

# WASP MEMORIAL FLY-IN

## AVENGER FIELD, SWEETWATER, TEXAS

### MAY 28, 2005

#### 11:00 AM PATRIOT'S PARADE

COLOR GUARD: VFW Post #2479 & Cadets

WASP (WOMEN AIRFORCE SERVICE PILOTS) WWII  
Escorted by: Cadets from the Air Force Academy and  
Texas Christian University AFROTC  
Girl Scouts,  
Boy Scouts

PARADE OF STATE FLAGS: Girl Scouts

VETERANS OF ALL WARS

(PARADE ROUTE)

Route: Down the flight line, in front of the Fixed Base Operations, out the gate onto the TSTC campus,  
down the road to Loop 170, left to the 1929 hangar where the ceremonies will take place.

#### 12:00 NOON CEREMONY OF DEDICATION NATIONAL WASP WWII MUSEUM HANGAR

Posting Of Colors

Invocation

Pledge of Allegiance

God Bless America

Welcome & Introductions

Special Guests, WASP Instructors, Fly-in Pilots

National Advisory Council

Board of Directors

Introduction of WASP

Accepting City Lease from Mayor of Sweetwater

Proclamation from Texas Governor Perry

Greetings from the V.A

Greetings from the Pentagon and the US Air Force

Scattering of wildflower seeds

This symbolizes planting seeds of greatness for the Museum.

Prayer of Dedication

'MISSING WASP FLY-OVER'

TAPS

AIR FORCE SONG

VA Honor Guard and Girl Scouts

WASP Madge Rutherford Minton

read by Nancy Parrish

Judge Tim Fambrough

Dr. Al Densmore, Lt. Col. USAF (ret)

accompanied by Community Band

Johnnie Lou Avery, Museum President

Nancy Parrish

Johnnie Lou Avery

Peter Fox

Maj. Gen. (ret) Irene Trowell-Harris

Colonel Christine Lafferty

WASP

Chaplain Kevin Lockett, Dyess AFB

AT-6 ESCADRILLE

Lt. B.A. Waltrip, USN, Ret

Sweetwater Community Band

*'Off we go into the wild blue yonder, Climbing high into the sun;  
Here they come zooming to meet our thunder, At 'em boys, Give 'er the gun!  
Down we dive, spouting our flame from under, Off with one helluva roar!  
We live in fame or go down in flame. Hey! Nothing'll stop the U.S. Air Force!*

#### PARADE OF FLAGS:

WASP and honored guests will follow Girl Scouts into Museum hangar, followed by the audience

#### 1:00 PM WASP FORUM

#### 3:00 PM SILENT AUCTION CONCLUSION AND WINNERS ANNOUNCED

# WASP MEMORIAL FLY IN, 2005



**EDNA HINES BISHOP 43-W-4 Hattisburg, Mississippi** The people of Custer County, Oklahoma, welcomed Edna into the world. She attended SW State Teachers' College in Weatherford, but received both her BA and Masters' at the University of Southern Mississippi. She grew up, believing that one day she would soar through the sky like a bird, and she got her chance while living in California. She soloed in a Piper Cub! Edna was a member of the first class of WASP trainees to train at Avenger Field, after beginning her training in Houston. She graduated and was assigned to Long Beach Army Air Base, California, but was soon transferred to Liberty Field in Georgia. There she flew A-24s and A-25s, as she learned the task of piloting radio-controlled aircraft and towed targets for gunnery practice. She received additional instrument training at St. Joseph, Missouri and attended Officers' Candidate School in Orlando. When the WASP were disbanded, she married an AAF instructor pilot. She has spent her career in helping others, especially children. She has been a Counselor, tested hundreds of school children and was a Consultant for 29 schools. However, it seems that she her most special memories are of her mission work with young people -- in places like Honduras, Belise, Peru, New Zeland and Nigeria.



**FLORINE MALONEY 44-W-4 Pompano Beach, Florida** Born in the windy city of Chicago, Florine now resides in Florida. In 1942, her brother, who was a pilot in the Air Corps, persuaded her to take the money she earned from working at American Airlines and spend it on flying lessons. After receiving her private pilot's license, she heard about the flying training program for women pilots at Avenger Field. She applied and was accepted. While in training to become a WASP, she was granted a most unusual, 48-hour pass, which allowed her enough time to go over to the new chapel at Love Field and marry a very special ferry pilot, then back to Avenger to finish training and graduate. She was stationed at Love Field in Dallas, but was then transferred to Ellington Field in Houston, where she flew any type mission they asked her to fly--ferrying, flying personnel, instructing, hauling cargo--whatever! After the WASP were deactivated and her marriage had dissolved, Florine and her sister, who had also been a WASP, spent two years in Italy, working with the American Red Cross as recreational directors. Presently, she and her husband, a retired Marine Colonel, spend most of their time on their 38' trawler, either in the Bahamas or up and down the Intracoastal Waterway.



**HELEN WYATT SNAPP 43-W-4 Cocoa Beach, Florida** Imagine an eight year old sitting on a curb on Pennsylvania Avenue in Washington, D.C. watching the Lindbergh parade pass by! Helen remembers! She also recalls following the media attention on the accomplishments of Jacqueline Cochran and Amelia Earhart. Those were the things that influenced Helen into dropping out of college and going to work to pay for flying lessons. When the Government's Civilian Pilot Training program started, she enrolled, worked, attended college and took ground school classes in the evening. She married her childhood 'beau', but he was soon sent overseas. When she heard about the flying training program for women pilots, she had an interview with Jacqueline Cochran and was in the first class to enter training at Avenger Field. After she graduated, she received special training at Camp Davis, N.C., flying A-24s and A-25s, and was then transferred to Camp Stewart, Georgia, both anti-aircraft bases. She flew tow targets, radar searchlight, camouflage, tracking and strafing missions. She was one of six WASP who were assigned to R-Flight, which was 'top secret'. They trained pilots (from a console in an AT-11 or UC-78 'mother' or 'chase' plane) to control PQ-8s and PQ-14s. After the WASP were disbanded and her husband returned from overseas, her life changed from being a pilot to being a mother.



**JO MYERS WHEELIS 43-W-5 Weatherford, Texas** 'Once a Texan--always a Texan!' Although she was a WASP ferry pilot and flew all over the country, Jo came back home and is spending her mature years in her native State. She did not get interested in flying until after she married. She then bought her own plane, and she and her husband spent most weekends on fly-ins at air fields all over Texas. She was accepted into the women's flying training program for women pilots at Avenger Field as a member of the fifth class. After graduation, she was assigned to the AAF's Ferrying Division at Romulus, Michigan. She completed pursuit school and then ferried 15 different types of military aircraft, among which were the P-51, P-63, P-39, P-40 and P-47. After the WASP, she returned to her own successful baking business. She was an avid golfer and great bowler--winning tournaments in both sports. One of her fondest remembrances of her WASP training days takes her back to Avenger Field to the day she was selected as the pilot of a UC-78 for a Hollywood film crew who wanted to go up and 'shoot' film of Avenger Field so they could feature it in their news film. The pretty young girl pilot in an old film of 'Movietone News', featuring the 'Girl Pilots at Avenger Field'--is none other than Jo Wheelis!



**JEAN MCFARLAND KOEHLER 44-W-5 Sunnyvale, California** Jean was born in Minnesota but grew up in Seattle. When Pearl Harbor was bombed, she was working at McCord Field. She wanted to learn to fly, but was unable to join the Civilian Pilot Training School at the U of Washington because civilians were not allowed to fly within 100 miles of the Pacific Coast, so she would take a bus for 100 miles, over to Yakima, to take flying lessons. She heard of the WASP, applied for the flying training program for women pilots at Avenger Field and was accepted. When she graduated, she received her silver WASP wings and orders to report to Aloe Army Air Field in Victoria, Texas. She was assigned as an AT-6 tow target pilot. Later she was transferred to Harlingen Army Air Field, Texas to learn to fly the B-26 and tow targets. After the WASP were disbanded, she attended the University of Alaska and worked part time at Alaska Airlines, rebuilding bush pilot planes. During the summer, while working for a company on the Bering Sea, she was able to check out in a sea plane. She met her husband while working for Pan American at Boeing Field in Seattle. As her children grew up, she worked part time, but later worked full time as a nurse at Stanford University Hospital!



**ANNE NOGGLE 44-W-1 Alburquerque, New Mexico** Women Airforce Service Pilot, USAF Captain, artist, lecturer, photographer, writer, and on and on the list goes. Anne is a bundle of talent! Born in Illinois, she now resides in Albuquerque. When she was very young, she saw Amelia Earhart and immediately decided she wanted to be a pilot. After graduating from the experimental flying training program for women pilots at Avenger Field, she was sent to Eagle Pass AAF, towing targets for aerial gunnery in AT-6s. After completing a course for instructors at Randolph, she was stationed at Waco AAF, teaching male cadets how to fly by instruments in the BT-13. After the WASP were deactivated, she joined the USAF, served and retired as a Captain. Anne then changed courses and graduated from the U of New Mexico with a degree in Art History. She taught as a part-time lecturer in art and was awarded a coveted Guggenheim Fellowship. She is an active, fine arts photographer and has authored several books. Her home is filled with her beautiful art work, and yet she is constantly creating new art--showing at fine art galleries across the country. Wherever she goes--she is looking for 'another unique photo opportunity', but if she's home--she's feeding her birds!



**SCOTTY BRADLEY GOUGH 44-W-7 Bethany Beach, Delaware** Born in Los Angeles, Scotty now lives in Delaware. She started flying when she was 16 and was shooting landings on a Sunday morning when she got a red light from the tower. She landed and asked what the red light was for. The date was December 7, 1941. All civilian aircraft within 100 miles of the coast were grounded immediately. Scotty moved inland and worked in the operation's tower at a primary AAF base so she could keep flying. It was there that she heard about the WASP training program and Jacqueline Cochran. She inquired about entering and was informed that she would have to wait one year before she reached the minimum age requirement. During that year she realized another dream. In exchange for flying lessons, she made parachute jumps to attract people to the airport. After graduating from the flying training program at Avenger, she received her silver WASP wings and her orders to report to Williams Army Air Field in Arizona. She was assigned as an engineering test pilot, flight testing aircraft after major engine overhauls or replacement of major parts. After the WASP were disbanded, she returned to Los Angeles and flew sight seeing flights at a local airport and ferried aircraft for a ferrying service. Her two sons are both pilots and have their own airplanes. They may fly as well as their Mom, but--chances are, they can't match her in a game of golf!



**DOROTHY MEYN RITSCHER 44-W-5 Stockton, California** Dorothy was born in San Francisco and now lives in Stockton. As she grew up, she was intrigued with the possibility of learning to fly, so she learned to fly. When she learned about the flying training program at Avenger, which was teaching women pilots to fly military aircraft, she applied and was accepted into the program. She spent seven months at Avenger, flying PT-17s, BT-13s and AT-6s. She graduated, received her silver WASP wings and was assigned to Merced Army Air Field, California, a training base for male cadets, as an engineering test pilot for AT-6 aircraft. This required flight testing any aircraft that had received major repairs (after an accident, a major overhaul or any changes in the structure of the airplane) before it could be flown again by an instructor or a student. Following the deactivation of the WASP, Dorothy worked at the San Carlos Airport in California, ferrying aircraft. She then went back to college and received her California Teaching Certificate and taught physical education in a high school. She married, ha☐



**MADGE LEON MOORE 44-W-4 San Antonio, Texas** Every WASP who trained at Avenger has a special 'connection' to Sweetwater--but not like Madge. She not only graduated from the flying training program for women pilots at Avenger Field in Sweetwater, but several years before that, she was a 4th grade student in an elementary school in Sweetwater! Madge was born in Rule, Texas, but she grew up in Haskell. When she learned to fly at Stamford, the only airfield in the area, and received her private pilot's license, she took her mother up for her first airplane ride. After graduating from Southern Methodist University in Dallas, she applied for WASP training, was accepted, graduated and was assigned to Perrin Field in Sherman, Texas. She flight tested repaired aircraft☐ of an advanced course in instrument flying at Avenger, Madge then instructed pilots in instrument flying. After the WASP were deactivated, she married the young pilot who offered to carry her parachute when she was flying as a WASP. Madge became an Air Force wife and mother.



**WINNIFORD WOOD 43-W-7 Idlewild, California** Winnie was born in Georgia but grew up in Florida. She graduated from the U of Miami and spent a year in law school. She worked at the Censorship Bureau as a German translator and then spent a year at Embry Riddle as a Link instructor. Her friends were learning to fly, so she decided to take flying lessons. After getting her pilot's license, she entered the experimental flying training program for women pilots at Avenger Field and successfully completed the training, graduating in November, 1943. She was then stationed at Mather Army Air Base in Sacramento, a B-25 base, but was soon transferred to Biggs Army Air Field at El Paso, which was primarily a base devoted to towing targets to train gunners. Winnie flew B-34s, A-24s, B-26s and P-47s, flying both high and low altitude missions of many different types: simulated strafing, smoke laying, radio-controlled target flying, radar tracking, searchlight, tracking and low altitude night. After the WASP, Winnie wrote a delightful book about the WASP called, 'We Were WASP', and her best friend, Dot Lewis (another WASP and artist) did the illustrations. Winnie loved learning, so she went back to the U of Miami to work on her Master's. She also loved teaching. At one time, she traveled to Europe, where she taught with the United States Forces. Her teaching career ended in California, where she retired.



**MARY HELEN CRANE CHAPMAN FOSTER 44-W-3 Northport, Alabama** Mary Helen was born in Quero, Texas and grew up in San Antonio. She was working at the General Depot (Medical Section) in San Antonio when war was declared. When she heard about an experimental flying training program for women pilots in Sweetwater, she decided that, although she was in an 'essential' war-time job, she would rather fly for her country. She started taking flying lessons at Stinson Field in San Antonio and building up her flying time so that she would be eligible to apply for the flight training at Avenger Field to learn to fly military airplanes 'the Army way'. After being accepted, she trained for seven months, graduated and was presented her silver WASP Wings. She then received orders to report to Malden Army Air Field in Missouri, a Troop Carrier base. Mary Helen was the only WASP stationed at Malden. She flew BT-13s and C-47s as a maintenance test pilot, ferry pilot and utility pilot. Following the deactivation of the WASP, she became the Private Secretary to the Dean of Women at SW Texas State University and later as a Librarian in Dickinson and Houston. She and her husband now live in Alabama, but she always loves an excuse to come home to Texas.



**MARY PAUL 'PAULIE' MACLOED LOOMIS 44-W-3 Manchester, Mass** Ask Paulie, and she will tell you that she's the 'country girl' from Berwyn, Pennsylvania. She grew up on a farm next to her grandmother's place and learned to pick ripe berries in the fields. She always dreamed of flying like the birds. When she heard about an experimental flight training program for women down in Sweetwater, Texas, she left the farm and worked at three jobs in order to pay for flying lessons. As she proudly says, 'I worked and paid for every single hour of my flying time!' She was accepted for training and reported to Avenger Field on 12 February 1944. After seven months of training, she graduated and received her silver WASP wings. She reported to Dodge City Army Air Base, a B-26 flight training school. When the WASP were disbanded, she hitch-hiked her way home, by car, by train, and by plane--a B-17. She soon decided to go West and find a job, but instead, she found the man that she married.



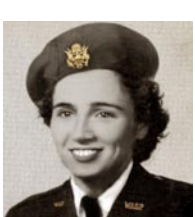
**CARO BAYLEY BOSCA 43-W-5 Springfield, Ohio** Caro's high school graduation present from her father was tuition for a civilian pilot course. That was the beginning of a flying career which lasted more than fifty years. After soloing, Caro worked at Patterson Field, Ohio, filing flight plans, and using her earnings to pay for advanced flying lessons. She was the first in her class to 'master' the loop. She offered to teach the men, if they would pay for the flying time and let her log the hours! She entered the flying training program for women pilots at Avenger Field, graduated and received her silver WASP wings. She was assigned to Mather Army Air Base in Sacramento, but was soon transferred to Biggs Field in El Paso, Texas, flying missions designed to test ground radar and anti-aircraft capabilities. Among the aircraft she flew were the SBDs and SB2Cs, AT 7 and AT-11, P-47, and the B-25 and B-26. She flew radar tracking missions, gassing, simulated strafing and searchlight missions. After the WASP were deactivated, she continued flying. She got her instructor's rating, learned aerobic flying and became a member of a troupe which 'barnstormed' the South. Later she joined a group of ex-WASP and they formed an 'all-girl' air show. When she was 50, she quit borrowing airplanes, bought her own and flew it for 20 years. 'Selling that airplane', she says, 'was like giving away your dog.'



**ELEANOR GUNDERSON 44-W-7 Burbank, California** Eleanor grew up in Cedar Rapids, Iowa. During World War II, she attended Iowa State and worked part time in an air traffic control center. She learned to fly at a Navy Pre-Flight school, flying a Waco (nicknamed the 'Effie'). It was the one airplane they would not let the Navy boys fly, because it had a defect and was not safe. However, that was the one plane they would allow her to fly, so she flew it. When she learned about the experimental flying training program for women pilots in Texas, she knew that was where she wanted to go. She was accepted, trained, graduated and was then stationed at Minter Field in Bakersfield, California. She flew AT-6s in many capacities: as an engineering test pilot, as a utility pilot, as an administrative pilot and occasionally as a ferry pilot. After the WASP were deactivated, Eleanor flew small aircraft as a ferry pilot between Durant, Oklahoma and El Monte, California, for an aviation ferrying company. She went to graduate school at the Art Center of Design in Pasadena, Calif., and is now enjoying the time she spends as an 'extra' on film projects in California. She calls both Burbank and Tucson 'home'.



**RITA MURPHY WISCHMEYER 44-W-3 Dallas, Texas** Rita was born in Boston. When she was a Junior at Emmanuel College, she read an article in the newspaper about a Government Civilian Pilot Training program at Northeast University to teach students to fly. She applied and was selected as the one girl who was allowed in her class of ten. She had an exceptional instructor who demanded the best of his student pilots. The summer following her graduation from college, she was accepted into an experimental flying training program for women pilots at Avenger Field, to teach them to fly military aircraft. Rita credits her instructor in the CPT program she took in college with her being able to successfully complete the flight training at Avenger. When she graduated, she was assigned to Craig Army Air Field in Selma Alabama, an advanced flight training base. She flew as an engineering test pilot, slow timed aircraft and was an administrative pilot, flying AT-6s. While there, she met a very special aviation cadet, who became both an Army Air Force pilot and her husband.



**VELTA HANEY BENN 44-W-7** Velta was born in Vienna, Virginia. She grew up with a love of aviation, and when she learned of the training program to teach women pilots to fly military aircraft 'the Army way,' she applied for the program. She was accepted, and reported for training to Avenger Field in Sweetwater, Texas. After 7 months of training, she graduated on 8 September 1944. She was then assigned to Merced Army Air Field in California. She flew AT-6's as an administrative pilot, flying personnel from one base to another, and she flew BT-13's as an instrument instructor and on observation flights. After the WASP were disbanded, Velta continued to work in different jobs (including being an FAA Examiner) which were all related to aviation, primarily in conjunction with Naval aviation. In 1983, she was inducted into the Virginia Aviation Hall of Fame.

# AVENGER FIELD, SWEETWATER, TX



**RUTH UNDERWOOD FLOREY 43-W-4 Odessa, Texas** Ruth is a native Texan, born in Brownwood. While she was attending Daniel Baker College in Brownwood, she took advantage of a Government sponsored Civilian Pilot Training program and earned her private pilot's license. She learned about the flying training program for women pilots at Sweetwater, met all the entrance requirements, was accepted and spent the hot summer months of '43 in training at Avenger Field. After graduation, she reported to Camp Davis AAF, N.C., an anti-aircraft artillery school. Ruth flew A-24s and A-25s, towing targets for live 90mm guns; flying night target towing; radar deception missions (dropping aluminum foil chaff) and low altitude missions for anti-aircraft tracking guns. She was transferred to Liberty Field near Camp Stewart Army Air Field, Ga., spending 90 days being instructed and practicing in piloting radio-controlled aircraft. After finishing that course, she was sent to Biggs Army Air Field, Tx., where she flew B-34s and B-26s in night searchlight missions, tracking missions for training anti-aircraft crews; radar tracking missions to train radio operators; radio controlled target flying, low altitude night missions and laying smoke screens. When the WASP were disbanded, Ruth married her long-time friend, a Skipper in the Navy. This great-grandmother and former avid golfer is a very active volunteer with the CAF in Midland/Odessa.



**ODEAN 'DEANIE' BISHOP PARRISH 44-W-4 Waco, Texas** Deanie grew up believing that 'nothing is impossible'. 63 years ago, she asked a primary cadet instructor why, just because she was a girl, she couldn't learn to fly like the aviation cadets? He taught her to fly! When she heard about a program at Avenger Field to teach qualified young women pilots to fly military aircraft, she applied and was accepted. She boarded a train in Florida and traveled to Sweetwater, where she trained for 7 months. When she graduated and became a WASP, she was assigned to Greenville AFB, Miss as an engineering test pilot in BT-13s and UC-78s. She was transferred to Tyndall AFB, Fla., completed B-26 school and was retained as an air-to-air B-26 tow target pilot to train combat gunners (using live ammunition). After the WASP were disbanded, Deanie married a career AAF B-29 pilot, raised 2 daughters and spent 5,000 hours as a hospital volunteer. In 1979, she graduated summa cum laude from the University of Houston. Over two years ago, she and her daughter, Nancy, convinced the Sweetwater Rotary that the WASP deserved a museum at Avenger Field. Impossible? She now serves on the Board of Directors of the National WASP WWII Museum and works full-time as the Assistant Director of Wings Across America. Recently the Silver Wings Detachment of Arnold Air Society at Texas Christian University was named in her honor. Deanie still believes that 'With faith, nothing is impossible.'



**FLORENCE G SHUTSY REYNOLDS 44-W-5 Connelville, Pennsylvania** 'HONOR! Remember, young lady, honor is your first consideration', were the words a young Florence heard her dad say every time she walked out the front door of their Pennsylvania home. Her dad is gone now, but his words still 'ring' as true to her today as they did over 70 years ago. While attending Penn State, Shutsy wanted to learn to fly, but she couldn't afford it. Her three siblings saved a percentage of what they earned each week and helped pay for her flying lessons. When she received her private pilot's license, she was accepted into the flying training program for women pilots at Avenger Field. After training for seven months, she graduated as a WASP and was sent to Merced Army Air Base in California as an engineering test pilot in the AT-6. When the WASP were disbanded, Shutsy moved to Alaska and worked with the Army Air Communications Service, the Air Rescue Service, and the Weather Station. She was a Captain in the AF Reserves. She married and lived in the Panama Canal Zone for 20 years, working and learning, among other things, the art of working with silver. She has spent the last seventeen years as an artist, craftsman and promoter for the WASP as the Chairman of the WASP Stores. She designed and hand-made the first WASP flag, researched the history of the WASP wings and has recreated each different design in silver. Shutsy is a talented silversmith, lapidarist, silk screener and airbrush artist.



**ENID FISHER 43-W-6 Salem, Oregon** Enid was born in Everett Washington. She always wanted to fly, even as a small child. Her parents promised her she could take flying lessons after she graduated from college, but she didn't wait. While working as a model and hostess in a department gown shop, she applied for admission to the Government's Civilian Pilot Training program, was accepted and learned to fly. She met and married a young Navy Ensign. After he left for overseas duty, with her private pilot's license in hand, she was accepted into the newly created experimental flight training program for women pilots at Avenger Field. There she learned how to fly military aircraft 'the Army way'. After graduation, she was assigned as a ferry pilot at Long Beach, Ca., and completed pursuit school at Brownsville, Tx. She was soon ferrying P-39s, P-40s, P-47 and P-51s all across America. She delivered P-51s from the West Coast to the East Coast for delivery to the European Theatre. She delivered P-63s, destined for Russia, from the New York plant to Great Falls, Montana. Since the WASP were not allowed to fly outside the Continental U.S., AAF male pilots would then fly them to Alaska. Russian pilots would pick them up in Alaska and fly them on to Russia. After the WASP were disbanded, Enid earned her Masters' in Education and became a teacher.



**MARY PUTNAM VANDEVENTER 44-W-7 Leuders, Texas** Out in West Texas, in a town called, Leuders, you will find Mary Vandeventer living in the same house in which she was born, a charming two-story, with its turn-of-the-century architecture, just a couple blocks off Main Street. Her drama students, from her years of teaching 'Theatre' in the local high school, can always find her there—ready to listen to their stories of success and to encourage them to 'take the next step'. Her duty to her country, first as a WASP trainee at Avenger Field and then as an AT-6 tow target pilot, ferry pilot and administrative pilot at Moore Army Air Base in Mission, Texas, were just interruptions in the career she loved—'acting' and teaching others to 'act' She attended SMU, graduated from Texas State College for Women, but she honed her talents for acting at the American Academy of Dramatic Arts in New York. She was a gifted actress and could have pursued a career in Los Angeles, but she felt that young people, no matter how small their school or how small their town, should be exposed to the same dramatic York. She came home and gave them that opportunity.



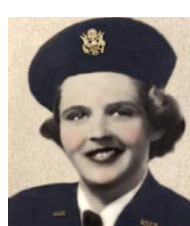
**DOT SWAIN LEWIS 44-W-5 Idlewild, California** A little girl in North Carolina, who was barely thirteen, took her Sunday School money and paid for her first flying lesson. She earned her instructor's rating and then taught at the Naval Aviation College in Portales, New Mexico. While flying for Piper Aircraft Co. she learned of the experimental flying program for women pilots at Avenger Field. She was hired as a primary instructor. After a short time, she decided she wanted to fly the larger planes, so she resigned and became a trainee in the program. After graduation, she was assigned to Columbus Army Air Field, Miss., flying AT-10s, but was soon transferred to Laredo Army Air Base, Tx, a flexible gunnery school. Dot flew the P-40 and P-63 and towed targets with the B-26. After the WASP, Dot pursued other interests and careers, including 'stunt' flying as 'Miss Ophelia'. She had horses, an airplane, a ranch. was a FAA designated private and commercial examiner, flight instructor and she still plays a 'mean' guitar, but her first love is art, which she taught for 26 years. She used her artistic talents and did the illustrations for the book, 'We Were WASP' for her dear friend, the author and WASP, Winnie Wood. Dot has created several pieces of art which will forever represent the WASP, including a WASP statue which will be unveiled during the reception at the temporary National WASP WWII Museum at Avenger Field on May 27.



**GRACE ASHWELL LOTOWYTZ 44-W-7 Boulder, Colorado** Grace was born in Manhattan, Washington Square, New York. At an early age, she became interested in flying because of the wonderful stories she heard about her uncle, who was a World War I pilot in Lafayette, Espadrille. She learned to fly, and when she heard about the WASP and the flying training program in Sweetwater, she applied and was accepted. After successfully finishing the seven months of training at Avenger Field, she graduated and received her silver WASP wings. She received orders to report to Minter Field in Bakersfield, California. Her assignments were varied, but she primarily flew as an engineering test pilot on the BT-13s, flight testing aircraft after major overhauls, after repairs for damages to the airplane or after replacements of major elements of the aircraft. (The instructors and students were not allowed to fly airplanes that came out of the maintenance hangar until it was flight tested and approved.) She also flew as an administrative pilot, taking personnel to other bases, and as a utility pilot, hauling cargo that needed to be transported to another base. After the WASP were deactivated, she worked as a botanist at Planting Fields Aboretum at a NY State Park and in Oyster Bay, Long Island.



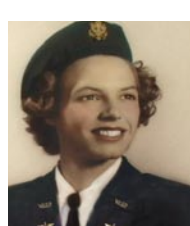
**JEANNETTE GAGNON GOODRUM 43-W-8 Lake Oswego, Oregon** Born in Massachusetts and educated at the U of New Hampshire, Jeannette enrolled in the Government's Civilian Pilot Training program when she was a college Senior—the only girl in the class. Much of the time she flew on skis. She became a teacher and Asst Dean at an Academy in Vermont and the next year at Am. Univ. in Washington, D.C. While she was in Washington, she was accepted into the flying training program for women pilots at Avenger Field. Following her graduation as a WASP, she was assigned to Douglas AFB in Arizona, testing aircraft, slow-timing engines, ferrying mechanics to auxiliary fields, and transporting personnel. She flew all the advanced trainers, including the AT-6, 17, 9, 11 and the UC-78. She became an Army Air Force pilot's wife, mother of two and a 2nd Lt in the Air Force. She was a teacher for 25 years, was the fifth woman in the U.S. to be appointed to the National Ski Patrol, had a license to race sport cars in the Northwest Conference, earned a Master's in Counseling and Guidance and retired as Dean of Girls at a Junior High School. After becoming a widow, Jeannette ran a successful business and has now retired to the Oregon coast, but she is still learning. Recently she enrolled in a four year Education for Ministry program and went to England to attend the summer session in Religious Studies at Oxford University.



**PEGGY PARKER ECCLES 44-W-4 Kalmath Falls, Oregon** Peggy's Dad was a pilot and was her role model. When she entered Mills College at 16, it was her intent to head for medical school. However, the college offered the Civilian Pilot Training program, and she was intrigued with the possibility of becoming a pilot like her Dad. When she was a Junior, she entered the program, receiving her pilot's license when she was a Senior. After graduating from college, she applied for admission to the flying training program for women pilots at Avenger Field. She was accepted and reported for training. Seven months later, she graduated and received her silver WASP wings. Her first assignment was to the Air Transport Command at Romulus, Michigan, primarily ferrying B-24 aircraft to points of embarkation. She was transferred to the Alamogordo Army Air Base in New Mexico, where she flew as an administrative pilot, using the airplane as a 'taxi' for flying four physicians from the University of New Mexico to Edwards Air Force Base in California and then on to Washington, D.C. and back again. Peggy was required to carry a gun each time she transported those physicians, but she never knew what that 'hush-hush' mission was all about. When the WASP were disbanded, Peggy continued to fly at the Palm Springs Airport, teaching flying and ferrying airplanes. Her life is filled with the happy laughter of seventeen grandchildren.



**BETTY JUNE "BJ" BROWN 44-W-7 Skowhegan, Maine** Her friends call this Iowa born WASP, Bee Jay. Her family moved to Michigan, where she attended school and graduated from high school. She got a job at General Motors, and became interested in flying when one of her fellow employees took her for a ride in his plane. She learned to fly, and by the time she heard about an experimental flying training program for women pilots at Sweetwater, Texas, she had enough flying hours to apply. She was accepted and reported for training at Avenger Field. When she graduated, she was assigned to Aloe Army Air Field in Victoria, Texas, which was a gunnery school. Bee Jay was assigned as an AT-6 pilot, towing targets for cadet aerial gunnery practice. When the WASP were disbanded, she returned to her job at General Motors. She became co-owner of a plane, and flew many other small planes also. She moved to Florida, where she met the man she married. Her love for the outdoors has taken her and her family on many trips, enjoying nature to the fullest—camping, fishing, whitewater canoeing, wilderness trips, kayaking, taking floatplane flights and exploring the rivers from Colorado to Florida to Canada. Although the children are all grown-up and live elsewhere now, Bee Jay and her husband enjoy living in Maine, where they still enjoy the rugged life in the 'North Country'.



**MAXINE EDMONDSON FLOURNOY 43-W-8 Alice, Texas** Maxine was born in the 'show me' State—Missouri. While a student at Joplin Junior College, she became interested in flying. The college offered the Government sponsored Civilian Pilot Training program, and she became the one girl allowed in the class of ten students. After receiving her private pilot's license, Maxine was accepted into the flying training program for women pilots at Avenger Field. She entered training, completed the program, graduated and became a WASP. She was assigned as a navigational pilot at Hondo Army Air Field, Texas, flying C-45s to train cadet navigators. When the WASP were disbanded, she got a job as company pilot for two companies. She soon married, but continued to fly for three years after marriage. When two of her daughters were in high school, they decided to learn to fly. Maxine secretly began taking flying lessons again and soloed before either of them. She and her husband owned several different airplanes over the years, with Maxine as the pilot. President Carter appointed her to the USO World Board, where she served for nine years. In 2004 one of the Texas CAF Squadrons changed its name to the 'Maxine Flournoy Gulf Coast Squadron' in her honor.



**DOROTHY SMITH LUCAS 44-W-7 San Antonio, Texas** Born in Norfolk, Virginia, Dorothy learned about the WASP flying training program while working in Washington, D. C. She immediately began formulating plans to meet the flying requirements needed to be accepted into the program. She borrowed \$200 and spent the summer learning how to fly. She was not old enough to meet the age requirement, but when they eventually lowered that requirement, she mailed in her application. As she waited for a reply, she worked as a secretary, went to George Washington University at night and flew on the week-ends. Her application was approved and she entered training at Avenger Field. While she was in training, her brother was killed while serving his country overseas. It was very hard for her to keep flying, but she knew she must—for him. Several months later she graduated and received her silver WASP wings. She was assigned to Moore Field in Mission, Texas as a tow target pilot in AT-6s, but she also flew as a ferry pilot for aircraft needed at other bases and as an administrative pilot. After the WASP were disbanded, she married an Army Air Force pilot and became an Air Force wife until his retirement. She loves to share the history of the WASP with her 14 grandchildren and anyone else who cares.



**MILDRED JANE BAESSLER DOYLE 44-W-4 Grand Rapids, Michigan** As a young child, seeing 'Lucky' Lindbergh and 'Wrong Way' Corrigan tweaked this young girl's interest in aviation. In high school, Jane's music teacher (a pilot in the 20s) kept that interest alive. While attending Grand Rapids Community College, she entered the Government's Civilian Pilot Training program and got her private pilot's license, but when she attended the U of Michigan, no girls were allowed in the advanced CPT program, so she flew as a member of the Civil Air Patrol. Jane played the French horn in the U of Michigan's Marching Band, and was one of the first female members allowed to wear slacks! She finished college in the summer of '43 so she could enter the flying training program for women pilots at Avenger in the fall. After training for seven months, she graduated and was assigned to Freeman Field in Seymour, Indiana as a maintenance test pilot on AT-10s. There she met and married a young AAF Major, who was a fellow pilot. After her children went away to college, she was a teacher's aide for visually impaired children for several years and began painting in water-colors, which had always been her passion. She is a very successful, professional artist.



**BETTY JO STRAFF REED 44-W-7 Corinth, Texas** Betty Jo grew up in Texas with a Dad who would read her newspaper articles about Lindbergh and drive the family to places where aviators were performing in 'barnstorming' shows. She took her first ride in a Ford tri-motor at an air show, and she knew that was what she wanted to do—BE THE PILOT! After WWII was declared, Betty Jo, took the money she was making at Marshall Fields and spent it on flying lessons. Her first lesson was on skis. While working for Douglas Aircraft, she learned about the WASP. She asked for a release from Douglas (which was an 'essential' war-time employer), applied for WASP training and was accepted. After training for seven months at Avenger, she graduated and was assigned to Columbus Army Air Field, Miss. She flew AT-10s and BT-13s as an engineering test pilot, ferry pilot and administrative pilot. After the WASP were disbanded, she returned to work at Douglas, a C-54 plant. In her job, she was given the opportunity to fly as a co-pilot on the C-54 and was eventually able to 'check out' in it. After she married, she owned and flew many different types of airplanes as a part of her husband's business. After he retired, they sold all of their airplanes. She was a docent at an aircraft museum in Tucson for many years, and has continued to be involved with aviation as an active member of the Commemorative Air Force.



**LORRAINE NELSON BAIN 44-W-5 Chireno, Texas** Lorraine was born under the 'big sky' of Montana. Her interest in flying began after finishing high school, while working to save money for nurses' training. She and her brother went for a ride one Sunday afternoon with coyote hunters who were trying to attract a crowd. The ride she got convinced her that she should spend her savings on flying lessons. She got her private pilot's license, and when the experimental flying training program for women pilots at Avenger Field became available, she applied and was eventually accepted. After she graduated, she was stationed at Pecos Army Air Base in Texas, a basic training base. She flew as an engineering test pilot on the AT-6 and as an administrative pilot in the UC-78. Following the deactivation of the WASP, Lorraine completed a course in CAA Link trainer. She then worked as a Link trainer instructor in Alaska for several years before marrying a career Air Force pilot and Ex-POW. After retirement, they settled down on a farm in East Texas and love living in the country under the big Texas sky!

The mission of the National WASP WWII Museum: to educate and inspire generations with the history of the first women to fly America's military aircraft and who forever changed the role of women in aviation: the Women Airforce Service Pilots (WASP) of WWII. Read more about it at **WASP on the WEB: <http://www.wasp-wwii.org>**

Dear WASP, Honored Guests, and Friends of the WASP:

Today is a glorious day for history: in Texas, in America, for women, for aviation, for the military, for the bold, courageous WASP! Today has been proclaimed by Governor Perry as WASP Day in Texas. Today you and I are a part of this history making progression as we dedicate phase one of the WASP WWII National Museum!

Just as the community was deeply involved with Avenger Field in the history-making era in the 40s, it is again deeply involved today, but this dedication is bigger than this community – it is truly of national interest because of the significance the WASP played in the victory of WWII.

We welcome you to the Memorial Day celebration of this work in progress. We ask your continued interest and involvement and support. Avenger Field is on the world's radar screen as it begins a new era of bringing people and excitement to the Museum!

Thank you for being a valuable part of all this!  
Johnnie Lou Avery, President of the Board

## DISPLAYS

### WASP FLAG

Designed by WASP Shutsy Reynolds

### WASP BRONZE STATUE

Sculpted by WASP Dot Lewis  
“Dedicated to the unsung, who gave of their time and their talents, toiling in the WASP WWII Stores without fame or fanfare.”

### WASP BANNERS

Designed by WASP Airbrush Artist, Shutsy Reynolds

### AVIATION ENTERPRISE GATE

Recreated by Gene Norris

### WASP TIMELINE:

Text: WASP Deanie Parrish  
Design: Gene Norris  
Printing: Doug Youngblood

### COCHRAN, LOVE & ARNOLD

Graphics & Banners: Nancy Parrish  
Biography Text: WASP Deanie Parrish

### LOBBY FILMSTRIP

WASP photos taken directly from the videotaped Wings Across America interviews of WASP.

### HANGAR FILMSTRIP

WASP from 1943 and 1944 classbooks and scrapbook pictures.

### PARACHUTE & “DROP DUMMY”

On loan from “History for Hire,” North Hollywood, California. A tribute to WASP trainee Marie Mountain, who forgot to fasten her seat belt and fell out of a PT-19 as her instructor did a slow roll.

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Johnnie Lou Avery

Publicity & PR--Lynn Adams

Graphics: Nancy Parrish

Gene Norris  
Doug Youngblood  
TSTC Waco  
Russ Petty

Printing: Sweetwater Reporter

Parade: Lynn Adams, Liz Sands, Shirley

Olsen

Fluid Management: Claire Kultgen

First Aid: Joani Coons, TSTC

Electric & Safety: Cal Parks

## ABOVE & BEYOND

WASP Marie Mountain Clark

WASP Rosa Charlyne Creger

WASP Peggie Eccles

WASP Ruth Florey

WASP Marion Hanrahan

WASP Dot Lewis

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WASP Helen Wyatt Snapp

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Betty Rose Wortham, Sweetwater's Outstanding Citizen 1995

In recognition of her decades of commitment and efforts on behalf of the WASP reunions in Sweetwater, Texas from 1972 through the opening of the National WASP WWII Museum

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Filmstrips: WASP Virginia Hagerstrom

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**USA** -- In memory of Flight Instructor Rigdon Edwards--daughter Sandra Edwards Spears



## FIFINELLA (FIFI) OFFICIAL MASCOTT OF THE WASP

Designed by Walt Disney for a proposed film (from Roahl Dahl's book, “The Gremlins”. During WWII, the WASP asked for permission to use her as the official mascot and the Disney Company generously agreed. Official Fifinella ‘went to war’ and was worn in the form of patches. Some were leather, some were cloth...worn on WASP flight jackets.

At the National WASP WWII Museum, you will find Fifi outside on the hangar arch and inside over the recreation of the ‘AVIATION ENTERPRISES GATE.’ The gate marked the entrance to Avenger Field during 1943 and 1944.

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