

99 News

The Official Magazine of the International Organization of Women Pilots

April/May/June 2012

AMELIA

The Search
Continues





99 News

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

The 99 News

4300 Amelia Earhart Dr
Suite A
Oklahoma City, OK
73159-1140

Email:

news@ninety-nines.org

Online Form:

[ninety-nines.org/
99newsreports.html](http://ninety-nines.org/99newsreports.html)

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

On the Cover

The search for Amelia Earhart will continue this summer as the TIGHAR VII expedition is launched in July on Nikumaroro Island, Kiribati. Jerry Anne Jurenka relates her own fascinating experiences with the TIGHAR search in 1999 (see page 8). Significant discoveries have been made over the years that indicate Amelia did land on Nikumaroro and sent SOS messages reported by two ham operators in the U.S.

Cover photo: Amelia Earhart with Paul Mantz, technical advisor on her flights. Photo courtesy of the 99s Museum of Women Pilots.

Background photo: a rainbow shines over Nikumaroro Island. Photo by Joshua Gillespie, ©TIGHAR 2012. All rights reserved. Used by permission.

PERPETUAL CALENDAR

2012

JUNE

1 Due date for submissions to the 99 News for the July/August/September 2012 issue.

1-2 East Canada Section Spring Meeting, Ottawa, Ontario, Canada.

9-10 Wisconsin Chapter Annual Pancake Breakfast, Watertown Municipal Airport, Watertown, Wisconsin (KRYV) 8 a.m. to noon. Pancake breakfast, static display of aircraft, military vehicles, fire engine. Contact Krys Brown, 920-261-4567, krys.brown@wisconsinaviatin.com.

15-16 The International Forest of Friendship 36th Anniversary Ceremonies, Atchison, Kansas. This year's theme is "Flying, Forests and the Future," emphasizing links between green spaces and aviation/aerospace. Another focus is to highlight achievements by younger honorees, so we hope to encourage candidates who are under 35. Visit ifof.org for more information.

19-22 Air Race Classic, Lake Havasu City, Arizona, to Batavia, Ohio. For more information, visit airraceclassic.org.

JULY

11-15 Ninety-Nines International Conference, Providence, Rhode Island, Marriott Providence Downtown. For Conference information and registration, visit womenpilotsnewengland.org.



20-21 Amelia Earhart Festival, Atchison, Kansas. 15th annual celebration of the life of the famed aviatrix. Friday evening outdoor concert at Warnock Lake features Darius Rucker. Other highlights include a downtown fair, panel discussions with authors and researchers, award luncheon, carnival rides, aerobatic performances, aviation displays and spectacular fireworks over the Missouri River. Call 800-234-1854 or visit www.atchisonkansas.net.

AUGUST

17-18 The 34th Annual Okie Derby Proficiency Air Rally, Wiley Post Airport, Bethany, Oklahoma. The rally is open to any stock airplane, single or twin plus homebuilt flown by builder of the aircraft. Contact Wyvema Startz, ydalstar@sbcglobal.net or Charlene Davis, cdluvs2fly@hotmail.com.

23-26 Northwest Section Fall meeting, Walla Walla, Washington.

SEPTEMBER

1 Due date for submissions to the 99 News for the October/November/December 2012 issue.

21-23 North Central Section Fall Meeting, Marquette, Michigan, hosted by the NCS and Greater Cincinnati Chapter, www.ncs99s.org/.

OCTOBER

31 Deadline to file Intent to Seek Election.

NOVEMBER

2-3 Fall Board Meeting, Oklahoma City, Oklahoma. Contact Headquarters for additional information.

DECEMBER

1 Due date for submissions to the 99 News for the January/February/March issue.

2013

JULY Ninety-Nines International Conference, Bozeman, Montana.

PROPOSED BYLAWS AND STANDING RULES AMENDMENTS ON WEBSITE FOR REVIEW

Proposed Bylaws and Standing Rules amendments are available on our website. Your Chapters and Sections will be sending delegates to the Annual Business Meeting in Providence to conduct the business of the organization and vote on six bylaw and standing rule amendments.

Of the six amendments, five are associated with our Trusts and one modifies life membership. Please be prepared to discuss these in your upcoming meetings. If you have questions, contact your Governor or a member of the Bylaws/Standing Rules Committee. Chairman Pat Prentiss can be reached at patprentiss@aol.com.

Further discussion on these proposals will be available during the Communications Session in Providence. The proposals are located in the Members Area of our website after you have logged in with your email address and password. If you need a password, one will be emailed to you promptly after requesting access.

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99 News published by THE NINETY-NINES INC.®

International Organization of Women Pilots
A Delaware Nonprofit Corporation
Organized November 2, 1929
(ISSN 1548-565X)

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AVIATRIX PUBLISHING, INC.

Lake Forest, IL 60045-0911

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The Ninety-Nines is the International Organization of Women Pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

EDITORIAL AND PHOTO GUIDELINES

We encourage submissions for publication in the 99 News. Furnish author's name, email address and phone information. We reserve the right to edit for space and/or clarity. We accept both original photographs and high-resolution digital photos (at least 4X6 at 300 dpi). We cannot use photos from the following sources: camera phone, newspaper, home printer, photocopies or copied from the Internet. Include caption information with all photos and your contact information. Please email photos as separate attachments.

For additional submission guidelines, log on to ninety-nines.org and click on 99 News magazine. Submissions should be emailed to news@ninety-nines.org. Deadlines for submissions are listed in our calendar on page 2. If you have any questions, please email us at news@ninety-nines.org.

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99 News is published quarterly by The Ninety-Nines Inc.®, the International Organization of Women Pilots, at 4300 Amelia Earhart Drive, Suite A, Oklahoma City, OK 73159-1140.

The \$12 price of a yearly subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, OK and other additional mailing offices. Neither The Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein.

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Annual Dues:

U.S. – \$65
Canada and the Caribbean – \$57
Overseas – \$44 (U.S. dollars)
Associate Member – \$35 (\$65 after first two years)

Non-member subscription rates:

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

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

POSTMASTER: Send address changes to:
International Organization of Women Pilots
The Ninety-Nines, Inc.®
4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159 USA

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What did you say on The 99s First Online Survey?



75 years ago this July, Amelia Earhart was thought to have crashed on the island of Nikumaroro. Jerry Anne Jurenka recounts her search of the island in 1999 with the TIGHAR expedition.



Chanda Budhabhatti was honored for her lifetime achievements and groundbreaking contributions to women in aviation.

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President's Page

BY SUSAN LARSON, International President

This year's annual meeting in Providence, Rhode Island, promises to provide us the best of New England. Whether it be tours, seminars or the palatable pleasures of a lobster bake, your tastes will be tickled. There is so much to see and do amidst some of the richest history in America – and it's all closely situated to our Conference hotel.

On Saturday, Lieutenant Colonel Graham Buschor is our keynote speaker. A survivor of the "perfect storm" of 1991, he had to ditch his rescue helicopter and await rescue amid heaving seas. He will recount that terrible ordeal and provide us with insight into what it took to save lives while his own was in peril. Seminars that follow will feature a motivational speaker, an aerial photographer, the recipient of the 2004 National Flight Instructor Award and the president of Survival Systems USA. It will be a day to be inspired and amazed.

Conference Co-Chairmen Glenna Blackwell and Peggy Loeffler, along with the New England Section 99s, are ready to host us in beautiful Providence. You can register by mail, fax or online. Come on out to Providence!

In March, our team-on-the-ground at the Women in Aviation show consisted of West Coast Trade-show Chairman Candy Whitfield, International Director Marjy Leggett and Headquarters Manager Laura Ohrenberg. Along with a team of part-time volunteers from both near and far, they staffed our trade show booth in Dallas for three days, garnering 36 new members and six reinstatements.

Also instrumental was Careers Chairman Becky Hempel and her sister hostesses of the Professional Pilot Leadership Initiative (PPLI) meet-and-greet function. The second PPLI class of 2012 is expected to fill up quickly, and all interested 99s should contact Lorena Knapp or Becky Hempel well before the July 31 admission deadline.

Please take the time to read Director Corbi Bulluck's article in this issue on the results of our first member-wide survey conducted in September 2011. The survey is posted on our website and links are provided from the homepage. The Board has taken these findings to heart and is working with your Section Governors, Trust Chairmen and International Committee Chairman to address your concerns.

Four years as your International President will soon come to an end. It's been a great journey, at times intense and challenging, but always with the best women by my side. Never did I feel alone, rather I have been soaring with all of you.



It's been a great journey, at times intense and challenging, but always with the best women by my side.

Photos below, left, Susan Larson with new member Shirley Su and Careers Chairman Becky Hempel.

Right: West Coast Trade Show Chairman Candy Whitfield.



Amelia Earhart Birthplace Museum: Air Race, Astronaut, Authors and Tree

BY ANN SHANEYFELT

AEBM Trustee, Northeast Kansas Chapter

In June of 2011, Board of Trustees members Janet Yoder and Ann Shaneyfelt participated in the 2011 All Women's Air Race, better known as the Air Race Classic, representing the Amelia Earhart Birthplace Museum (AEBM). We were called the "AE Flyers" as we promoted the Museum by promoting the sale of bricks during the course of the race. Due to bad weather, the start of the race was changed to Alliance, Nebraska, where AEBM Chairman Carole Sutton was declared the Start Chairman. Meanwhile, the Forest of Friendship had beautiful weather to welcome inductees into the Forest. Many Ninety-Nines took this opportunity to visit "their house."

July brought the AE festival with many activities. Saturday morning there was Breakfast with the Authors at the library, directed by Lou Foudray, that featured books written about Amelia Earhart's life and disappearance. Ric Gillispie of TIGHAR (The International Group for Historical Aircraft Recovery) was a special guest this year and gave a talk later in the day.

The Museum welcomed our country's icon in flight, and of The Ninety-Nines, Eileen Collins, who received a tour of the Museum. Eileen was the winner of the \$10,000 Amelia Earhart Pioneering Achievement Award and was the keynote speaker at the luncheon held in her honor.

Thanks to Ninety-Nines Past President Pat Prentiss, the house received a gift of a 30-foot tree to be planted in front. This donation was given in memory of Robert Stanley Woods. In September, we had a tree planting ceremony with the mayor of Atchison, the Atchison Tree Board, members of the Museum board and many neighbors and friends. The *Atchison Daily Globe* featured a



A 30-foot tree, gift of Past President Pat Prentiss, is planted in front of the Amelia Earhart Birthplace Museum.



Astronaut Eileen Collins with Ann Pellegrino, who completed a world flight in 1967 that closely mirrored Amelia's flight plan in 1937.

picture on the front of the newspaper because planting a 30-foot tree is quite an event. A dedication of the tree will be held during the 2012 Forest of Friendship, Saturday, June 16, at 2:30 p.m. Refreshments will be served.

During the upcoming Amelia Earhart Festival on July 20, Fred Tonsing, who is Amelia Earhart's second cousin, will give a presentation, "Meet my cousin, Amelia Earhart." Watch for upcoming information on this as it will be a fundraiser to help support the many repairs to the Museum that we have coming up in the near future.

With the age of this beautiful house, there is always maintenance to be done. Please consider donating privately through the Friends of Amelia, by a donation or purchasing a brick to be installed in the sidewalk in honor of a fellow Ninety-Nine, friend or loved one. Visit our website at www.AmeliaEarhartMuseum.org to download a Brick Form. Then come see your brick during the special events in Atchison, the Forest of Friendship, the Amelia Earhart Festival or anytime throughout the year.

First-Ever 99s Online Membership Survey

What Did You Say?

BY CORBI BULLUCK, Director
Kitty Hawk Chapter

To gain insight into our members' perceptions of our organization, The Ninety-Nines conducted its first-ever online survey of our entire membership. The Survey of the Members, conducted from September 13 to 27, 2011, took eight to 10 minutes to complete and provided an opportunity for all members to offer feedback regarding our resources, our strengths and weaknesses, and how we view The Ninety-Nines in general. All responses were anonymous.

Why was the survey conducted online instead of on paper? A printed version of the survey would have required 17 sheets of paper, making it too costly to mail to all 4,828 members. Also, the survey used "jump logic" throughout the questions, so a paper version would have been difficult to complete.

Additionally, online surveys can be conducted in a shorter time span with results provided as soon as the survey closes. All members with valid email addresses listed in our online directory received up to three emails inviting them to participate in the survey.

Admittedly, there were a few "hiccups." Certain email providers, such as AOL and Comcast, have very tight SPAM filters which blocked the survey invitation from reaching some members' mailboxes. When this happened, our Headquarters staff sent the invitations from alternative addresses. Some members had changed their email addresses but hadn't updated their contact information. To combat this, "On The Centerline" and The 99s Email Network contained information about the survey and asked that our members spread the word and encourage all members to participate.

Shortly after we launched our survey, the survey's web provider reported that another client had loaded their survey with a record number of responses, which caused an incredible slowdown of the server. To prevent the deletion of our members' responses, those who were in the process of taking the survey were sent back to the survey's first question. We encountered a few other technical issues, but these were quickly resolved.

This was the first time that our organization conducted a survey using this online mechanism and on such a large scale. Therefore, it was a learning experience for everyone!

What about members who didn't have email addresses?

We asked members to reach out to our "non-connected" members to help them complete the survey. Some Chapters got very creative. For example, members of one Chapter passed around a laptop during a Chapter meeting and took turns completing the survey. Members of other Chapters telephoned non-connected members and conducted the survey orally.

Results? The survey was completed by 1,397 members, which represents 29 percent of our membership. Most people in the survey industry believe that return rates above 20 percent are very good. Just as important, the breakdown of length of membership and primary residence of the survey respondents very closely reflected that of our entire membership, thus sup-

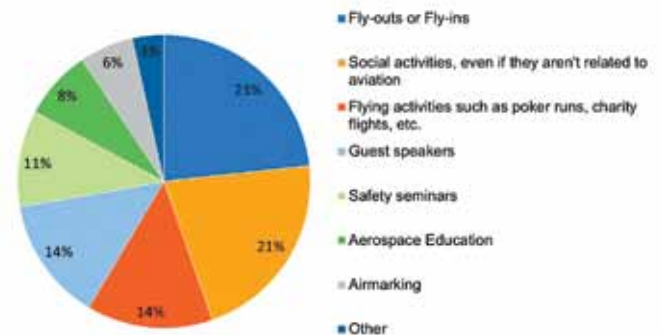
porting the validity of the responses.

Some of the responses were surprising, such as how having a dynamic keynote speaker at our International Conference (Annual Business Meeting) affects our members' preference regarding the Conference location, and how many members have never heard of our email networks or the *HQ Dispatch*.

Other responses confirmed what had already been suspected, such as why our members joined The Ninety-Nines and which publication ranks number one with our members. These are just a few examples of what the results revealed.

Now what? The survey's 54 questions were divided into five categories based upon our existing committee structure: Membership, Technology, Publications, Section and International meetings (Council of Governors), and Elections.

What is your favorite Chapter or Section activity?



Each of these committees studied their respective questions and responses and identified the top two issues in their area.

Your International Board of Directors has studied all of the survey responses and has formed teams to develop strategies to address several topics. During the coming year, you will hear more about these action plans.

Are the results available? The survey results are available for all members to review and can be found by clicking on the link in the Members Area of our website. If you have any questions or comments regarding the survey, don't hesitate to contact a member of the International Board of Directors.



The Search for Amelia

BY JERRY ANNE JURENKA
Texas Dogwood Chapter

With machete in hand, Jerry Anne helped search the jungles of Nikumaroro in 1999 for artifacts from Amelia's crash. Another TIGHAR expedition begins this summer.

Photo above, Jerry Anne in the jungle of Nikumaroro Island, Kiribati.

The 75th anniversary of the disappearance of Amelia Earhart is July 2, 2012. All of a sudden, 75 years of one of aviation's most enduring mysteries seems close to a solution.

U.S. Secretary of State Hillary Rodham Clinton said, "Amelia Earhart may have been an unlikely heroine for a nation down on its luck, but she embodies the spirit of an America coming of age and increasingly confident, ready to lead in a quite uncertain and dangerous world. She gave people hope and she inspired them to dream bigger and bolder."

Clinton continued, "After a long decade of war, terrorism and recession, there are some who are asking whether we still have what it takes to lead, and like that earlier generation we, too, could use some of Amelia's spirit."

A strong fascination began for me in 1988 when TIGHAR (The International Group for Historic Aircraft Recovery) was preparing for their first expedition to the South Pacific to look for AE's Lockheed Electra. Not only was she the first President of The Ninety-Nines, she was an early member of Zonta International, to

which I also belong, and whose members memorialize her with scholarships and an annual luncheon in every Zonta club in the world.

My opportunity to join a TIGHAR expedition came in 1999, and I joined the team as both a sponsor and working member. I was the only woman on the machete-toting work team, so I felt I had to work twice as hard as most of the men to be thought half as good.

Fortunately, this was not difficult. I was a fearless 58 year old and in the best shape of my life but met my Waterloo in Doc Marten boots, which were required because of the hostile terrain. I had to put down my machete two days before our departure with severe tennis elbow. It took me a year to recover from that.

We were expedition IIIIP (four, preliminary) because the official story was that we were going to Nikumaroro (Niku) to determine what supplies and equipment would be necessary for expedition IIII the following year. The real story was that we had an aerial photograph of the island taken in the 1940s that, when enhanced, showed an unnatural object in a cruciform shape

that looked like an aircraft with possibly the tail section and wingtips broken off.

There was also a first person account of a previous inhabitant who had grown up on the island in the '40s that used to play on the wreckage of an airplane in that exact vicinity. We thought we would be able to walk straight to the wreckage when we landed and then spend the rest of the expedition determining how to safeguard it until we could get the proper equipment to retrieve it. It was all very hush-hush because any leak of information might cause pirates to get there before us and steal our precious cargo. Anyone who knows me knows how the hint of mystery and espionage will hook me in.

It all began in earnest as the team gathered in Fiji to board the N' aia for a five-day voyage to Nikumaroro in the Republic of Kiribati (pronounced Kiri bas'), just 281 miles south of the equator.

The ship was a combination sail/motor, but the main mast would not properly seat, so we had to motor our way and were unable to cut through the waves as we would if the sail were up. It caused an unbelievable rocking and pitching of the ship, and I was one of the few who were not green and throwing up for five days. We were confined to our bunks most of the time since we could not stand upright with the rolling, and you could hear pots and pans flying all over the place upstairs.

There was a porthole at the foot of my bunk, and one minute I was looking at the clouds and the next minute I was looking into the ocean. I had my scuba gear with me, and at night I laid out my fins, my buoyancy control device and my snorkel mask so I could easily grab them. I lay in bed trying to picture swimming DOWN the stairs to get OUT when the boat rolled completely over, as I was convinced it was going to do. It was terrifying.

And then, all of a sudden, the waves were gone, and we saw the outline of the island in the setting sun. I was the quartermaster, in charge of all the metal detectors and other equipment we had brought, so I hurriedly double-checked everything so it would be ready the next morning.

Excitement reigned as we prepared to go ashore in the dinghies. Niku is a room with only one door – a channel blasted

through the coral reef around the island – and the island is guarded by a spirit: Ne Manganibuka. As soon as we landed, we knelt in the sand, respectfully put a cross of sand on our foreheads and asked the spirit for permission to come onto the island.

There had been numerous storms since the last expedition, and the previous trails were covered with palm fronds and coconuts. Our first chore was to clear a trail through the jungle, which took most of the first day. That done, we each picked up as much equipment as we could manage and struck out alone through the jungle to the other side where we were to gather.

It was that first walk through the jungle, imagining Amelia there as a survivor, that was so intense for me. I was mentally convinced by research that this was the place, but the emotion I felt when we actually arrived clinched it. Every morning on my trek, I talked to her and asked her for help but, as you can imagine, she never answered me. Still, I was never discouraged. I felt her presence.

As soon as we could, we made a beeline to the site that had been targeted, and I don't know what the photo actually was of, but it was not an airplane. There was no trace of any metal or artifacts.



Above, Jerry Anne, right, with May, the ship's doctor.



Amelia's view of Niku. The reef at the bottom of photo is the suspected landing site just left of the wreck of the Norwich City and the inlet to the lagoon.



Ric Gillespie inspects an aircraft aluminum artifact.

The 1999 TIGHAR expedition team.

The focus of our mission was now changed, so to make the most of our time there, we devised a plan for a systematic search of some areas that had not been looked at before. TIGHAR is very focused on proper procedures and proper handling of evidence. We had been trained before our departure, so we got busy partitioning off the island in 20 meter squares with pink

tape and going over every inch with metal detectors and documenting our findings.

Karen Burns, a forensic anthropologist, was with us, and she oversaw the unearthing of a gravesite we found. A Kiribati representative was also with us so he could oversee the expedition processes.

As a pilot, I have no problem imagining Amelia's thoughts when she first spotted the atoll. She was close to being out of fuel, was lost and had no radio contact. All of a sudden in front of her was what looked like a concrete runway circling this atoll. I would not have hesitated to put the Electra down here.

I walked across the coral shelf at low tide and while it is definitely rough, it is a passable runway. She made radio calls for three days after everyone knew she had to be out of fuel which meant, according to Lockheed experts, the starboard engine had to be above water so she could start that engine and use the radio. Gradually, the tide would drag the airplane toward the reef edge until it was pulled over and started its tumble down the slope of the reef. Probably when the first Navy aircraft flew over a week after the disappearance, the airplane had already washed away.





The team searches carefully through Pandanus trees. Their serrated edges can easily slash ankles.

It is on this same area that the new TIGHAR expedition will focus in July this year. Last year's expedition used an underwater robot that gave the team a new look at the underwater landscape. It had been thought that the reef tapered off at a 45 degree angle to about 2,500 feet, but the 2010 Niku VI expedition discovered that at 984 feet the slope became more shallow. At this depth the last faint traces of light start to fade to total blackness of the ocean so that any aircraft wreckage should not be obscured by coral growth. They will go back with a better underwater robotic device and attempt to search there and even deeper.

The photograph everyone has been talking about has actually been around for a while, but it was originally cropped just to show the island and the wreck of the *Norwich City*, a freighter that grounded on the reef in 1929. No one knew it had been cropped until the original turned up recently with a tell-tale shadow in the lower left hand corner that has been determined by experts to be the landing gear of an airplane – and not just any airplane. According to TIGHAR board member Skeet Gifford, the gear is very distinctive and is an old style just like that on the *Electra*.

There have been several artifacts found that date to the 1930s USA lifestyle. There is much evidence that points to this location as Amelia's landing site, but the truth

is, unless something is found with a serial number on it or the fecal matter now being tested from last year's expedition, it will be impossible to prove, without a shadow of a doubt, that Nikumaroro is the final resting place for our beloved Amelia Earhart and Fred Noonan.

I am grateful that I had the opportunity to take part in this most amazing adventure. Good luck, TIGHAR!

P.S. When you hear someone say that Amelia wanted to be the first *woman* to circumnavigate the globe, please tell them that is wrong. No one had done it before. She wanted to be the first *person*, male or female, to fly around the world at its widest point, the equator.



Jerry Anne conducts the essential chore of drying feet and getting all the sand off before donning Doc Martens.



Niku's front door at low tide.



Jerry Anne and the team arrive on Nikumaroro.



Spotlight on PPLI: Lorena Knapp

BY JULIA REINERS
Georgia Chapter

Lorena Knapp sometimes feels like she is in a Planet Earth video. Whether she's at work as a helicopter medevac pilot flying the AS350 or enjoying her days off camping or fishing, the weather and the wilderness play a prominent role in this native Alaskan's life.

Through her "office window," Lorena has watched thousands of caribou migrate across the coastal plains, taken in the Northern Lights under night vision goggles and relished the vast beauty of the changing seasons.

While the excitement of flying an EMS helicopter across the last frontier may sound appealing, it's the difference her work makes in the lives of others that makes it fulfilling. The impact that medevac pilots make has never been more apparent to Lorena than when her father passed away after a tragic accident

while vacationing in New Zealand. He was airlifted twice, and the interventions allowed the family the time to travel to the patriarch's side and say goodbye.

This personal experience is never far from her mind—she shared that she thinks of her dad every time she flies and of how important her job is not only for the patient but also for the patient's family.

Lorena's first career was as a teacher. Despite being exposed to aviation early on, it wasn't until she flew a helicopter that her passion for flying was truly awakened. Today she uses the organizational talents of a teacher and her passion for aviation to lead PPLI's Coordination Team. When she motivates the team with her natural enthusiasm and rewards them with virtual high fives and gold stars, it's easy to see the teacher inside her still.

As Team Leader, Lorena plans to fo-

cus her efforts on expanding the program. She says, "I love that we have women in the program just embarking on their careers. It's a fantastic way to build their professional network."

Moving forward, she hopes to develop the program to appeal more to women who are already established but who want to take their careers to the next level. As she works to mold the future of the program, she acknowledges that learning from other women will remain the cornerstone: "I love that women are supporting other women and helping them to achieve their dreams."

Whatever direction the program may take in the future, it's clear that it will continue to be an invaluable resource to Ninety-Nines, and because of Lorena's leadership, the PPLI will have a real impact on women's lives and careers for years to come.



BY DONNA MILLER
International Careers Committee

PILOT CAREERS: Mindsets

Mindsets play strange tricks on us. We see things the way our minds have instructed our eyes to see.

— Muhammad Yunus

I love that quote, because as instrument rated pilots, we have to learn to trust the instruments when it looks like the inside of a ping pong ball out the window. But there's more to mindsets than, well, meets the eye.

Whether or not you realize it, your mindset determines your quality of life because it affects how you show up. In a book called *Mindset* by Dr. Carol Dweck, Ph.D, she explores the differences between what she calls a "fixed mindset" and a "growth mindset."

In a fixed mindset, our self worth is constantly on the line, so we discourage ourselves from attempting anything at which we might fail. While we have less risk of failure, we feel frustration from the sense that we are holding back. With this mindset, success is about proving our talent, and we must show results immediately.

The good news for us pilots is that just by deciding to learn to fly, we have already attempted something new. However, when it comes to upgrading or taking a new job, which means learning a new airplane, we can fall back into a fixed mindset and forego the change to stay in our comfort zone.

In a growth mindset, we seek out challenges because we know that we can reach our true and highest potential by stepping outside our comfort zones. In the growth mindset, the hand you're dealt is the starting point for development and that working hard is the best way to tap into your potential. This describes most of us who enjoy a challenge and learning new things.

Dr. Dweck has found that the view you adopt for yourself profoundly affects your life. It can determine whether you become the person you want to be and whether you accomplish the goals you set for yourself.

The difference is that the person with the fixed mindset believes that she is born with all of the characteristics she will ever possess when it comes to talent, intelligence and personality. This creates the need to prove herself, defending that which she was given. A growth mindset allows us to develop and build our skills and seek to be extraordinary.

The ironic part is that many growth minded people rise to the top of their chosen careers without ever planning on it, while many fixed minded people strive to be there and fall short. The reason is that success is often a byproduct of the enthusiasm for what growth minded people do. Instead of focusing on what the outcome of success might be (i.e.: a successful aviation career), growth minded people focus on the joy in the task at hand, which helps them succeed.

The great news is that mindset is a choice, and you can choose a growth mindset. Even better, it can affect our happiness immediately. And what's not to love about that?

PRO 99s PROFILE: Kate Garrison

BY BETSY DONOVAN, International Careers Committee

Inspired by her grandfather who was a test pilot for Grumman during WWII, Kate Garrison began flying at age 30, following a career in journalism. For most of her childhood, Kate wanted to fly fighter jets for the Air Force but settled on helicopters.

Based in Marion, Illinois, Kate is a pilot for Air Evac Lifeteam in West Plains, Missouri. She flies a Bell 206L3 doing EMS/medical evacuation operations around southern Illinois, Missouri and Indiana. She picks up patients at small, rural hospitals and transports them to bigger hospitals. Kate also picks up patients at trauma scenes. "I have wanted to be an EMS pilot since I started flying...I love to fly, so I am doing my dream job. It is pretty cool to land at a scene to pick up a



patient or to land on a hospital rooftop helipad. Every day is different. The schedule can't be beat – we work seven days on, seven days off. And the work is really rewarding."

A new member of the Greater St. Louis Chapter, Kate has been a Ninety-Nine for five years. She built her hours as a CFI, CFII and tour pilot in the Grand Canyon, Alaska and Hawaii.

Kate's advice: "Have patience. It is a long slow process. But it is worth it. Study hard. Make contacts wherever you go in aviation."

AEROBATIC ADVENTURES IN GREAT BRITAIN



BY ALIA TWAL, Arabian Section

HRH Princess Basmah Hamza

Not just the first licensed female glider pilot in the Middle East, HRH Princess Basmah Hamza, wife of HRH Prince Hamza Bin Al Hussein of Jordan, became the first licensed Arab female aerobatic pilot.

Basmah, an Arabian Section member, said that when she was training to become a commercial pilot, she met a captain on an A320 who told her, "Flying is an art."

"At the time, I didn't understand the depth and meaning to that simple statement. But after years of flying, I realized how it is that we express this art in our flying."

"AEROBATIC FLYING IS BLOOD PUMPING EXCITING, THRILLING, CHALLENGING..."

After completing her training, she was hired as a flight instructor at Ayla Aviation Academy. "This was the beginning of my real education. Little did I know at the time that when I joined Ayla Aviation that it would open new and unexpected doors for me that would change me as a pilot in ways I never suspected."

Ayla Aviation also manages Royal Aero Sports Club of Jordan, so in addition

to her flight instructing duties, she was able to expand her skills in other areas. "I did everything from jump pilot work with sky divers, tourist flights over exhilarating locations like Petra and Wadi Rum in Jordan, working with photographers and cinematographers, to ferrying aircraft throughout Europe. The exposure gave me the ability to really mold and tune my flying. Diversity was the new theme in my aviation career. It was very exciting and made me appreciate how important it is to think safety first."

She found herself on a mission to increase her safety margin in the aircraft and decided to increase her flying skills by going to a flight training organization, Ultimate High, to learn aerobatics.

"I decided to venture off and explore other areas in aviation for two particular reasons. One is my sheer love and enthusiasm for flying and the other is my concern for incomplete pilot training. Strong statement I know, let me explain.

"Pilot training should formulate what I would call a three-dimensional pilot. A three-dimensional pilot is one who has the fundamental skills of maneuvering an aircraft in flight, in all attitudes and explore all aspects of aircraft control. It wasn't my

interest to put the aircraft into inverted flight but instead to learn to recover from it in the unexpected event I find myself in this attitude. Upset aircraft recoveries, in my view, should be a part of our fundamental skills as a pilot."

So Basmah set off to England in hopes of enhancing her skills in recovering from unusual attitudes. But the story takes a twist: in the process she discovered the ultimate high — aerobatics.

"Aerobatic flying is blood-pumping exciting, thrilling, challenging and, in my opinion, unmatched by any other sport in terms of adrenaline and skill," she says. "It pushes skills to the ultimate limit and completely changes your perception of time. Every detail counts in aerobatics, movements are small and complex. I discovered that in order to move and think simultaneously, you have become more aware, which means that you need to somehow slow down time."

Alia Twal, Governor of the Arabian Section of The Ninety-Nines, added, "I feel so proud of the Arabian Section women pilots. They all have very interesting stories, and every one of them has achieved something very special and made a mark in the history of women pilots."

Chanda Budhabhatti:

Inspiring Women Pilots Throughout the World

BY JENNIFER L. DORFMAN, Guest Author

India Section Vice Governor Chanda Budhabhatti was honored in December at the International Conference of Women in Civil Aviation held in Mumbai, India, for her lifetime achievements and groundbreaking contributions to women in aviation.

She and two other Indian women pilots, India Section member Mohini Schroff and Rabia Futhally, received awards for their contributions to the growth of civil aviation in South Asia and around the world. The conference, which was attended by more than 100 women aviators and aviation professionals, was part of the centenary celebration of civil aviation in India from 1911-2011.

“Chanda has served as a true trail blazer for women aviators, opening up opportunities in flight that never would have happened without her passion and dedication,” said Bonnie Allin, president/CEO of the Tucson Airport Authority, speaking to the conference attendees.

In 1967, the Indian Women Pilots' Association (IWPA) was chartered, with Chanda serving as president. In 1978, Chanda was instrumental in forming the India Section of The Ninety-Nines, serving as Governor, with Mohini Shroff as Vice Governor.

Addressing her colleagues at the conference, Chanda remarked, “I have always just done what I thought was proper for promoting women in the field of aviation in India. I was very much moved to see so many lady pilots in their uniforms representing their airlines. We have succeeded in opening the doors for women pilots.”

Chanda herself had to move mountains to become a pilot back in the '60s in India when the idea of a woman aviatrix was



From left Captain Sangita K. Bangar, secretary IWPA, and Harpreet A De Singh, president IWPA, present awards to Rabia Futehally, Chanda Budhabhatti and Mohini Shroff.



Ribbon cutting ceremony at the Aerospace Hall. From left: Capt. Sangita K. Bangar; Chanda Budhabhatti, India Section Vice Governor and chairperson of the Indian Women Pilots' Association; the director of NSC; and Ninety-Nine Harpreet A De Singh, president of IWPA. The Hall is the first of its kind in India, and its development has been strongly supported by Ninety-Nines and IWPA members.

considered freakish. Throughout her life, she has passionately promoted women pilots both in India and throughout the world.

Today, 28 percent of aviation students in India are female, and with women receiving training in every area of the East Indian aviation industry, the ‘XX factor’ is multiplying.

In India, where the traditional family model has been the expected condition for millennia, Chanda’s mother wanted her daughter to marry, have children and settle down. When Chanda asked her father whether she could become a pilot, he answered, “Why not?”

Unfortunately, Chanda’s father died before she could start lessons, so Chanda fasted for three days before her mother would give in to her request. She became a private pilot at 17 years old and, later, the third female commercial pilot in India. Chanda says she has had to use patience, discipline, resourcefulness and perseverance throughout her career.

Chanda says, “We women pilots don’t demand respect, but we command it. Women have to work twice as hard as men to be considered half as good! Fortunately, it is not that difficult. The fact is, the plane doesn’t know if the pilot is a man or a woman.”

Chanda has received numerous awards and honors including the Chuck Yeager Aerospace Education Award, the Spirit of Amelia Earhart Role Model Award, the Lifetime Achievement Award from the IWPA, the Lifetime Achievement Award from the Aeronautical Society of India, Woman of the Year Achievement Award from the Ministry of Civil Aviation Government of India, and Air India award for Women Achievers in Civil Aviation.

She became the first Indian woman to set a speed record for a single-engine plane when she piloted a Piper aircraft in 2003 with copilot Barbara Harper, a feat recognized by the Federation Aeronautic Internationale in France and the U.S. National Aeronautic Association.

The conference ended at the Nehru Science Museum with a ribbon cutting ceremony and the dedication of an exhibit celebrating India’s 100 years of aviation in which Chanda Budhabhatti is prominently featured.

Getting to Know Director Marjy Leggett

BY MARJY LEGGETT, Mid-Columbia Chapter



Growing up on 10 acres of forest land only a couple of miles as the crow flies from Evergreen Airport, I would lie in the grass and look up at the bright blue sky, listening to the drone of the engines from those little planes as they departed runway 28. I loved the sound of their aircraft engines but never thought of myself as a pilot, though it was lying dormant in my blood.

My dad's brother, Uncle Philip, had learned to fly in the Air Force during WWII. After the war, he bought a bright blue and yellow Taylorcraft, which he flew around the region. Our family lived only a short distance from Evergreen Airport in Vancouver, Washington. Uncle Philip would buzz our house, which was the signal for all of us to hop into the car and drive down to the airport. By the time we arrived, he was just finishing tying down the plane.

One time when Uncle Philip came, my mom and dad each got to go for a ride with him. I wanted to go, too, but I blew it. He sat me on top of the wing, and looking down at the distance between me and the ground scared me. I began to cry and lost my chance to ever fly with him. I was about 2½ years old at the time, but it left an impact and probably planted that first seed of interest in learning to fly.

At first I wanted to be a cowgirl, inspired by Dale Evans and the cowboy shows of the time—Roy Rogers, Gene

Autry, Lone Ranger, Sky King, Cisco Kid and others. I had the vest, cowboy hat and a great set of cap guns. Later, working in a doll factory putting dolls together sounded like a great way to spend my working days. Then, following my aunt, who was an anesthetist, I wanted to be a nurse, a desire that was dropped once I found out I would have to have shots.

As the oldest of four siblings, I was thrust into the role of watching them. The day school was out for the summer, I had my mom take us to the library where I would check out the textbooks I had just studied. I made my sister and brother sit in front of my little blackboard easel and would teach them what I had learned that year in school. My sister and brother always did well in school. Was it possibly due to having seen the material before entering the classroom?

Since I have never been one for manual labor, picking strawberries in the fields as my sister and brother did was not for me. I started babysitting when I was 13. At 35 cents an hour, I managed to save up \$1,000 by the time I was 18, enabling me to pay cash for my first car—a white and green 1960 Mercury Comet, for which I paid \$500. I was also able to make loans to my parents, who paid me back with interest—another great way I discovered to make money!

In school, science intrigued me the

most. I took all of the advanced courses in science, biology, physics, chemistry, and anatomy/physiology in high school and college. In college, my physics class was filled with males and only about two or three girls. I was a bit intimidated and assumed the boys knew more and were quicker to understand the concepts than I was. At the end of the quarter, the teacher met with each of the students individually to talk about their progress and the grade they had earned. When asked the question, I hesitantly said I was hoping to score at least a B-. The instructor paused a moment, then said, "Well, I was thinking more like an A. Of course, I was thrilled to think that he felt I was deserving of such a high grade when in competition with all of those "knowledgeable" boys.

I ended up not as a cowgirl, doll manufacturer or nurse, but as a teacher. I taught kindergarten, first grade, third grade and fourth grades, and finished my 36-year career as the Dean of Students.

Marjy Learns to Fly

In the third grade I imagined myself hovering over the students in my class. What would they think if they saw me flying above them! One especially windy day, I grabbed the gigantic black umbrella that sat on the back porch and climbed a tall stump in our back yard. Jumping off the stump, I tried sailing in the wind.

The venture wasn't as successful as I had hoped, giving me only a short moment aloft before landing on the ground.

When I was 17 or 18, a boy I was dating got his pilot certificate. He took me up in a little Cessna 150. I thought this was the best date I had ever been on! To this day, I still remember his words, cautioning me to always be alert for a place to land. He went on to become a captain for Horizon Airlines. At that time, I thought it would be fun to fly a plane, but at \$17 an hour for plane rental, it was beyond my means.

In 1984 my husband and I took a vacation to Hawaii. One excursion was the island hop in a 10-seater plane. I couldn't tell you what the plane was, but the most exciting part was that when the pilot designated our seating spots, he assigned me to sit in the co-pilot's seat. It was so exciting! I took pictures of the landings, the instruments and the landscape.

My birthday was shortly after we returned home. My husband said, "I know you have always wanted to learn how to fly, so for your birthday, I thought I'd pay for you to take flight lessons." How did he know that? I didn't think I had ever divulged my secret wish, but somehow, my husband knows me pretty well. Of course, he had no idea what he was getting into. He and I both started on the same day—my 36th birthday—with different instructors.

My husband soloed twice and passed the written, but eventually he dropped out of the program. His wise words were: "I can see you have to have the passion for flying. You have that passion, and I don't. If I had to land the plane, I could, but it's enough to have one pilot in the family." I went on to finish my private pilot certificate and get my instrument rating.

Involvement with Aviation

Since retiring from teaching, I have had the time to devote to aviation, and I have jumped in head first. I served in several offices of the Northwest Section, ending as governor before being elected International Director. I am also the Young Eagles coordinator for our local EAA chapter, the FAA Safety representative for our area, secretary of the Washington Pilots Association, a director on the Richland Fly-In Association, Secretary of the

Friends of Vista Field and AOPA Airport Support Network Volunteer for Vista Field (S98).

I am currently co-chairman for the planning committee bringing the Northwest Section to Walla Walla this August and am the chairman of the Air Race Classic Start 2013 Committee. We are hosting the Start of the 2013 race at Vista Field in Kennewick, Washington.

Through my efforts to save Vista Field in Kennewick from closure, I have been recognized by the Washington Pilots Association with Pilot of the Year and the Dick Corey Award, received a plaque of recognition from the Washington State Department of Transportation/Aviation Division and from AOPA I received their highest award, the Lawrence Sharples Award. I also received the Governor's Award from the Northwest Section.

Flying has changed my life, it has opened doors for me! Before learning to fly, all of my friends and all of my husband's friends were in education. The only ones we knew not involved in education were our relatives. Now I have friends in a variety of occupations. Since becoming involved in leadership roles and attending Section and International Conferences, I have met people I consider friends from all across the world.

Flying has given me the opportunity to make a difference in the world through flying missions for Angel Flight and work-



Photos: Opposite page, Marjy on the wing of the Beech Sundowner she flew into Evergreen Airport.

Above, Marjy taking on the duties of International Director.

Below, Marjy at age 2½ and neighbor friend standing next to her Uncle Philip and his Taylorcraft.

ing diligently to prevent our local airport from being closed.

There is a peace that one experiences while soaring above this great earth. Seeing the beauty of the rolling green hills, the white-capped mountains that fill up the windscreen, the deep pools of lake water from above and the shades of orange and mauve peeking between cloud layers, while listening to the drone of the engine, gives one the sense that all is right and goodness will prevail. No matter what political strife or conflicts are taking place on earth, in the air, all is good. There is peace, beauty and freedom.



Come Fly With Me

BY MARCIA K. GITELMAN
Finger Lakes Chapter

STEM stands for Science, Technology, Engineering and Math. It is the current acronym that is being used in educational circles to promote learning in these fields in our schools. As Ninety-Nines, we all recognize the importance of this subject matter. A focus on Aviation and Space goes a long way towards motivating students in these areas.

An interesting project has evolved near where I reside. Burns Science and Technology Charter School has recently opened in Oak Hill, Florida. It is a K-8 school dedicated to the STEM principles. The school was in need of a science curriculum. Several Ninety-Nines and one former member, all from different Chapters around the U.S., volunteered to help. Besides me (Finger Lakes), they include Valerie Taylor (Marin County), Nancy Govoni (former member of Gold Coast), Carolyn Parkins (Kentucky Bluegrass) and Lynn O'Donnell (North Jersey).

Nancy, a retired media specialist, was

aware of just such a science curriculum: "Come Fly With Me, Exploring Science through Aviation and Aerospace Concepts." This complete curriculum was written for the State of Michigan in 1983 by David and Doreen Housel. The project was commissioned by Mary Creason (Michigan Chapter) when she was assistant deputy director of the Bureau of Aeronautics for the State of Michigan. She was responsible for expanding aviation education in Michigan's public schools. Mary helped develop the "Come Fly with Me" curriculum that earned her the Federal Aviation Administration Administrator's Award for excellence in 1987.

Over 150 activities explore science using aviation and aerospace as a basis. They range from simple single lessons to others which require equipment and several sessions. Overall, more than 600 pages of lesson plans, background information and explanation is provided.

Valerie Taylor spearheaded our effort

to bring this curriculum to the school and to modernize it using the technological tools we have available to us in the 21st century. She had the entire project digitized. It then fell to the rest of us to go through the digitized version and correct the errors that had occurred as part of the scanning process. This was not trivial. We spent many hours re-formatting, correcting punctuation and making sense out of words that scanned as gibberish. Our tasks were somewhat simplified as we could work on our home computers. Valerie had uploaded the entire curriculum to Wiki-Educator, to which we each had accounts and password permission to make changes.

Now that the initial editing has been completed, this has been published online as an open educational resource for any educator who chooses to use it. Still to come, however, is another "run-through" where we intend to update any topics or experiments that may be dated. We also had a hard copy version printed by Pedia Press.

At Burns school, Dana Greatrex is currently using parts of this curriculum with 5th and 7th graders on an experimental basis. The curriculum cannot be adopted exactly as written. It has to be adjusted to meet Florida Sunshine State Educational Standards. Several schools in Texas, as well as Michigan, used it when it was first written.

Although our involvement was not initiated as a Ninety-Nines project, it is noteworthy that we have been members of The Ninety-Nines. In addition, we have gone into the school with several other community volunteers to introduce the students to the accomplishments of women involved in aviation.

To our members who are interested in adopting these wonderful lessons, they are available at http://wikieducator.org/Come_fly_with_me, just waiting to be used.

From left, front row: Doreen and David Housel. Back row: Carolyn Parkins, Valerie Taylor, Marcia Gitelman, Nancy Govoni, Mary Creason. Not shown, Lynn O'Donnell.



At Last — A Visit to Edwards Air Force Base

BY GENE NORA JESSEN
Idaho Chapter

Lt Col Kathy Hughes, MD, came to Boise about 10 years ago as a Flight Surgeon for the Air National Guard, piloting the A-10 Wart Hog while there. Of course, the Idaho Chapter recruited her. While in Idaho, Kathy, along with her Delta airline pilot husband Paul and their two sons, bought property and a hangar for their Beech Debonair. Though currently stationed at Edwards Air Force Base in Southern California, we know we'll have them back in Idaho someday.

Now the 95th Aerospace Medicine Squadron Commander, Kathy had mentioned inviting her Idaho 99s to visit Edwards, and it came to pass last October. My husband and I had tried to get through the Edwards gate several years ago since I wanted to visit their museum. Bob presented his 1943 WWII Army Air Corps ID dating back to when he was flying the B-29 and B-17, but no joy.

Kathy opened the gate for us. Edwards was celebrating the 60th anniversary of the Air Force Flight Test Center including a Salute to the Space Shuttle. The Jessens, Petra and Russ Vawter and Mary Ann and Steve Richards came down from Idaho for the festivities.

Chuck Yeager, now 89 and an icon in the first X-1 flight through the sound barrier, was on hand for the celebration. We even saw the X-1 loading pit into which his Glamorous Glennis rocket plane had been rolled to be attached to the mother ship B-29.

Those of you who know of Pancho Barnes (and you all should know this outrageous aviation eccentric) are aware of her "Happy Bottom Riding Club" on what is now Edwards property. Our group was driven out to the ruins of her Fly-Inn Dude Ranch and was privileged to wander around this historic spot.

Chuck Yeager, standing in the desert sun, spoke at length about his flying and also about Pancho, after which the group toasted Brig. General Yeager with a shot glass of Jeremiah Weed!

Edwards is a flight test center that includes the prestigious



From left, Petra Vawter, Kathy Hughes, Gene Nora Jessen, and Mary Ann Richards.

US Air Force Test Pilot School, and virtually all military airplanes strut their stuff there. They're also known to do some research for general aviation airplanes as well.

The base is 481 square miles in size and includes multiple runways of both hard surface and dry lake bed. Base Commander Brig. General Nolan treated us to a display of some of their handiwork. We saw up close and personal the T-38, F-16, F-35 and an F-22 – with Col. Dawn Dunlop, the Test Wing Commander's name, painted on the side. (We girls were compelled to cheer.)

There was a flyable B-1, an X-47B (a Navy robot intended to fly off aircraft carriers), KC-135, Global Hawk (remote reconnaissance) and a Navy A-3. Over at NASA Dryden, we saw the X-29, F-104 and SR-71 and other exotic airplanes. We were in overload.

We also made it over to Mojave Air and Space Port for the Just Plane Crazy fly-in on Saturday morning. After breakfast at the airport café, we had the pleasure of seeing more nifty and one-of-a-kind airplanes, and where we ran into some local Ninety-Nines.

Upon first arriving at Edwards, we heard loud speakers all over the base come alive with the music of Retreat then the National Anthem. All cars on the road pulled over, and people stopped whatever they were doing out of respect. Then at 7:30 each morning, Reveille is played and in the evening, Taps. The military traditions and obvious dedication were truly impressive.

Probably the most memorable phrase for me came during a ceremony of historical perspective hosted by General Nolan as he thanked his various commanders for their service, and then for the "intellectual capital" in the room. And there was a whole lot of that there, some 2,500 active duty Air Force and more than double that of civilian and industry employees. The collection of intellectual capital, along with patriotism, is awesome.

Upon departure from Edwards Air Force Base, one can only feel great appreciation for those folks who have decided to safeguard The United States of America for the rest of us. We were privileged to be in their company. Salute!



U.S. Air Force Global Hawk, a high-altitude, remotely piloted reconnaissance aircraft.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

ABRAHAM, Laura Ann, Virginia
ALLEN, Barbara, Coachella Valley
ALLEN, Lisa Marie, Midnight Sun
ANDREWS, Sandra Lance, Mid-Atlantic Section
ARIAS-GARCIA, Laura, Member at Large
ATOR, Jennie Jane, Colorado
BAMFORD, Courtney, Eastern Pennsylvania
BOOKER, Stacy Leatrice, Ambassador
BREDIN, Lynn, First Canadian
BUTCHER, Beverly, San Fernando Valley
CHAMPLAIN, Eleanor, Florida Spaceport
CHARMES, Julie-Anne, New Zealand Section
CROWN, Lori D, Bakersfield
DARCEY, Erin, Columbia Cascade
DERMOTT, Jill Patricia, First Canadian
DEVINE, Kathleen, Eastern Pennsylvania
DEVOLD, Karen, Norwegian Section
DITSCH, Patricia Ruth, Arkansas
DUCKWORTH, Ladda, Chicago Area
ECKERMANN, Mayrie, Ambassador
ESPINOZA, Yvette, San Diego
FETT, Elise, Lake Tahoe
FLYNN, Karen, Greater Seattle
FOLLENDER-BIRNS, JC, Long Island
GIBB, Mary, Eastern Pennsylvania
GORDON, Mona Matthews (F), Wisconsin
HALIM, Nadia, Antelope Valley
HEGGEDAL, Bente, Norwegian Section
HOBGOOD, Rani, Old Dominion
HODGE, Cheryl Thornton, North Jersey
HORSTMAN, Susan Jane, Utah
HORTMAN, Paige, Eastern Pennsylvania
JOHNSTON, Margaret, Eastern New England
KELLY, Joey, Florida Gulf Stream
KING, Deanna, Eastern New England
KING, Louisa, Florida Gulf Stream
LEVIN, Tamar, Israeli Section
LOCKE, Lindsay, Redwood Coast Flyers
MANN, Jill, Chicago Area
MARISCAL, Gianna (F), Hi-Desert
MAYHEW, Victoria, Eastern Pennsylvania
MCWHA, Patricia, Western Washington
MIZELL, Pamela, Orange County
MORTINE, Christine, Scioto Valley
NOSKO, Anna, First Canadian
OSMAN, Catherine, Palomar
O'TOOLE, Natalee, Ventura County
PINTOR, Mary Ann, Chicago Area
SAULNIER, Nicole, First Canadian
SCHNEIDER, Ulrike, German Section
SCHRECK, Mallory (F), Phoenix
SCHUSTER, Nancy, Washington DC
SLOWEY, Tami, Katahdin Wings
SMITH, Liz, San Diego
SMITH, Rebecca, San Antonio
STREAN, Gladys, Lake Charles
SUMMERS, Pamela, All-Ohio
TACKETT, Hadra Leigh, Houston
TORRES, Kim, Greater Seattle
TOSKES, Jane, Maryland
TRAUTH, Katherine, New Orleans
TURRELL, Jennifer, Sedona Red Rockettes

VIALI, Patty, Oregon Pines
VINSON, Jessica, Ambassador
VISCO, Christine, Connecticut
WALTON, Jan, Iowa
WEAVER, Susan, Michigan
WIEMAN, Dianne, San Antonio
WIEMERS, Karyn, Mid-Columbia
YECNY, Christine, San Luis Obispo County

Welcome New Members



Lori Thomason, Fort Worth Chapter

ALBRECHT, Kristina, Ambassador
ALLEN, Gwendolyn, Aloha
ALLISON, Ashley (F), Wisconsin
AMES, Heidi, Blue Ridge
ANTONINI, Anna, Chicago Area
BAGENT, Gjertine Maj, Minnesota
BARTHOLOMEW (F), Carolyn, Eastern New England
BASSO, Tiina Marjatta, Orange County
BAUNE, Lydia, Intermountain
BECKUM, Toi, Houston
BELL, Monika May, Minnesota
BOLLS, Katrina, Ambassador
BOTAS, Hulya Julie, Orange County
BOYKO, Catherine, Maple Leaf
BRACEWELL, Kimberly Mae (F), Blue Ridge
BRADBURY, Daphne, Manitoba
BRETTRAGER, Sarah (F), Mat-Su Valley
BROGAN, Susan Louise, Old Dominion
BROWNING, Jill, Finger Lakes
BROWNING-SANTA MARIA, Catherine Ann, San Joaquin Valley
CAMPONOVO, Shannon, Ambassador
CAPSTICK, Sarah Jane, Dallas
CAWLEY, Judith, Florida Spaceport
CELLUCCI, Lauren, Washington DC
CERPOVICZ, Holly, Eastern New England
CHANG, Therese (F), San Joaquin Valley
CLARKE, Chabely, Florida Spaceport
COEYTAUX-BRITTON, Marielle, Santa Rosa
COKER, Regina (F), Mississippi
COLEOPY, Brenda, British Columbia Coast
COOPER, Charlotte, British Columbia Coast
COOPER, Rebecca Lauren, Phoenix
CORDOVA, Kimberly, Montana
CORPEN, Courtney, Mount Tahoma

CORTESE, Michele, Greater New York
DEVI, Dandu Mrinalini, India Section
DIETRICH, Mary, Tennessee
DINGMAN, Heather, Alaska
DOVE, Barbara (F), Eastern New England
DOWNEY, Deborah (F), Ventura County
DOYLE, Larissa, Sleeping Giant
DUNKS, Kristi, Montana
EATON, Jeanette, Connecticut
ELLINGSWORTH-MOHEN, Dominique (F), Delaware
ESTEVEZ, Michelle (F), Paradise Coast
FETEAU, Elizabeth (F), Long Island
FLANDERA, Lynn (F), British Columbia Coast
FLETCHER, Sylvia (F), First Canadian
FORSTER, Jessica, Antelope Valley
FRIEDMAN, Carmen (F), Tucson
FRITZ, Cindy (F), Idaho
FRUMKIN, Shiri, Israeli Section
GESSER, Melissa, Georgia
GIBBS, Rebecca, Ambassador
GLAZA, Ashley Covert, Intermountain
GLIDDEN, Dana (F), Fullerton
GONZALES, Mary, High Country
GRAHAM, Kayla (F), Colorado
GRANT, Kim, San Diego
GREGORY, Fay, Mid-Columbia
HAGER, Cecilia, San Antonio
HALLS, Deanna, Alberta
HANEBUT, Donna, Mid-Columbia
HARDEMAN, Cynthia, Florida Suncoast
HARDESTY, Cassiopia, Columbia Cascade
HARRISON, Justine, Las Vegas Valley
HENDRICKSON, Donna, Paradise Coast
HIGASHI, Anna (F), Aloha
HOGAN, Timothia, Long Island
HOHN, Janet, Alaska
HOYE, Alex, Iowa
HUTSON, Cheri, Memphis
JACKS WADAS, Susan, Aloha
JOHANSON, Caylee (F), Connecticut
JOHNSON, Jodie (F), Arkansas
JOHNSON, Teresa (F), Monterey Bay
JONES, Laura, Kansas
JORGENSEN, Terra, Ambassador
JOSEPH, Tamara (F), San Gabriel Valley
KABER, Charlotte (F), San Fernando Valley
KETTEN, Andrea (F), Michigan
KHAMASH, Hadeel, Arabian Section
KIRMSSE, Barbara (F), San Gabriel Valley
KIRSCHER, Maggie (F), Intermountain
KOCH, Kristina (F), Montana
KOUKOURINKOVA, Sabina Dimtheva (F), Arkansas
KROGSTAD, Karine Iren, Norwegian Section
LABREE, Christina (F), Garden State
LEAHY, Rachael (F), Florida Suncoast
LEMISKI, Claire, First Canadian
LENART, Holly, Lake Erie
LEPPE, Sandra, Santa Barbara
LESSARD-NERON, Carolyn, Florida Spaceport
MACDONALD, Ashley, Indiana Dunes
MALOUF, Kathy (F), Mississippi

New Members (ctd.)

MARTELO, Carrie Compton, Fort Worth
MARTIN, Lisa, Wyoming
MATTSON, Pamela, Aloha
MAUALAIVAO, Brianna, Utah
MCCORKLE, Alexa (F), Greater Seattle
MCGUIRE, Amanda (F), Dallas
MORGAN, Eleanor, Military Internet
MORK, Marlene Charlotte, Norwegian Section
NEDOROSCIK, Emily, Eastern New England
NELSON, Chelsi (F), Utah
NOLAN, Tara, Pikes Peak
OSLICK, Rochelle, Greater Seattle
OTANO, Shalimar (F), Florida Spaceport
OTTO, Nicole (F), Delaware
PARMEEN, Sumera (F), Long Island
PASMORE, Abigail, (F), Florida Suncoast
PATEL, Nikita, Norwegian Section
PENA, Tina, Ambassador
PEREGO, Kelli, Ambassador
PEREYO, Hilda, Oregon Pines
PETTINE, Brooke, Eastern Pennsylvania
PHILIPS, Susan Scarlet, Austin
PHILLIPS, Rachel Lee (F), Tucson
POCE, Rita, Greater Kansas City
POLLOCK, Sarah, Montreal
PULASKA, Nina Ewa (F), Australian Section
QUINN, Shannon, Canadian Rockies
RAMIREZ, Alyssa (F), Ambassador
ROBERTSON, Julie (F), Florida Suncoast
ROGERS, Cindy, British Columbia Coast
ROLFE, Jessica (F), Blue Ridge
ROSENBERG, Dianne, Embry-Riddle Daytona
ROSS, Brittany (F), San Diego
RUGGERIO, Nicole, Chicago Area
SABANKAYA, Jeanne (F), Monterey Bay
SALMI, Tracy, Montana
SCHLAEFLI, Rita, Member at Large
SCHULTZ, Cassandra, Ambassador
SEATON, Karen, Colorado
SIMMONS, Dina, Ambassador
SKARET, Kristine, Norwegian Section
SMAIL, April, (F), Chicago Area
SMITH-HARDAKER, Sandy, San Diego
SOLDO, Nanci, First Canadian
SPY, Sarah, Reno High Sierra
STANABACK, Christine, Florida Suncoast
STEARNS, Patricia M, Dallas
STEWART, Isabelle (F), Oklahoma
STONACK, GERALYN (F), Greater Seattle
SULLIVAN, Bridget (F), Eastern New England
SWITZER-WARNER, Alison, Rio Colorado
TAITT, Liz, Manitoba
TAM, Tiffany Tin-Yee (F), Aloha
THELEN, Cynthia (F), Michigan
THIBAUT MEYERS, Madeleine, Montreal
THOMASON, Lori, Fort Worth
TIEN, Cheng-Yu (F), Yavapai
TRACHTA, Pamela Hale, Tucson
TRAUB, Nadine, German Section
TURRELL-PIETRZAK, Shana, Sequoia Sedona Red Rockettes
VOLPE, Megan (F), Maryland
WEDDLE, Katelyn Danielle (F), San Diego
WESOLOWSKI, Linda (F), Eastern Pennsylvania
WINCHESTER, Gwendolyn Jane, Mid-Columbia

TOUCH & GO



99s Again One of Top 20 Charities

The Ninety-Nines has once again been selected as a finalist for one of the grants offered by the Lightspeed Aviation Foundation. The Foundation is launching its third year of partnering with the pilot community to identify worthy causes and to give pilots a voice in who they will support to make a lasting difference. Nearly \$250,000 has been awarded in the first two years, reaching well over 100,000 lives with services, training and inspiration.

The other charities selected are Air Charity Network, Angel Flight East, Angel Flight Soars, AOPA Foundation, Aviation Career Enrichment, Bahamas Habitat, Build A Plane, Civil Air Patrol, EAA 44, EAA 106, Hope Air, JAARS, Liga International-The Flying Doctors of Mercy, Mission Aviation Fellowship, Planes of

Fame Air Museum, Recreational Aviation Foundation, Tomorrow's Aeronautical Museum, Wings of Hope and Youth Aviation Adventure.

All aviation enthusiasts will be invited to vote in the Pilot's Choice Awards online at LightspeedAviationFoundation.org. The top five charities, as chosen by the aviation community, will each receive a check for no less than \$10,000.

Lightspeed Aviation customers will also have a special opportunity to participate when they register their Lightspeed headsets and vote in the Customer Choice Awards.

The top five customer choice vote recipients will each receive award gifts of \$5,000 each, and every finalist will receive a grant of no less than \$1,000.

TRAINING MILESTONES

Kim Bracewell, Solo
Blue Ridge Chapter

Mariette Coolidge, Private
Ventura County Chapter

Chriss Culver, Solo
Carolina Chapter

Luci Galgano, Instrument
Ventura County Chapter

Bonnie Mosely, Private
San Diego Chapter

Terry Piper, Private
Ventura County Chapter

Julie Robertson, Solo
Florida Suncoast Chapter

Jeanne Wildman, Multiengine
Oregon Pines Chapter

JEANNÉ WILLERTH IS NATIONAL FAA SAFETY TEAM REPRESENTATIVE OF THE YEAR

Jeanné Willerth of the Greater Kansas City Chapter was the winner of the 2012 National FAA Safety Team Representative of the Year Award presented by the National General Aviation Awards.

Jeanné instructs at Air Associates at Johnson County Executive Airport (OJC) in Kansas City and at Lee's Summit Airport (LXT) where she chairs the airport board. She has over 2,000 hours and teaches primary, instrument, multiengine and Garmin G1000 transition training. She's also a mentor for "late in life" learners and specializes in getting dormant pilots successfully back in the air.

She has helped the FAA coordinate and present the eight quarterly training modules for CFIs. In addition to presenting safety seminars, she helps organize the FAA's annual Safety Stand-Down.

RUSSIAN SECTION MEMBER AWARDED USAF WINGS

Russian Section member Fidan Thornburg recently earned the right to wear U.S. Air Force pilot “wings of silver.” Fidan will train to be a C-130H pilot for the Alaska Air National Guard.

The ceremony was held on January 27 at Naval Air Station Corpus Christi, Texas. In attendance were four of her friends from the military, from left, LtCol Kimberly Scott, USAFR; Capt Jennifer Henderson, USAFR, 2Lt Fidan Thornburg, ANG CDR; Mishelle Mason, USNR; CDR Trish Beckman, USN (ret.).

—Trish Beckman



VISIT THE 99S TENT AT EAA/AIRVENTURE OSHKOSH

Come join us at the 99s Tent July 23-29! The Tent will be in the same location as previous years, just to the south of the main road leading to the Main Display Ramp, known as ConocoPhillips Plaza this year, and one row east of Knapp Road. It will be listed as site 320 on the EAA map.

The annual 99s free breakfast will be on Thursday, July 26 at the 99s Tent from 8:30-10:30 a.m. We have invited Jonathan Porter with Medicine On the Move and members of the Ghanian Section to attend and give us an update on their activities pending their availability. This is a fun social time to mingle with other 99s from all parts of the world.

The all-women pilots photo op will be Friday on the Main Ramp. Free tee shirts including The 99s logo will be available at The 99s Tent.

As always, the WASP will be spending some time at the Tent, which is such a pleasure. There will also be representation from The 99s Endowment Fund, AEMSF and NIFA.

Volunteers are always needed, and we especially encourage our newer and younger members to participate. Please contact me if you can help.

— Rita Adams
rvadams99@aol.com

PROMOTING WOMEN OF AVIATION WORLDWIDE WEEK AND WOMEN’S HISTORY MONTH

Colorado member Dr. Penny Hamilton, partnering with Dr. Marie-Line Germain of Western Carolina University, had their full research and theory paper accepted for presentation at the 2012 Academy of Human Resource Development International Research Conference in the Americas. Based on the results of the ground-breaking “Teaching Women to Fly Research Project,” the paper is titled “Women Employed in Male-Dominated Industries: Lessons Learned from Female Aircraft Pilots, Pilots-in-training and Mixed-gender Flight Instructors.”

Kicking off March 5-11 Women of Aviation Worldwide Week (learn more at www.womenofaviationweek.org), Penny also participated in the Upper Midwest Aviation Symposium (UMAS) in Bismarck, ND, in historic costume as “Amelia Earhart.” The UMAS theme was “Educate to Aviate.”

Penny also facilitated a March 6 UMAS Spouse/Companion program "Inspiration for the Busy Woman."

"Let's promote the history of our pioneer female aviators and aviation leaders today to teach the valuable contributions they made to our country and our future," says Penny.

— Penny Hamilton



WALLY FUNK RECIPIENT OF AERONAUTICS AND AEROSPACE AWARD

The Commander-in-Chief, Richard DeNoyer, will present the 2012 Veterans of Foreign Wars Aeronautics and Aerospace Award to Wally Funk, Fort Worth Chapter, on July 24 at the 113th National Convention in Reno, Nevada. The award is for her long and prestigious contributions to America’s aviation and space exploration efforts. The ceremony will be held at the Reno/Sparks Convention Center, Exhibit Hall 4-5, 4590 S. Virginia Street, Reno, Nevada.

Wally was recently the guest of the 101st Aviation Regiment at Fort Campbell, Tennessee, where she flew the Black Hawk UH-60M helicopter and learned to shoot, in a virtual reality sim, the 240 Bravo gun (right).

JULIE CLARK INDUCTED INTO AIR SHOW HALL OF FAME

Julie Clark, Placer Gold Chapter, was inducted into the International Council of Air Shows (ICAS) Foundation Air Show Hall of Fame on December 7, 2011. The ICAS Foundation was established in 1995 to honor those who have made a significant contribution to the air show industry.

Julie’s career in aviation began with a desire to become an airline pilot. She reached her goal and became one of the first 21 female airline pilots in North America. Throughout her 28 years as an airline pilot, achieving the title of captain in 1983, Julie simultaneously maintained a career as an air show pilot.

Actively performing on the air show circuit today, she is looking forward to a busy 2012 air show season. Julie is the recipient of more than 40 individual awards spanning the last three decades.

— Kristin Bergevin
American Aerobatics, Inc.

VOLUNTEER FOR AIR RACE CLASSIC

While registration is full for the 2012 Air Race Classic, with 55 planes and 117 women pilots, co-pilots and crew members, we still need volunteers at the stops.

In particular, I’m helping coordinate the stops on the latter half of the route – Watertown, SD (KATY), Ashland, WI (KASX), Sault Ste. Marie, MI (KCIU), Benton Harbor, MI (KBEH) and Batavia, OH (I69, Sporty’s).

As a volunteer, you might help with timing runs, transportation and welcoming racers. If interested, please drop me an email, and I can put you in touch with the stop chair.

— Minnetta Gardinier
m.gardinier@gmail.com



Ninety-Nine Mary Wunder talks to a visitor at the Air Race Classic booth.

VANESSA UMBHA FIRST FEMALE CAPTAIN OF GULF AIR

Arabian Section member Vanessa Umba has made history after becoming the first female captain in the 62-year history of Gulf Air. The 31-year-old Belgian took up the post late last year and has still not come down to earth.



Vanessa Umba.

Vanessa began her Air Transport Pilot Training at Sabena Flight Academy in Belgium in 1998. After graduating, she worked on the ground for two years, and in 2003 she began flying for Brussels Airlines as first officer on a BA146.

In 2006, she joined Gulf Air as first officer on an A330/340 and now flies A320s. She flies mostly in the Gulf but has reached India, Milan, Rome and destinations in North Africa.

“I’m the only female captain at the moment, but there are eight other girls who are first officers, so it’s growing,” said Vanessa. “But it’s still male-dominated, and the Middle East is not really open to women having decision-making jobs.”

Vanessa first made history at Gulf Air in 2007 by being the first female pilot to become pregnant and, as a result, prompted the airline to create an employee policy specifically for female pilots. “The administration for Gulf Air didn’t have a policy for female pilots, so when I said in 2007, ‘I’m pregnant,’ they had to write one,” Vanessa said.

She now has two daughters and is taking a Master’s in Air Transport Management with City University, London.

“I hope I can inspire other women and especially those in the Middle East who are shy or not encouraged to have this type of career.”

— Rebecca Torr

MT. SHASTA CHAPTER HELPS SEND FOUR TEENS TO EAA AIR ACADEMY

The Mt. Shasta Chapter, in conjunction with the Hayward Air Rally, the longest continually-held proficiency flying event in North America, and local EAA Chapters, has selected four California and Oregon teenagers to receive fully-paid scholarships to the Experimental Aircraft Association’s Air Academy for the summer 2012 program. The scholarships include tuition and roundtrip airfare.

The winners of the four scholarships are Amanda Feriante, a home-schooled student in Fremont, California; Kira Olson of Foothill High School in Palo Cedro, California; Tanner Parks, Weaverville, Elementary School in Weaverville, California; and Devan Simpkins, Cascade Middle School in Bend, Oregon.

— Barbara Crooker

The Art of Airmarking — Minnesota Style

BY KAREN WORKMAN
Minnesota Chapter

Not just another pretty ramp! Last summer, the Minnesota Ninety-Nines painted compass roses, airport names and elevations at five different airports across their state, spanning more than 350 nautical miles. Most of the paintings were done with teams of nine or ten pilots, but a couple had only four or five dedicated women to beautify the entire ramp.

What makes the Minnesota airmarkings noteworthy are not just the number completed (five in one summer!) but that they are created from calculations on a spreadsheet. With pencil in hand, Treasurer Tracy Davenport drafts a compass rose or airport name on graph paper, then armed with her reference notebook, measuring tape and chalk, she goes to the blacktop to draw. She learned the fine art of drafting airmarkings from Glen Morrow, the husband of long time Ninety-Nine Elaine Morrow. Both Glen and Elaine have been very active in the airmarkings for many years.

Typically, the cardinal points of a compass rose are 35 feet



St. Paul Airport.

from the center of the design. The letters in an airport name are 20 feet high, and elevations are 10 feet high. You read that correctly: The Minnesota Ninety-Nines airmarkings are *huge*, and all are hand-marked. None are done with stencils. After all of the points and intersections of the rose or name are marked, chalk lines are snapped to give definition. Masking tape is then laid down to outline the areas that will be painted white, and then the painting can begin. Two coats of white are applied with extended rollers, and then the tape is pulled up after it dries. New tape is laid down to outline the areas to be painted blue and, again, two coats are applied.

The moment of truth comes when the blue paint has dried.



Faribault Airport.

This is the moment that everyone has worked toward, sweating in the hot summer sun. The masterpiece is revealed as the last of the tape is removed. Another distinctive compass rose adorns an airport to guide pilots flying overhead.

The Minnesota Ninety-Nines volunteer their time, and it is substantial. Each compass rose requires about 175 person-hours to complete. Airport names and elevations are in addition to that. The airport will provide the materials. Each compass rose requires 15 gallons of white paint, 10 to 12 gallons of blue paint and 12 to 15 industrial size rolls of masking tape.

The Minnesota Chapter takes pride in that during the 10 or more years they have been designing compass roses, no two are exactly alike. With 467 airports in the state, it is hard to know how long the Chapter can hold that claim. It is fair to say, however, that each airmarking is done by the caring hands of pilots to help other pilots find their way.

Minnesota Airmarkings 2011: Cook, Faribault, Fosston, Mankato and South St. Paul airports.



Cook Airport.

RIO GRANDE NORTE CHAPTER

Fifteen RGNs and 49½s explored Alamogordo, New Mexico January 14-15, arriving in six airplanes and a Saab. Outdoor exhibits at the New Mexico Museum of Space History include a remarkable pair of eavesdropping parabolas, inside the museum are four floors packed with every aspect of space exploration, plus — great fun for us — a Space Shuttle simulator.

The museum also includes an IMAX theater where we saw the documentary film *Everest*, and HAM, the first space-chimp, rests there with an apple on his grave.



The morning light made for stunning views at White Sands National Monument. From left, Andrew Starbuck, Michal Mudd, Virginie Dupont, Bertrand Rollin, Joyce and Ginny Boylls, Marilyn Lisowski, Tandra Hicks, Susan Larson, Robert and Lori Heimdahl Gibson, Paul Lisowski, Steve Ross.

SCIOTO VALLEY CHAPTER

On January 28, members of the Scioto Valley Chapter presented Marilyn Miller, resident of the Otterbein Retirement Center, with a certificate honoring her 50 years of membership in The Ninety-Nines.

Marilynn was born November 18, 1921. She joined The Ninety-Nines in 1961, shortly after obtaining her private pilot certificate in an early taildragger. Over the years, Marilyn added a commercial certificate, with instrument, multiengine (both land and sea), single engine sea and glider ratings. She even has .5 hours in the Goodyear Blimp!

Marilynn served at the Section level as Governor and at the local level in many officer positions, multiple times. She was the driving force behind the founding of the Scioto Valley Chapter in 1981. She has participated and enlisted others to participate in Job Fairs for Aviation, Ninety-Nines Informational Booth at OSU airport Open Houses, Air Bears for school children, Right Seat Companion weekend courses, NIFA judge and compass rose paintings in Ohio, Colorado and New Mexico. She also promoted and presented at many Project Aware seminars for those who fly right seat with their pilots.

Marilynn also loved to race and participated in over 45 air races. She arrived first in the Lake Erie Air Derby and participated in the Powder Puff Derby in 1979.

Marilynn has always believed in and promoted The Ninety-Nines and women involved in aviation. Our Chapter and many Ohio and U.S. women pilots are indebted to her for her support and encouragement.

BRITISH COLUMBIA COAST CHAPTER

Mireille Goyer, British Columbia Coast Chapter member and founder of Women Of Aviation Week, rendezvoused with 99s at Headcorn Aerodrome, England, on March 10 before flying to Le Tourquet aeroport in France to commemorate Harriet Quimby's solo flight across the English Channel in 1912.

— Cindy Pang



From left, Marcia Buller, Central New York Chapter; Willie Mattocks, Governor of New York/New Jersey Section, Mae Smith, Long Island Chapter; Mireille Goyer, BC Coast Chapter; Lucy Hargreaves Miller, past member of BC Coast Chapter; Mary Maclean, Montreal Chapter; and Clare Brooks Higgins (kneeling), BC Coast Chapter.

BAY CITIES CHAPTER

Ninety-Nines attended the performance of *Amelia Lives* featuring Emily Greco as Amelia Earhart at Hiller Aviation Museum, San Carlos, California, January 2012. *Amelia Lives* invites the audience to look into the world of Amelia Earhart through events, stories, letters and quotes from the aviatrix.

Chapters represented include Bay Cities, Santa Barbara and Santa Clara Valley. Emily was happy to have her “very own Ninety-Nines” present.

— Wendy O’Malley



From left, Kath Holcombe, Kelly Rinehart, Anita Farris, Sandra Clifford, Kelly O’Dea, Wendy O’Malley, “Amelia Earhart”, Jennifer Julian, Sara Paige, Judy Barron, Alison Barker and Maggie Cook. Photo by Sara Paige.



Ric Gillespie, Executive Director, TIGHAR, talks with Debbie Gallaway about the upcoming search for Amelia Earhart artifacts on Nikumaroro.

OLD DOMINION CHAPTER

Old Dominion Chapter members joined a host of distinguished guests at the State Department on March 20, 2012, to hear the latest findings about Amelia Earhart’s last voyage and upcoming expanded search on Nikumaroro. Sharing the Dais as U.S. Secretary of state Hillary Clinton announced the TIGHAR VII expedition in July were Ray LaHood, U.S. Secretary of Transportation; Ric Gillespie, Executive Director, TIGHAR (www.tighar.org); Robert Ballard, Professor of Oceanography and President, Ocean Exploration Trust; and Tessie Lambourne, Kiribati Foreign Secretary. (See related article on page 8).

While the search continues this summer, significant discoveries were made that indicate Amelia did land on Nikumaroro and sent SOS messages explicitly reported by two ham operators in the U.S. The most costly and intense air and sea search in U.S. history was conducted.

On February 2, Old Dominion Chapter members participated in awarding the Amelia Earhart Award to Emmy Dillon, a 16-year old Civil Air Patrol (CAP) cadet. Emmy is a junior at West Springfield High School in Springfield, Virginia. She has been a member of CAP since 2007 and has been the cadet commander of her squadron since May 2010. Emmy wants to study aeronautical science in college and get her commercial rating.

The CAP cadet program is organized into four phases: each one culminating in a milestone award. The Amelia Earhart Award is for completion of phase three and includes promotion to cadet captain. Emmy has completed 11 of the 16 achievements in the cadet program and must pass a comprehensive exam on aerospace science and leadership.

For Emmy, this award marks her transition into the final and most demanding phase of the CAP cadet program. As a senior cadet, she will be expected to contribute more to her squadron and the Wing in terms of her knowledge of aerospace science and her skills as a developing leader.

— Marge Shaffer



Debbie Gallaway, Barbara Wilper, Peggy Doyle, Emmy Dillon and Melissa Plumer. CAP leader in back row

GHANAIAAN SECTION

In March, our members worked with Medicine On the Move to host our annual Fly Me day where we took 127 local children for their first flights before the weather turned on us. We had the local region's Queen Mothers (they are like the chiefs) attending the event, and the student pilots in our Ninety-Nines group assisted in briefing and walking the children to the aircraft.

Patricia Nyekodzi and I (Governor and Vice Governor) flew two of the aircraft. We are very proud of all of the girls and can't wait to see where our next Ninety-Nines adventure lies!

— Melissa Pemberton

OREGON PINES CHAPTER

The Flying Companion Seminar has become a highly sought after program in Oregon. One of the most active EAA groups in the country, Portland, Oregon's chapter 105 asked Oregon Pines Chapter to teach a session at their annual meeting in December.

In January, the American Association of University Women invited the Oregon Pines Chapter to present an Aviation Career session at the Expanding Your Horizons Seminar held at Willamette University. Almost 30 girls participated in the program.

Also in January, our Chapter celebrated Jane Capizzi's 50-year membership in The 99s. Congratulations, Jane!

For our meeting in February, Patty Viall gave a photo travelogue of her solo flight to move from Illinois to Oregon in her 1946 Aeronca Champ, followed by a second flight in a 1956 Cessna 180.

Another Aviation Education Program we are very excited about is "Aviation for Teens" at Independence State Airport. There are a total of 14 students age 14-17 participating in the class, which covers three Saturdays.

— Debra Plymate



Celebrating Jane Capizzi's achievement from left to right are: Kim Rayburn, Linda Leach, Bev Clark, Mary Decanter, Judy Yerian, honoree Jane Capizzi, Debra Plymate, Trish Hanna and Louise Parsons.

INDIANA DUNES CHAPTER

Indiana Dunes Chapter member Diana Austin has been instrumental in building our commitment to aerospace education. In February, she and Jane Colbrook went to East Chicago Central High School for career day and set up a booth about aviation and The Ninety-Nines. Diana also does several Air Bear classes per year for various schools and Girl Scout troops in the area.

In keeping with this tradition, members participated in the 20th anniversary of Science Alive at the St. Joseph County Public Library in South Bend, Indiana. A propulsion activity was set up as well as a display about the Tuskegee Airmen. *Fly About*, a documentary by Monika Petrillo about flying in Australia, was showcased as well.

— Lynn Pergher



Diana Austin speaks with a student about careers at East Chicago Central High School.

FLORIDA SPACEPORT CHAPTER

March 10 was a special day for the Florida Spaceport Chapter. We helped member Betty Hostler celebrate her 50th anniversary as a Ninety-Nine.

Another special guest was Julianne Dearth, who has been a Ninety-Nine for 67 years! Betty was interviewed by the local newspaper and recalled her first lesson. When she showed up at a little grass strip in New Jersey, a 6-foot 2-inch teenager walked out to greet her. They proceeded to the hangar, where a J-3 Cub hung on a hook. "He picked it up with one hand and put it on the ground and said, 'Get in.' I thought I was as good as dead."

Since then Betty has logged thousands of hours and flown herself all over, including the Bahamas, Mexico and Nicaragua.

— Bobbi Lasher



Diane Cozzi and Donna Klein at the aviation safety seminar that the Chicago Area Chapter co-sponsored.

CHICAGO AREA CHAPTER

The Chicago Area Chapter co-sponsored its popular aviation safety seminar with IDOT Division of Aeronautics, FAA DuPage FSDO, FAA FAAS team, Illinois Association of Air and Critical Care Transport (IAACCT), Bell Helicopter and Northeast Illinois Pilots Association. The seminar was held in Itasca, centrally located for Chicago area pilots, who were treated to an excellent program and outstanding speakers.

For about 275 attendees, there were concurrent programs of interest to IFR and VFR pilots and Flying Companions, as well as an extensive vendors and exhibitor's area.

In addition we have been alternating special seminars for helicopter pilots or aviation mechanics each year, this time featuring the helicopter seminar.

Special guest was Dr. Susan R. Shea, Director of the Illinois Division of Aeronautics (IDOT). Our meeting was held directly following the safety seminar.

— Diane Cozzi

BLUE RIDGE CHAPTER

Our newest associate member is Kim Bracewell, a 16-year-old student pilot who completed her first solo flight on March 14. She developed an interest in aviation after attending a summer camp program that introduced young people to flying.

Kim is also taking A&P courses at a local technical college. She believes it will help her in her flying. She participated in a national teen A&P competition last year in which she placed 7th.

Kim learned recently that she was accepted into Embry Riddle University and will be starting college this fall.

— Lori Connorton

NORTHWOODS CHAPTER

In January, the Northwoods members and their 49½s attended a wonderful Christmas/Winter luncheon in downtown Marquette, Michigan at the historic Landmark Inn. Amelia Earhart actually stayed at this hotel back in 1932. Dee Dreger and her husband, Bill, decided to stay overnight at the hotel that weekend. When they arrived at their room, they found it was the "Amelia Earhart Room."

Speaking of the Landmark Inn, this will be the location of our North Central Fall Section Conference on September 21-23.

Many of the members are busy knitting up a storm to prepare for the Conference. We also have a new member who is busy taking flying lessons and an "old" member (me) working towards her instrument rating.

One of our members hosted a "Fly It Forward" event for females only on March 10. We can't expect girls to fly if we don't offer them an opportunity to see what it's all about!

Check in next time to see what the Northwoods gals are up to!

—Dee Dreger

GREATER SEATTLE CHAPTER

The annual Northwest Aviation Conference & Trade Show in late February gave Western Washington Ninety-Nines a chance to promote the organization with an informational booth and to encourage non-pilots through a flying companion seminar.

— Marian Hartley



Marty Vale, Gin Hildebrant, Nancy Jensen and Elise Hoit at the annual Northwest Aviation Conference.



From left, Heide Aguirre, Vicki Mena, Lisa Erickson, Kim Ernst, Pat Savage, Denise Jennings and Dana Glidden. Others attending but not pictured were Mike Blackstone from Air Combat USA, Nancy Thompsen and her husband.

FULLERTON CHAPTER

The Fullerton Chapter drove to the Federal Aviation Administration TRACON, also known as “SoCal Approach” or “Approach Control,” building in San Diego for a tour of their facilities. San Diego is the busiest TRACON in the world, which services over 62 airports.

Just watching these controllers in action provided us a bigger appreciation for how they sequence our aircraft to maintain safety. They can see what we may miss. From a duplicate training screen, Kim Ernst volunteered and can attest to the fact that it is not as easy as they make it seem. No wonder they take at least five years to train and retire early.

— Kim Ernst

FLORIDA SUNCOAST CHAPTER

Partnered with EAA chapter 282, we held our annual Poker run on February 11. Half of the monies raised went to our Chapter’s Space Camp Scholarship (we sponsor two scholarships to Huntsville, Alabama) and the EAA chapter 282 Scholarship Fund. The winner of the poker run was Sophia M. Payton.

Our January meeting was delightful as we had the 2011 Space Camp winners as our guest speakers.

We welcome our new member Leslie Lees.

— Sophia Payton

HAMPTON ROADS CHAPTER

The Hampton Roads Chapter is proud to announce that Victoria Hodges has won the Barry Schiff solo scholarship. She will graduate from high school this spring. Victoria is learning to fly in her family’s Cessna 150. She aspires to be a professional pilot and is currently selecting a college. See her winning essay in the April issue of *AOPA Pilot*.

— Linda Mathias

EASTERN ONTARIO CHAPTER

For the second time the Eastern Ontario Chapter devised and conducted a workshop to provide 25 Girl Guides the information and opportunity to qualify for their Aviation Badge.

Kathy Fox and Susan Begg made the arrangements to use the excellent classroom facilities provided by the Aviation Museum at Rockcliffe on March 3. They presented most of the syllabus but invited me to join them to present my version of the theory of flight by blowing over the top of a piece of toilet paper and explaining why the paper lifted up.

I gave one of the get well cards I designed using “Sorry you are under the weather, What a DRAG that you are THRUST into this situation, Hope this card gives you a LIFT and helps you overcome any GRAVITY you may experience” to a girl who gave a good answer. The Guide with the lucky number won the prize, a copy of Linda Brand’s new children’s book, *The Fantastic Flight of the Silver Dart*.

Prior to a tour of the aircraft housed in the museum, a group picture was taken of them standing under the historic actual Silver Dart mounted from the ceiling. History was made on February 23, 1909, as Canada entered the aviation world when the Silver Dart first flew off the ice at Baddeck, NS.

With the interest shown, this workshop will likely become an annual event.

— Felicity McKendry



LAKE ERIE CHAPTER

The Lake Erie Chapter members celebrated their 38th anniversary at Burke Lakefront Airport on January 8. From left, Nancy Matras, Connie Luhta, Sherri Spagnola, Nancy Wood, Evelyn Moore, Helen Sammon, Carol Stocker, Bernice Barris, Chris Kettunen and grandson Dave Neige, Darlene Grant, Meigs Adams, Tony Hurst and Alice Henry.

Lake Erie members also welcome their newest member, Holly Lenart.

— Evelyn Moore

GRASS ROOTS



Lisa Martin and Mary Ann Dach.

WYOMING CHAPTER

In conjunction with Women of Aviation Week, we hosted an open house we called Wings over Worland. First was a quick “preflight” where we discussed aviation careers, learning how to fly, intro to flight controls and a little about the planes we would be flying in.

Lisa Martin and Mary Ann Dach flew 24 passengers around the city in a Super Cub and in a Cessna Cutlass. Our first annual Wings over Worland was a success. We had a safe event and introduced the community to our aviation community.

— *Mary Ann Dach*

ALASKA CHAPTER

The 2012 Girl Scouts Women of Science and Technology Day at the University of Alaska Anchorage was a tremendous success. Over 700 girls and 100 presenters spent the day learning about science and careers through hands-on activities. The FAA presentation of “Girls Can Fly” is always a success. Volunteers included FAA members of the Technical Women’s Organization (TWO) and the Alaska Chapter of The Ninety-Nines. Some 100 girls and 19 adults enjoyed exploring the four forces of flight through building paper airplanes and using ping pong balls to discover lift.

We were fortunate to be joined by ninety-year-old Jean White, member of The Ninety-Nines and a candidate for the Congressional Gold Medal for CAP Volunteers during WWII and perennial volunteer for aviation education activities,

— *Angie Slingluff*

NEW HORIZONS

LUCILLE CONNELL

Dallas Chapter

Lucille Connell, born January 7, 1916 in Pampa, Texas, passed away October 20, 2011 in Dallas. She was a life member of the Dallas Chapter.

She is survived by son Frank C. Hoffer and his wife Susan, son Temple P. Hoffer, granddaughter Kathryn Hendrickson and her husband Tyler, and great-grandchildren Temple Nash Hendrickson and Elaine Hendrickson.

— *Jill Williams-Shockley*

MARIS LEE DIGIOVANNI

Eastern Pennsylvania Chapter

One spring in the '80s, Maris Lee Digiovanni decided she wanted to learn how to fly. She was determined and soon found

h e r s e l f
a t W i n g s
F i e l d ,
P e n n s y l -
v a n i a , t a k -
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P e n n s y l v a -
n i a m e m -



Maris Lee Digiovanni.

ber and flight instructor. And it wasn't long before her husband Al decided he would learn to fly also. He had a male instructor initially, but Ethel eventually guided them both to their private pilot certificates. Ethel remembers that Maris was so anxious about flying solo cross-country that she bought Maris a teddy bear to take along as a copilot.

Maris joined our Chapter in 1986, and though we didn't see this lovely lady very often because her life was so busy, we could always count on her support. Maris passed away suddenly on December 23.

Goodbye, Maris, and thank you for touching our lives.

— *Adelle Bedrossian*

PAULINE GLASSON

Tip of Texas Chapter

Pauline Glasson, born May 6, 1909, passed away peacefully on March 30, 2012 in her home in Corpus Christi, Texas.

Donations can be made to PALS Animal Shelter, 1101 Navigation Blvd. Corpus Christi, TX. 78407, The Ninety-Nines, Inc., 4300 Amelia Earhart Road, Oklahoma City, OK 73159 or Air Race Classic, Inc., 21530 Pearl St. Alva, FL 33920.

CYNTHIA ANN LOUGHRIN

Ventura County Chapter

Cynthia Ann Loughrin died February 11, 2012 in Ventura, California. Cynthia was born in October 1954 in Ann Arbor, Michigan, and was the oldest of three daughters. In 1968, the family moved to Santa Barbara, where she learned to love falconry, golf, horseback riding, diving, skiing, fly fishing and game-bird hunting. Attending Brooks Institute of Photography she became an excellent portrait, landscape and still life photographer.

Tia's son Russell was born in 1988. In 2004, Tia's best friend, Dan Pfeifer, proposed to her while skiing at Mammoth Mountain Ski Resort, and since then they shared a love for flying, golfing, beach-combing and each other. Tia was a skilled aerobatic pilot and worked for CP Aviation at the Oxnard and Santa Paula Airports. During that time she acquired many friends and associates from her volunteering with the “Wine and Wings” fundraising events for the Aviation Museum of Santa Paula. She started working at CP Aviation to “just be around pilots and airplanes,” Tia's motto: “I'll take care of it,” and she did! Cynthia will be missed.

— *Julie Merrick*

MURIEL SONDEEN MAJNERI

Indiana Chapter

Muriel Sondeen Majneri passed on to new horizons on April 25, 2011. She was a charter member of the Indiana Dunes Chapter, joining on May 21, 1976.

— *Lynn Pergher*

NEW HORIZONS

HILDA MICKLE **Maple Leaf Chapter**

Hilda Mickle flew to new horizons on February 10, 2012, in her 91st year.

Hilda was the Ninety-Nine who started the Maple Leaf Chapter in 1969 and was our Charter Chair, our Past Chair Emeritus and our Grand Dame.

At that time, Hilda was Vice Chairman of the First Canadian Chapter. She began flying in 1964. She went on to acquire a commercial certificate, instrument rating and the instructor's course. Hilda was East Canada Section Governor, 1970-1972.

She was inducted into the International Forest of Friendship in Atchison, Kansas. In 2004, Hilda received the East Canada Section Governor's Service Award for her body of contribution to The Ninety-Nines.

— Pat Crocker

DIANA JANE PETERSON **Monterey Bay Chapter**

Diana Jane Peterson died March 1 at her home following a short illness. She was 74.

She spent her formative years in Berkeley and attended the University of California there. In 1957, she met Richard C. "Dick" Peterson, with whom she would share 51 years.

Diana was a past Chairman and newsletter editor for the Monterey Bay Chapter. She was a member of the Aircraft Owners and Pilots Association and the Civil Air Patrol and earned her commercial pilot certificate.

After raising her three children, Diana returned to college to earn a degree in accounting. She worked for the next 20 years as a tax accountant. Diana volunteered with numerous community and philanthropic organizations throughout her lifetime.

— Donna Crane Bailey



Diana Peterson.

MARIAN BANKS PROPHETT **San Diego Chapter**

Born on January 13, 1921, Marian flew to new horizons on December 16, 2011. She learned to fly in 1955 and joined The Ninety-Nines in 1956. She

served as Secretary and Chairman of the San Diego Chapter, Treasurer and Vice-Governor of the Southwest Section. She had ATP, SEL, MEL and CFII ratings with more than 3,000 hours.

Marian was on the AWTAR board for 16 years and held office as secretary, vice-chairman and chairman. She raced in 17 Powder Puff Derbies and placed first, second and third. She raced in 10 Pacific Air Races and won in 1968 and 1985. She flew in seven Angel Derbies, two Palms to Pines, winning in 1971, five Air Race Classics, winning in 1983.

She served three years on the Women's Advisory Commission on Aviation, more than 25 years on the San Diego Aerospace Museum's board of directors. She helped start the San Diego chapter of the Silver Wings and served as president for two years. She is honored at the International Forest of Friendship.

— Constance Charles

GRACE MARY MCCHESEY **San Luis Obispo Chapter**

A charter member the San Luis Obispo Chapter, Grace Mary McChesney died peacefully in her sleep December 24, 2011 at the age of 95. She had been attending meetings until just a couple of years ago.

Born in 1916, Grace married Leroy McChesney in 1935 and helped him run a dairy in San Luis Obispo for 37 years. In the late 1940s, Grace inherited a little money and bought her husband a membership in a flying club.



Marian Banks Prophett.

After purchasing a C182 in 1960 — Grace had told her husband that if he didn't buy that plane, she didn't want to hear the word "flight" again — she earned her private pilot certificate in 1964. As a charter member of our Chapter, Grace was always active in the group, serving in every office and position at least once. She flew the Powder Puff Derby in 1968 and did the Palms to Pines a couple of times as well.

After her husband's death in 1986, Grace did not do much flying. All along she continued as an active Ninety-Nine. "I'll be a Ninety-Nine as long as I live. I enjoy the way Ninety-Nine women think. Women pilots are different than the women I meet in other groups."

She was a very special member of our Chapter, and we will sponsor a commemorative brick at the Santa Maria Aviation Memorial Garden recognizing her as a charter member of the Chapter.

— Grace Crittenden

MARION SERVOS **Chicago Area Chapter**

Marion Servos, a long-time member of our Chapter, passed to new horizons November 3, 2011 after a long illness. Marion served the as Vice Chairman and was the first Chairman of our annual Safety Seminar.

ELEANOR WAGNER **Coachella Valley Chapter**

Eleanor Wagner, a historic figure in the California aviation world, passed away in November 2011 in Palm Desert, California, following a long illness. Eleanor spent over 35 years in aviation, pursuing careers from pilot to becoming the first woman airport manager in the U.S.

Eleanor's interest in flying dated back to her childhood when she and her brother made balsam airplanes. She fulfilled her dream of becoming a pilot in 1941 when she was licensed in Las Vegas while working for TWA Airlines. It was her goal to fly for the WASP. She was a member of the last graduating WASP class.

— Mary Burgess Barrer

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