they moved to Mercedes and started the McCreery Aviation company at Central Valley Airport. Ardath received her pilot's license in 1952 and was active in the South Texas Chapter. She flew in the cross-country Air Race Classics. She is survived by a son, daughter-in-law and husband.

EMMA MCGUIRE

Los Angeles Palms Chapter

The Ninety-Nines lost a great lady pilot with the death of Emma McGuire on November 13, 2003 at the age of 89. She had been ill for the last two years.

Emma began to fly in 1960. She was working at Fireside Market, a market that she and her husband Ralph McGuire owned on Montana Avenue in Santa Monica, when a woman pilot came into the store and told her about The 99s and flying. Emma immediately got "hooked," began flying lessons at the Santa

NEW HORIZONS

Monica Airport, and Ralph bought her a new Cessna 172. She obtained her private, commercial, instrument, flight instructor and glider ratings. At her death she had flown approximately 9,000 hours.

In 1961 Emma heard about racing and got the "bug." She flew 16 Powder Puff Derby races, five Air Race Classics; eight Angel Derby races; nearly all of the Palms to Pines races; not to mention the Shirts and Skirts, the His & Hers in Salinas, the Henry Ohya; and she was a spotter for the Men's Jim Hickland Memorial Air Race.



Emma McGuire

She was a member of AOPA, NAA, NPA, SSA, ACA, USCG and PPPA. Emma first joined the Long Beach Chapter, then became the Chairman of the new Santa Monica Chapter that she helped to start, and when she passed away she was a member of the Los Angeles Palms Chapter.

Emma was dedicated to furthering the membership of The 99s, and she flew with many girls, helping them to gain their licenses and ratings. She was fearless and never hesitated to land at a new airport, grass or otherwise. Emma flew her 89-year-old father with her to many of the Section Meetings. She taught her son Mike and her grandsons Stephen and Mickey to fly. On many of Emma's trips she would take the boys, her granddaughter Monica and her daughter-in-law Carolyn with her.

Emma's daughter, Mareva Cramer, occasionally flew with her on her races as a passenger. Her long time and dear friend, Doris Minter, flew as co-pilot on many of her races.

Emma was a loving wife, mother and grandmother of 13 and great-grandmother of 15 and will truly be missed by all of her friends and family. A memorial service was held on November 19, 2003, and Emma is buried at the Woodlawn Mausoleum in Santa Monica, California.

SIDNEY SANDAU **Utah Chapter**

The Utah Chapter lost a good friend and longtime member of the chapter. Sidney Sandau passed away unexpectedly of a heart attack on December 26, 2003 at the age of 76. She is survived by one daughter, Susan, two granddaughters and one great-granddaughter.

Sidney worked for 20 years as a tax examiner for the IRS in Ogden, UT and Sacramento, CA service centers. She enjoyed reading, watercoloring, playing the organ, mastering her computer and photography. In the '70s and '80s she took some won-

derful black and white photos. Just recently she purchased a digital camera and was becoming very proficient with it. She never stopped learning. She sang in the Episcopal church choir and volunteered in the gift shop.

One of her big passions in life was flying. She and her husband Country, who passed away in January 2002, held pilot's licenses until their health grounded them. She belonged to The 99s for many years and served as Chairman and Treasurer in both the Sacramento and Utah chapters. She also was Newsletter Editor for the Utah Chapter for many years. Because of Country's work as an aircraft mechanic, they were involved in aviation and spent lots of time at the airport.

She leaned to fly about 1974. They owned a Cessna 182. Sidney attended many SW Section meetings and flew with her friend Carolyn Clarke in the 1978 Air Race Classic. Sid was always there to volunteer her time and worked at numerous aviation events for The 99s.

Those of us who knew her will always cherish her memory. Our lives have been enriched knowing her.

—Mary Santosuosso

KATHLYN VOGEL STEARNS **Greater Seattle Chapter**

Kathlyn was born April 13, 1917 in Attalia, Washington and flew to New Horizons on December 23, 2003 at her home in Seattle. Her husband George and her daughter Susan Stearns preceded Kay in death.

She is survived by her three sons, George Kenneth, Gregory Edgar and Geoffrey John Stearns, 10 grandchildren, two great-grandchildren and her best friend, Rhea Buck. Kay was devoted to her church, friends and family.

Share Your Educational Endeavors

An important component of The Ninety-Nines Mission Statement is providing aviation education, and as you can read in every issue of the 99 News, our Chapters continue to promote education in many ways.

We would like Chapters to share their special educational programs with other members by providing in-depth, how-to articles that will appear throughout the year in the 99 News. The presentation should provide enough details so that others can get a true idea of what is involved, how to get started and where to go for additional resources or assistance.

There are many wonderful programs out there, from Air Bears to airmarking, Girl Scouts to Flying Companion Seminars. Whatever your chapter is involved in, we hope you'll let us know what you're doing and how you're doing it so other chapters could adopt your program without "reinventing the wheel." For more information, email: articles99News@cs.com.

Measuring the Atmosphere from a Gulfstream

BY MICHELE FINN
Monterey Baychapter

Michele Finn flies a Gulfstream IV-SP, collecting atmospheric data, especially during cyclone or winter storm events.

Michelle in the cockpit of the Gulfstream.

Hello Ninety-Nines! I am a Commissioned Officer pilot with the National Oceanic and Atmospheric Administration (NOAA). Right now, I'm based at the Aircraft Operations Center (AOC) located on the field at MacDill AFB, Tampa, Florida.

I am lucky enough to fly the NOAA Gulfstream IV-SP (G-IV) in support of this mission and thought I would share a little bit of our world with other Ninety-Nines.

The mission of the NOAA AOC is to "safely and efficiently operate highly specialized NOAA aircraft in the most demanding flight regimes. The AOC will conduct research, collect data on the oceans, atmosphere, environment and geography on a global basis, as well as support the nation's disaster preparedness efforts."

While flying at altitudes between FL390 and FL450, GPS dropwindsondes are released from our G-IV and subsequently fall to the sea surface, transmitting air temperature, dew point, at-

mospheric pressure, horizontal and vertical wind information back to the aircraft. These data are measured and transmitted twice per second while the probe is in the air.

We can usually be found flying in the environment surrounding the tropical cyclone or winter storm event, launching GPS dropwindsondes at locations that help the NOAA scientists gather vital information regarding the steering currents that will determine a storm's future track and likely landfall position.

NOAA uses our highly modified G-IV to obtain measurements through the depth of the troposphere in the environment of severe weather, including tropical cyclones (TCs), with the goal of reducing storm track forecast errors in the numerical models used as the basis for official track forecasts. During hurricane season, the G-IV is used primarily in the Atlantic basin for surveillance of storms that threaten coastal areas of the continental U.S. and U.S. interests in the Caribbean, and on occasion for storms in the Eastern and Central Pacific that threaten southern California and Hawaii.

During the 2003 hurricane season, 13 surveillance missions were conducted, mainly in Hurricane Isabel, a category 5 hurricane that threatened the Northern Leeward Islands and the United States east coast, as well as Tropical Storm Erika and Hurricanes Claudette and Fabian. I was able to get a piece of each one of those storms...the nice part of still being a copilot is getting all of the good flight time. In my limited experience of two hurricane seasons, the big month for hurricane flying is September and October.

According to the NOAA Hurricane Research Division, the data collected during G-IV hurricane surveillance missions improved the global model track forecasts by 15 to 32 percent from five days out from landfall. During the last three years of flying the G-IV, the surveillance missions have improved the critical 36 to 60 hour global model track forecasts by about 20 percent. The improvement in forecasts is critical for issuing watches or warnings to alert the public to the threat of a tropical cyclone.

During the winter months, the G-IV is used to support the Winter Storm Reconnaissance (WSR) program. Usually deploying from mid-January to mid-March, the G-IV is used to obtain atmospheric measurements which improve forecasts for critical winter weather events over the continental U.S.

The goal of the WSR program is to improve the prediction of winter weather events over the





continental U.S. and Alaska by flying over areas in the northeast Pacific that require detailed attention and additional observation. The observations, taken by the G-IV in tandem with the U.S. Air Force Reserve C-130, have been shown by the National Centers for Environmental Prediction (NCEP) to reduce forecast errors by 10-20 percent.

Last year, we had the pleasure of spending the entire winter based from Honolulu, Hawaii. In 2004, we split our time between Anchorage and Honolulu. Although I am partial to warm weather, the people (and the food) in Anchorage are awesome.

Besides the NOAA G-IV, we fly a variety of other aircraft including WP-3 Orions, a Citation II, Twin Otters, Shrike and Turbo Commanders, as well as MD-500 and Bell 212 helicopters and support missions ranging from severe storm data collection to marine mammal observation studies. For a good description of our facility and programs, go to www.aoc.noaa.gov.

As you can imagine, this is a fun and exciting job with a lot of different opportunities to build aviation experience. When I started this journey, I thought that I would be spending the majority of my career as a deck officer on our NOAA research vessels. And because I had such a great time onboard NOAA ships, the decision to

make aviation a career was not an easy one. If you are interested in learning more about the NOAA Corps as a career option, take a look at the recruiting page on our website: www.noaaacops.noaa.gov/corpsrecruiting/index.html. Joining the NOAA Corps was the best decision of my adult life, and flying for NOAA has been a close second to that.

Above, the NOAA's Gulfstream IV-SP (G-IV). Below, the hangar of the Aircraft Operations Center located at MacDill AFB, Tampa, Florida.





Indiana Dunes Members participate in the 12th Annual Science Alive program. Back, from left, are Janice Welsh, Dee Nusbaum, Mary Kohn, Marilyn Horvath and Tonya McDonald-Waugh. Front: Joy Valek and Chris Murdock.

INDIANA DUNES CHAPTER

"THREE – TWO – ONE – BLAST OFF!" That phrase was heard hundreds of times on February 7 at the St. Joseph County Public Library in South Bend, Indiana where the Indiana Dunes Chapter hosted a hands-on exhibit and display at the 12th Annual Science Alive. The 2004 event drew about 6,000 persons.

Air engines blasting off were made of simple items: a blown-up balloon, a drinking straw on a fishing line which was attached across the room on the back of a chair. Budding aeronauts were given a balloon to blow up, and as they held it were told about air pressure inside and out, while it was taped to the fuselage or rocket straw. Then the count down and blast off occurred.

Indiana Dunes displays consisted of an airport layout with tower and small wooden airplanes, a poster about The 99s and the Wright Brothers, Indiana Dunes scrapbooks, a clever puzzle display of Amelia's last flight and alternating videos playing about the Wright Brothers and various types of airplanes.

This was the fourth time The Indiana Dunes Chapter has had a hands-on exhibit and display at the Science Alive event.

—Marilyn Horvath

SUTTER BUTTES CHAPTER

The California skies gave a couple of pilots from our Sutter Buttes 99s the opportunity to celebrate the 100th year of powered flight this December. Carol Andrews in her Tiger Grumman joined a mix of local pilots from Nevada City, California. The group of four airplanes took off 20 seconds from each other, departing to the minute marking the 7:35 a.m. anniversary on December 17, flying to Willows for breakfast and returning to Nevada City for a champagne toast to mark the 10:35 a.m. PST anniversary of the Wright's flight.

Chairperson Willa Young shared her Bonanza with a 16-year-old young lady who has never experienced flight in a small aircraft and presented her with a Young Eagle Certificate.

—Willa Young

SANTA CLARA VALLEY CHAPTER

Santa Clara Valley Chapter's annual Pasta Dinner and Fund Raiser was held at the San Jose State Aviation Department, located at SJC airport, on March 19. The event was again ably chaired by Susan Worster and very well attended. We were happy to have Janet Ewert Lalor and her twin eight-year-old girls join us for the evening. Janet is the daughter of Peggy and John Ewert who were tragically killed in an airplane accident on Mother's Day 1997. Peggy was the Governor of the Southwest Section at the time. She left a huge void for all of us.

Our raffle and silent auction benefits The Flying Twenty at San Jose State to further their aviation education and competitive spirit. The San Jose Precision Flight team was introduced. They reported on their successful showing at the NIFA Safecon Regional in Prescott, Arizona. The 99s have worked with the National Intercollegiate Flying Association's student flying competition since 1948 as judges, runners and teachers and also with funding assistance. Santa Clara Valley Chapter is proud to assist locally.

—Nancy Rodgers

MICHIGAN CHAPTER

The Michigan Chapter 99s and the Clare Area Pilots Association joined forces to create a beautiful compass rose at the Clare Municipal Airport. After several weeks of planning, sketching, drawing and re-drawing, we decided to "go for it." Because of the Irish ties at Clare, we chose O'Kelly green and white, with a stylized 99 and four shamrocks in the center.

Becky Smith, Mike Smith and Dick Acker did the layout on Friday, making sure that it was oriented to magnetic north. It took string, tape measures, chalk lines and a bit of patience!

On Saturday morning, 23 people showed up with buckets, brushes, pans and rollers, ready to paint. The project began after breakfast at 8 a.m. and was finished by 6 p.m. The "rose" is 100 feet from tip to tip, and with the N, S, E and W letters it is 130 feet. We used 18 gallons of white paint and 12 gallons of green.

This beautiful work of art was created in September 2003. Our next air marking is scheduled for June at Sawyer (SAW) in Marquette.

—Patti Uncapher



Members of the Michigan Chapter 99s and the Clare Area Pilots Association create a compass rose at Clare Municipal Airport.

GRASS ROOTS — Section and Chapter reporters share their recent activities

ANTELOPE VALLEY CHAPTER

14th Annual Scholarship Fundraiser

On March 14 we held our 14th annual "Famous & Fun St. Patrick's Day Poker Run and BBQ" in Lancaster, California at William J. Fox Airfield. The festivities brought out approximately 30 aircraft for this event. We couldn't have asked for better weather.

Poker Run airports included Inyokern, Tehachapi, Mojave, California City, Rosamond and William J. Fox in Lancaster. We served approximately 130 BBQ tri-tip meals with all the fixings and gave away 36 donated prizes to the best 110 poker hands drawn. We

gave away \$50 for first place and \$25 for second place in the threshold-spot landing contest. Among our top prizes were aviation fuel valued at approximately \$250 and 11 overnight trips including Laughlin, Mesquite, Jean and Reno Nevada, as well as Lone Pine and Santa Maria in California. Special Pilot in Command gifts were given to each participating aircraft.

This event has become more popular, and the donated prizes just keep getting better. Special thanks to all our aviation supporters — other 99 chapter members and some of our AV99 graduating FWP's — we



Participating in the 14th Annual Antelope Valley 99 Poker Run are, standing, Jackie Payne, Connie Farmer, Char Spencer, Jennifer Solee, Marilyn Wells, Flora Belle Reece, Elle Coussens, Lindsay Stewart-Plein; kneeling: Carol Reukauf, Leigh Kelly, Mercedes Ratliff, Elise Gravance, Katie Liefeld, Diana Tanner, Nell Justice, Michelle Davis, Lark Cobb.

appreciate your efforts. Good to see other 99 Chapters fly out to support our annual event (LA Palms and San Fernando 99s). We are looking forward to our 15th Annual FUNDraising

event again in 2005, and due to all the requests, we will make available T-shirts commemorating the event.

—Diana A. Tanner



Front row from left: Dr. Bina Sawant (IWPA) Chanda Budhabhatti (V.G.) Capt. Sangita Bangra (IWPAO), Mohini Shroff (Governor), Deepika Dubey, and Rabia Futehally. Second row: Capt. Saudamini Deshmukh, Capt. Neetu Gupta, Dr. Sunila Bhajekar, Capt. Aruna Dukhande and Sunita Dutt.

INDIA SECTION

At the annual General Meeting of the India Section, Chanda Budhabhatti announced that our young 99 members, Aruna Dukhande, Anuprita Magar and Sonal Gopujkar, got jobs as pilots. Aruna is flying as helicopter pilot with Pawan Hans; in two months, Anuprita and Sonal will be joining Deccan Airways and Indian Airlines respectively. These ladies were adopted by San Diego Mission Bay Chapter and Tucson Chapter. India Section is very grateful for the support given by these two chapters.

Chanda recommended that Mohini should take over as the Governor of India Section. Although Mohini is extremely busy with her work she accepted the post with a request that Chanda becomes Vice-Governor.

FLORIDA GULF STREAM CHAPTER

Valentine's Day

The monthly meeting was moved from FLL Aviators Restaurant to the Islamorada Fish Company Restaurant in Outdoor World in Dania.

Most of the members wore Saint Valentine colors. Lya Korda supplied the door prize, a heart filled with delicious chocolates. Ellie Reichenbach was the lucky recipient. The envious attendees were Kristin Kozowski, Pam Rochowiak, Laurie Planamento (student pilot) Helen Steete, Lee Leger-Miller, Ruth Jenkins and 49½ Jim Jenkins.

The Chairman and Vice-Chairman were unavailable, so Ellie presided over the meeting. She went over the articles in the February issue of the Dispatch and had open discussion.

As our membership is dwindling, Ruth Jenkins suggested and encouraged everyone to telephone an inactive member and invite her to our next meeting. Helen Steele volunteered to be responsible for the March meeting. Lee Leger-Miller agreed to act as secretary as the current secretary has been unavailable for meetings.

Kristin Kozlowski's dream is to become an airline pilot. She is riding right seat on charter aircraft to the Bahamas, building her flight time to meet her goal. She has the "Right Stuff," so let's support her dreams.

Helen's protégée, Laurie Planamento, is enthusiastic about her flight training at North Perry airport and is within hours of her solo flight.

—Lee Leger-Miller



Eastern New England Chapter members enjoy learning more about kites from the Kites Over New England group. Above, left to right, are Virginia Abbott, Martha Dunbar (National Director), Trish Sauve (Treasurer), Glenn Davison, Billie Downing, Katharine Barr, Jean Harris (Secretary), Richard Amirault, Margot Cheel (VP). Front: Pat Theberge (Governor NE Section), Jean Griffin (Membership).

EASTERN NEW ENGLAND CHAPTER

On December 17, the Eastern New England Chapter of The 99s participated in the Celebration of Centennial of Flight at Bridgewater State College, Bridgewater, Massachusetts. On exhibit along with The Ninety-Nines photos, literature and history were service corps personnel, airport facilities, replicas of the Wright Brothers flyer and kites that represented the Wright Brothers principles of flight. School children came throughout the day, and the Wright Brothers sister acted on stage.

As a result of this event, the ENE Chapter met up with the president of Kites Over New England, and he was invited to speak at the ENE meeting in February.

—Margot Cheel

LONG BEACH CHAPTER

On February 21 at Compton Airport, Long Beach Chapter Members Iris Critchell and Barbara London accepted an invitation from the EAA group to share their stories of learning to fly, flying with the Women's Air Service and then flying into the 21st Century!

It was great to hear them even though they had to put up with noise in the hangar, rain and a failed overhead projector. Nothing can faze our gals.

Everyone enjoyed the program, and our little bake sale was a success, too. Our new member, Future Woman Pilot Carol Hudak, pitched in with the sales, and her brownies were a hit. Ginger, Mary Jane (M.J. gave Barbara a ride in her new Corvette to Compton), Jacquie and I were on hand to add to the applause. We also made a video of the presentation.

—Sharon Crawford

WOMEN WITH WINGS CHAPTER

Back in November, Sharon Fraleigh fulfilled a dream. As a private pilot, she flew to a chapter meeting. Her husband Jerry was in the right seat. Some of the chapter members were there to meet her plane. Cheers, applause, hugs and picture taking helped to make the event special.

The first through third graders in the Greentown Elementary School program learned about various aviation pioneers and took a pretend flight to Disney with the help of Gaye Wohlin's Air Bear Program. The program was also loaned to Patricia Harmon, Charli Heilman and Leigh Anna Rice to help their school celebrate the 100th anniversary of flight.

The younger children took an imaginary plane trip to Disney. Pat, Charli and Leigh reported that a few of the children took their roles very seriously. The little boy who was screener called his teacher over and asked, "My wand is beeping, what do I do now?" Once the flight was underway, one of the teachers noticed that a little girl appeared not to be enjoying the flight. When she was asked if everything was O.K., she replied, "I'm afraid to fly!"

The older children each made a replica of the Wright Flyer. All of the replicas were hung in the hallways of the school. Everybody had so much fun making the models, and they looked really nice hanging from the ceiling, so the decision was made to leave them up.

On Tuesday evenings, if you are looking for Diane McCort, she is at her home base Skypark. On that evening the airport teaches instrument ground school until the end of April. Diane is helping in the kitchen. When things are not busy, she is able to listen in on the lecture.

The Chapter continues to grow. Sheryl Gessner and Devon Halbert joined as Future Women Pilots in December.

In January, Laurie Siers passed the Chapter "Atta Girl Award" to Jackie Savoca. The award is given to a chapter member who has given above and beyond to the chapter in some way.



Barbara London, left, stands on a float in Lake Union, Seattle, where she learned to fly. Below, Iris Critchell and Sharon Crawford, Long Beach Chapter Chairman.





FLORIDA GOLDCOAST AND GERMAN CHAPTER

German 99s visit Florida 99s

Three Ninety-Nines from the German Section visited Florida Goldcoast member Ursula Davidson and enjoyed beautiful Florida winter weather while flying around the state in Becky Ritter's Cessna 182.

Pictured above, from left, standing: Ursula, Renate Schmidt (Germany), Fran Sargent (Florida Goldcoast), Tamra Sheffman (Goldcoast vice-chairman), Becky (Goldcoast chairman), Renate Mezinger (Germany) and Karola Schmorde (German Section Governor). Three Florida Goldcoast members seated: Linda Evans, Kimberley Lowe (membership chairman), and Bobbi Lichtiger.

—Ursula Davidson

COYOTE COUNTRY CHAPTER

In a moving performance at the Old Globe Theater in San Diego, 'Sky Girls' is the story of Jackie Cochran and the WWII battle she and other female WASPs fought to simply do their job amid chauvinism, media frenzy and internal sabotage.

The January 17 event included other invited 99s from Palomar and San Diego Mission Bay chapters. Everyone enjoyed a patio lunch at Balboa Park, as well as a back stage tour of the theater. Thank you to one of our favorite 99s, Barbara Brotherton, for organizing this memorable outing!

—Barbara James



From left, front row: Barbara Brotherton, Clarice Bellino, Donna Zaitz, Betty Hetrick, Bonnie Wills, Beth Cobb, Jo Arends. Back row: Suzanne Lemoine, Emily Ives, Marie Donovan, Helen Logan, Barbara James.

SAN FERNANDO VALLEY CHAPTER

Celebrating Women's History Month

San Fernando Valley Chapter members were invited to a luncheon that featured Dr. Sally Ride, former NASA astronaut who flew aboard the Space Shuttle Challenger in 1983 and 1984. In 2001, Dr. Ride founded Imaginary Lines, Inc., to motivate young women to seek careers in science, mathematics and technology. The Celebration of Women's History Month luncheon was presented by the Director's Advisory Council For Women.

—Lilian Holt



Celebrating Women's History Month are, seated, Pam Distaso, Dr. Sally Ride, Linda Hernandez; second row: Lilian Holt, Lorrie Blech, Jackie Forsting, Jeanne Kirhofer, Anne Radel, Ceci Stratford; third row: Bertie Duffy, Pat McCollum.

Chapter Celebrates 52nd Birthday

The San Fernando Valley Chapter enjoyed a special treat during our February 2 meeting. In celebration of our chapter's 52nd birthday, members Babe Story and Jan Wood shared their stories of their days as WASPs. Paula Sandling video-recorded their tales to help preserve our chapter members' histories.

On March 27, The San Fernando Valley Chapter taught a successful Flying Companion Seminar to 11 non-pilots, a student pilot and a private pilot at the North Valley Occupational Center-Aviation Center at Van Nuys Airport. Bertie Duffy organized the event and designed the seminar to teach non-pilots what happens before and during a flight, explain some of the "mysteries" of aviation and alleviate any fears.

Chapter members Susan Skalla, Jackie Forsting, Jennifer Miller, Lynda Green, Ceci Stratford and Bertie Duffy made presentations on topics covering aerodynamics, medical requirements, radios, preflight, Flight Service Stations and charts. Guest speaker Richard Mend, a local instructor, talked about weather. Chapter members Lilian Holt, Linda Hernandez, Jaye Howes, Melinda Lyon, Julieann Sikora, Anne Marie Radel and Jeanne Fenimore helped with logistics, answering questions and assisting individual attendees with plotters and flight planning.

—Jennifer Miller

GRASS ROOTS — Section and Chapter reporters share their recent activities

HOUSTON CHAPTER

The Houston Chapter began its busy year with the annual Installation of Officers picnic at the hangar of Ann and Ray Ward in June, 2003. In July we took a break, but followed up in August with a planning meeting for ideas and activities for the upcoming year.

Later that month we had the pleasure of extending a Texas welcome reception for British pilot Polly Vacher at the West Houston Airport terminal.

In September we welcomed our youngest FWP, Joanne Morris, who soloed in a glider on her 14th birthday on September 1. The first chapter meeting of the new year is our September Ice Cream Social/Recruiting meeting. We usually try to have a speaker for our monthly meetings, but in October we chose to have a Pampered Chef fundraiser program to start our fund for the SCS meeting that the Houston Chapter will be hosting April 23-25.

November saw some of our chapter members assisting at a Challenge Air event at Weiser Airpark, and then the Houston 99s had an information table at the Young Eagles event the same day at West Houston Airport. The following weekend brought several chapter members, spouses and student pilots to repaint the compass rose at IWS in time for Christmas and January's Super Bowl in Houston. Compass rose repainting was also done in early January at Houston Southwest Airport.



The compass rose at IWS goes from dirty to dazzling thanks to Houston members, their families and student pilots.

The annual Christmas dinner and gift exchange took the place of our monthly meeting. The Chapter provided the sliced ham and members and guests brought delicious side dishes and desserts.

The Houston Chapter hosts 11 Safety meetings throughout the year; the largest attendance is experienced when AOPA does the presentation. In September 2003 over 200 pilots were present, and January 2004 brought close to 300 attendees. Chapter members serve coffee and cookies.

We are looking forward to welcoming 99s to the Spring SCS meeting in April!

— Sophie Thibodeaux

ORANGE COUNTY CHAPTER

How far is up? Members of the Orange County Chapter found out the answer to that question on January 14 when they spent an evening at Santa Ana College's Tessmann Planetarium. Mary Halvorson, a top administrator for Santa Ana College and Orange County Chapter member, hosted the chapter to a special lecture with Planetarium Program Director Don R. Prescott guiding our way through the universe by using their new state-of-the-art GOTO Chronos Planetarium Projector.

As soon as the lights went down, we were instantly transported to the skies of the past and future as well as a spectacular trip to the planets, moons, galaxies and quasars. Also fascinating was Santa Ana College's program "Bridge to the Universe" in the form of a Space Education Center within the Planetarium. This program is designed to inspire and motivate young people to seek careers in science and mathematics. It was with the help of a grant from NASA, a result of the dedicated work exhibited by the staff at Tessmann Planetarium, that the new projector became a reality and focal point within the Planetarium.

The Ninety-Nines owe a debt of gratitude to Mr. Prescott for a fabulous exhibit featuring and identifying members of The Ninety-Nines entitled "They Knew They Could...And They Did!" The display includes Ninety-Nines from charter members to newer members and is shown continuously on the plasma screen in the lobby of the Planetarium.

— Mary Van Velzer

TUCSON CHAPTER

For our February meeting we flew to Mesa and had lunch at Anzio Landing restaurant, which is located on Falcon Field.

The 13 members attending were Connie Nicholson, Michelle McCarthy, Chris Richard, Dianne Hanigan, Alison Gerstner, Lorraine Newhouse, Sharline Reedy, Kathy Salm, Dawn Seymour, Mearl Frame, Kaye Craig, Kate Dawes and Lourdes Munoz.

The Tucson Airport Authority asked our chapter to participate in Aviation Day at Ryan Field on March 13 where we semi-annually offer 10-cent-a-pound rides. About a dozen volunteers helped with this event where we raise money for scholarships.

—Sharline Reedy



Tucson Chapter Members enjoy lunch at Anzio Landing restaurant on Falcon Field in Mesa.

THE NINETY-NINES WELCOMES THESE 167 NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

ACADEMIC: CARR, Loretta Sue Lori, Southwest Section • DAWSON, Carole Lynn, Intercollegiate Internet Chapter • EATON, Kristin L., Garden State Chapter • FLORES, Michella M., Phoenix Chapter • FUNG, Yenyong Julie, Southwest Section • GROW, Megan Leigh, Southeast Section • HUDSON, Jill Meredith, Intercollegiate Internet Chapter • JOHNPEER, Kate Michelle, San Gabriel Valley Chapter • KLAPACH, Mitchi J., Southeast Section • ORRICK, Kiersten Rae, Oklahoma Chapter • RANDALL, Kathleen A., West Canada Section • SCHAMEL, Jacquelyn Rae, Embry-Riddle Daytona Chapter • SKIBA, Mollie Elizabeth, Embry-Riddle Daytona Chapter • WAGNER, Amanda Kay, North Central Section • WOOD, Katherine Elizabeth, South Section • YOUNG, Dana K., Ventura County Chapter. **FUTURE WOMAN PILOT:** AISTOVA, Veronica Stanislavovna, Russia Section • ALLEN, Heather Michele, Kentucky Bluegrass Chapter • ARGUELLES, Leticia, San Diego Mission Bay Chapter • BASSETT, Samantha Dawn, Ventura County Chapter • BECQUET, Mary, San Fernando Valley Chapter • CANE, Mary Ann, Monterey Bay Chapter • CRANDALL, Chydie A., Colorado Chapter • CUMMINGS, Brandie B., Montana Chapter • CURTIS, Patricia Ann, Florida Suncoast Chapter • DOUGLASS, Bobbe Blair, Bakersfield Chapter • DUBOIS, Debra Ann, Arkansas Chapter • DUET, Linda B., Fullerton Chapter • EISENHAUER, Catherine Rose, Intercollegiate Internet Chapter • GUERRETTE, Michelle Ann, Katahdin Wings Chapter • HAHN, Stephanie Ann, Greater Kansas City Chapter • HARTOP, Brigit Ann, Colorado Chapter • HENDERSON, Kodey Brooke, Florida Firstcoast Chapter • HERRANEN, Alena M., San Diego Mission Bay Chapter • HIGGINS, Grace Nicole, Reno Area Chapter • HITCHCOCK, Elizabeth, Chicago Area Chapter • HUDAK, Carol L., Long Beach Chapter • HUGGINS, Elissa Dawn, El Paso Chapter • HULBERT, Devon Leith, Women With Wings Chapter • JONES, Sharon L., Sedona Red Rockettes Chapter • KALATA, Bozena, Chicago Area Chapter • KELLARIS, Kennan V., San Joaquin Valley Chapter • KEMP, Leisel Maria, High Country Chapter • LARRATT, Rachel Hope, First Canadian Chapter • LEIGHLAND, Shae C., Washington DC Chapter • LEWIS, Y. Taylor, North Georgia Chapter • MCCARTHY, Judy Elaine, Ventura County Chapter • MORTLEY, Erin M., First Canadian Chapter • NORRIS, Lois Ann, Antelope Valley Chapter • NOVAK, Jennifer Elizabeth, Santa Clara Valley Chapter • PALMAS, Gabrielle Francesca, San Diego Mission Bay Chapter • PALMIERI, Pamela, San Fernando Valley Chapter • POON, Vivian, North Jersey Chapter • POTTER, Annemarie C., Reno High Sierra Chapter • RACZKOWSKI, Katharine E., San Diego Mission Bay Chapter • ROBINSON, Anne Elizabeth, Sacramento Valley Chapter • SMITH, Betty Jean, Phoenix Chapter • STAMPER, Teri E., Florida Spaceport Chapter • STONE, Sandra, Ventura County Chapter • THOMAS, Robin Lee, San Fernando Valley Chapter • THORNBURG, Fidan S., Mount Tahoma Chapter • UDELL, Amanda L., New York Capital District • WASHINGTON, Angela Dianne, Long Beach Chapter • WAZNY, Sharon Lee, Mt. Shasta Chapter • WEIR, Brandi Jae, Santa Maria Valley Chapter • WHITE, Theresa J., Oklahoma Chapter • WINTERS, Kimberly M., Lake Erie Chapter • **NINETY-NINE:** AUSTIN, Linda Ann, Southwest Section • BECHTOLD, Lori Ellen, Greater Seattle • BERG, Valerie Theresa, San Diego Mission Bay • BLAKLEY, Kimlien Thi, Coyote Country • BLIETZ, Beverly Bolles, Chicago Area • BOEHM, Brenda Lauren, First Canadian • BOOTHE, Daphne Amelia Maria, Manitoba • BOVEN, Danielle Marie, New Zealand Section • BURNETT, Lynsey Rae Marie, Colorado • CANDIANI, Karen, North Jersey • CANTRELL, Mary E., Ventura County • CARMICHAEL, Maryse D., Montreal • CESAR, Barbara F., San Fernando Valley • CHASE, Jennifer Margaret, Idaho • CHOATE, Suzanne Marie, El Cajon Valley • CLARKE, Peggy Ann, Eastern Pennsylvania • COLLINS, Jessica Lynn, Dallas • CRAIK, Evelyn, Fullerton • DANSBY, Cathy Deline, Fort Worth • DE'BERNARDI, Fiorenza, Washington DC • DENBER, Michele J., Finger Lakes • DMITRUKOVA, Galina Gabitovna, Russia Section • DORCEY, Rose M, Wisconsin • FAIRES, Debra Stansberry, Tennessee • FERGUSON, Madeleine A., Mount Diablo • FERNANDEZ, Mary Elizabeth "Skipper", Florida Suncoast • FINK, Leslie A., Utah • GARCIA, Laura Arias, Member at Large • GARRICK, Cathy L., Ambassador • GIMBEL, Ashlie Monteague, Phoenix • GRAY, Francesca Felicity, Austin • HAMM, Zola Mae, Montana • HANNA, Sonya R., Dallas • HARDERS, Bobbie Lee, Nebraska • HARVEY, Kandace A., Northwest Section • HERZOG, Deborah Lee, Reno Area • HOLLINGSWORTH, Debra Jean, Florida Suncoast • HOUSTON, Winifred "Winnie", Fullerton • HUBBELL, Susan Dianne, Mid-Atlantic Section • HUDDY, Charma L., Scioto Valley • HUSTON, Diane Marie, Sedona Red Rockettes • IHDE, Kathy A., Michigan • JENSEN, Marilee Gaye, Western Washington • JEWELL, Jenifer, Monterey Bay • JOHNSON, Theresa M., Minnesota • KERR, Cynthia Louise, North Central Section • KIMMEL, Karon H., Southeast Section • KLEIHEGE, Nancy Buck, North Central Section • KOSHKINA, Galina Petrovna, Russia Section • KOTLYAR, Valentina Ivanova, Russia Section • KULKOVA, Elena Mirunovna, Russia Section • KUZHELNOYA, Nadezhda Vasilievna, Russia Section • LACLAIR, Terri Ann, Alaska • LEPOW, Lori Lyn, Florida Suncoast • LUPANOVA, Svetlana Anatolievna, Russia Section • MACKE, Cynthia Isaac, Greater Cincinnati Chapter • MAKAGONOVA, Khalide Khusyainova, Russia Section • MALISCHKE LAAK, Laura Ann, Wisconsin • MCGRATH, Amy Melinda, San Diego Mission Bay • MEINERS, Jennifer Lea, Southwest Section • MERCIER, Dorothy L., Central New York • MERMELSTEIN, Lois D., Austin Chapter • MILLER, Judy A., Southwest Section • MORGAN, Linda S., Southeast Section • MORGAN, Sandra B., Kentucky Bluegrass • MUSE, Erica Kathleen, Aloha • O'NEIL, Jaqueline E., Kentucky Bluegrass • ORESHNIKOVA, Ekaterina Petrovna, Russia Section • OSHIBA, Cindy Toshie, Aloha Chapter • PEARSELL, Donna Michelle, Monterey Bay • PERRINE, Lynn Marie, Florida Goldcoast • PLETSCHE, Wilma E., Pikes Peak • POLLEY, Linda M., Intermountain • ROBERTS, Nancy Jean, Oklahoma • ROGERS, Twyla Merlene, Katahdin Wings • ROSEN, Yael, Israel Section • RYLOVA, Liubov Alexandrovna, Russia Section • SAINI, Meredith T., Washington DC • SAUER, Connie Lorraine, Kentucky Bluegrass • SCARPELLINI-METZ, Nanette Marie, South Central Section • SCHERER, Linda Gail, Colorado • SHATTLES, Kerrie L., Texas Dogwood • SIMON, Margie Mozelle, Kentucky Bluegrass • SKIBER, Carol Ann, Chicago Area • STEWART-PLEIN, Lindsay E., Antelope Valley • TALLEY, Miriam S., San Antonio • TOWNE, Lynn, San Diego Mission Bay • TREISE, Debbie M., Florida Firstcoast • TROBAUGH, Michelle D., Houston • WALKER, Janis P., Tennessee • WELLINGTON, Margaret T., Central Pennsylvania • WELLS, Marilynn June, Antelope Valley • WHITSON, Kate Anne, Kansas • WILLIAMS, Kristin Elaine, San Gabriel Valley • WILLIAMS, Veronica Marie, Southwest Section • WILLMAN, Jacquie L., Southwest Section • WORDEN, Linda M., San Fernando Valley • YAW, Amanda M., Southwest Section • YUKE-MILLER, Beverly Jo, Lake Tahoe • ZAITSEVA, Lydia Yakovlevna, Russia Section.

99s INTERNATIONAL CONFERENCE



JULY 6-11
ATLANTIC CITY NEW JERSEY



- **Tours**
- **AE Scholarship Banquet**
- **Awards Banquet**
- **Fly Market**
- **Seminars**
- **Boardwalk**
- **Casinos**
- **Post-Tour to New York City!**

Survival Course Update:

Reserve your space now for the 177th Fighter Wing survival course at Pomona/Atlantic City International Airport! There are only a couple of spots left on Tuesday, but Friday afternoon is still open. The course is provided free. For information, contact Barbara Para at bhpara@att.net, 609-965-4824 evenings or 609-485-4854 days.

*Visit www.ninety-nines.org
for full agenda and
registration forms.*

