

# 99 News

The Official Magazine of the International Organization of Women Pilots



July/August 2008



**Congratulations 2008 Scholarship Winners!**  
See the rest of this year's winners on the back cover



99 News

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

**The 99 News**

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73159-1140

Email:  
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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

*This year, a total of 20 women received awards through the Amelia Earhart Memorial Scholarship Fund. Fourteen were selected to receive Amelia Earhart Memorial Scholarships. In addition, five women were selected for Future Women Pilot Awards, and one pilot was presented with the Maule Tailwheel Award. They were honored at a special banquet at the 2008 Ninety-Nines International Conference in Anchorage, Alaska. We hope you'll also celebrate their achievements at your Section and Chapter meetings.*

# PERPETUAL CALENDAR

## 2008

### AUGUST

**15-16 Oklahoma Chapter's 30th Annual Okie Derby**, round-robin competency competition. Contact Ann Pogson, Registration Chairman; 405-722-0073, [av8her99@sbcglobal.net](mailto:av8her99@sbcglobal.net).

### SEPTEMBER

**12-14 South Central Section Fall Meeting**, Amarillo, Texas. Hosted by the South Central Section officers. Contact Jan McKenzie at [mckenjn@yahoo.com](mailto:mckenjn@yahoo.com).

**26-28 Southwest Section Fall Meeting**, Ogden, Utah. Hosted by the Utah Chapter. Visit [sws99s.org](http://sws99s.org).

### OCTOBER

**1 Due Date for 99 News** submissions for November/December 2008 issue.

**10-12 North Central Section Fall Meeting**, Newark, Ohio. Hosted by Women With Wings Chapter at Cherry Valley Resort. Fly in to Newark or Port Columbus Airports. Contact Gaye Wohlin, [dgwohb17@aol.com](mailto:dgwohb17@aol.com).

**17-18 New York-New Jersey Section Fall Meeting**, Ronkonkoma, New York, hosted by the Long Island Chapter. Contact Nancy Neumann, [flygirl3828@yahoo.com](mailto:flygirl3828@yahoo.com).

**17-19 Mid-Atlantic Section Fall Meeting**, Leesburg, Virginia. Hosted by the Old Dominion Chapter. More info on [OldDominion99s.com](http://OldDominion99s.com) or contact [MLSchuyler@aol.com](mailto:MLSchuyler@aol.com).

### NOVEMBER

**2 79th Anniversary of The Ninety-Nines!**

**6-8 AOPA Expo 2008**, San Jose, California

**15 75th Anniversary Celebration of Washington DC Chapter**. Held at DCA. We would like to invite everyone to party with us at our Capital Gala.

### DECEMBER

**1 Due Date for 99 News** submissions for January/February 2009 issue.

**4-11 World record attempt by 99s Carol Ann Garratt and Carol Foy**. They will fly around the world in a Mooney, and you can follow their adventure in real time at [alsworldflight.com](http://alsworldflight.com).

## 2009

### JANUARY

**31 Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application**, [ninety-nines.org/careers/mentoring.html](http://ninety-nines.org/careers/mentoring.html).

### MARCH

**12-29 Incredible India Tour** for Ninety-Nines, sponsored by India Section. For information go to [99sindiatur.com](http://99sindiatur.com). Contact Chanda/Sue at [chanda99tour@gmail.com](mailto:chanda99tour@gmail.com).

### MAY

**1-3 Southwest Section Spring Meeting**, Glendale, Arizona. Hosted by the Phoenix Chapter.

### JULY

**22-26 Ninety-Nines International Conference**, Chicago, Illinois. Discounted rooms available for early arrivals. Come early and explore the city, shop, go to the theater. Oshkosh AirVenture: Plan to stay over to visit Oshkosh for two days after the Conference.

## NOTAM RE FAA WINGS PROGRAM

The focus of the FAA WINGS-Pilot Proficiency Program is continuing education. It encourages pilots to continue their aviation educational pursuits and requires education, review and flight proficiency in the Areas of Operation found in current Practical Test Standards (PTS) that correspond with the leading accident causal factors.

The new WINGS program, in effect since June 1, 2007, has only the three levels — Basic, Advanced or Master. Each level has six credits that must be completed within a year's time, which translates to six credits for the Basic level, 12 credits for the Advanced and 18 credits for the Master level.

For those wanting to learn more and start participating in the program, help documents, written by Ninety-Nine Ellen Nobles-Harris, are available at [faasafety.gov/WINGS/pub/icon\\_legend\\_help.aspx](http://faasafety.gov/WINGS/pub/icon_legend_help.aspx). These documents give step-by-step directions on using the FAASafety.gov and WINGS websites.

# 99 News

The Official Magazine of The International Organization of Women Pilots

July/August 2008

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PROMOTE world fellowship through flight  
PROVIDE networking and scholarship opportunities for women  
and aviation education in the community  
PRESERVE the unique history of women in aviation

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### ARTICLES

We encourage submissions for publication in the 99 News. To avoid problems importing text into our publishing software, submissions should be typed single space in Times New Roman and please avoid unusual fonts, headers and footers. Furnish author's name, email address and phone information in case we have any questions. Articles should be 500-1,500 words, and we reserve the right to edit for space and/or clarity. Spelling and proper names are proofed against the information submitted. Deadline for submissions is the first day of the month preceding the date on the magazine, for example, February 1 for the March-April issue. For additional submission guidelines, log on to [ninety-nines.org](http://ninety-nines.org) and click on 99 News magazine. Submissions should be emailed to [news@ninety-nines.org](mailto:news@ninety-nines.org). If you have any questions, please email us at [news@ninety-nines.org](mailto:news@ninety-nines.org).

### PHOTOS

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Honorees attending the ceremony at the International Forest of Friendship in June were:

1–Joan Lynum who accepted for the late Gretchen Matheson, West Canada Section.  
 2–Dorothy Warren, Dallas Chapter, who also accepted for her late husband, Chuck Warren.  
 3–Ruth Ensley Becherucci, Lake Erie Chapter.  
 4–Shelia Bauer, ENE Chapter. 5–Jim Burch;  
 6–Bonnie Davis, Michigan Chapter. 7–Lynn Y. Baginski, Michigan Chapter. 8–Jennifer Woods, accepting for her father John Woods. 9–Kathy Frank, Sutter Buttes Chapter. 10–Nancy Warren, accepting for her late husband Forest Bruce Warren. 11–Jacque Breeden Boyd, Rio Grande Norte Chapter. 12–Martha Phillips, Ventura County Chapter. 13–Judith Williams Stark, Santa Clara Valley Chapter. 14–John Jamison, accepting for his late wife Mary Ann Jamison, Orange County Chapter. 15–Karen Kahn, accepting for ISA+21. 16–Major Jason Snyder, USAF. 17–LtCol PJ Kerr, USMC. 18–General Bryan “Doug” Brown, US Army (ret). 19–Commander Patti McFetridge, USCG, accepting for Vice Admiral Vivien Crea, USC. 20–William Rough, accepting for his father, the late Howard Rough. 21–Lester Nelson, also accepting for Astronaut Joan Higginbotham. 22–Barbara Peard, accepting for her mother, the late Barbara Jennings, Indiana Dunes Chapter. 23–Art Phillips. 24–Norah O’Neill, accepting for ISA+21. 25–Laurie Probst, accepting for the late Gerri Kuehn, Wisconsin Chapter. Not numbered, at left–Linton Wells, Forest Co-Chairman.

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# President's Message

BY SUSAN LARSON, International President

**T**here is no greater honor in The Ninety-Nines than to serve as your President. This role will be a challenge and a joy, perhaps my ultimate contribution to the organization of women pilots that I so love. I am excited and ready to serve.

My predecessors have set the bar high. Please join me as I extend a resounding "thank you" to outgoing President Pat Prentiss. Amongst the aviation community she has continued to increase the awareness of The Ninety-Nines and our mission, most recently joining with EAA in promoting aviation to women during AirVenture 2008 in Oshkosh. Pat brought great professionalism and business acumen to The Ninety-Nines, and I aspire to continue that style of leadership.

We face new challenges and their effects upon all facets of aviation. Challenges create opportunities, and I believe we will not only persevere but further develop both our core values and advantageous partnerships with EAA, NAA, FAA and other women pilot organizations. The issue of membership, both retention and recruitment, along with the constant need to energize our Chapters and provide tools for Chapter leaders, should dominate our internal operations.

'Focus' is the key. It's a trait pilots in particular possess, a trait that provides the basis for the pursuit of our mission and a trait that our original 99 Charter members shared. In occasional conflict with the need to focus is a woman's inherent ability to multitask, and we usually multitask quite well, I must say. My focus will be on membership and Chapters, balancing that focus with the innate need to exert leadership in the many branches of our organization's operations. With your help and commitment, I hope to meet the challenges facing The Ninety-Nines so that we can thrive for years to come.

Let's set our heading and take off.



'Focus' is the key. It's a trait pilots in particular possess, a trait that provides the basis for the pursuit of our mission and a trait that our original 99 Charter members shared.



Susan with Molly, a Bell 206L-3 LongRanger III. Her other ride of choice is Mikey, a Cessna 182.

# Congratulations to Our New Officers!



Susan Larson  
President



Donna Moore  
Vice President



Pat Theberge  
Secretary

*The newly elected International Board and Nominating Committee members for 2008-2010 were installed at the 2008 International Conference in Anchorage, Alaska in August. They join the existing two Directors elected to odd-year terms, Lisa Cotham and Fran Strubeck. Also, elected were the following members of the four International Trusts.*

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## **99S MUSEUM OF WOMEN PILOTS**

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# PILOT CAREERS: Words of Wisdom Part Two

BY DONNA MILLER  
International Careers Committee

For the last few months, I have been asking pilots what words of wisdom they have carried with them throughout their aviation lives. I have asked private pilots through B777 captains, flight school owners, corporate pilots and flight instructors. The responses have been so fascinating that I couldn't pack them all into one column.

Although expressed in many different ways, a common theme is the belief that instructors have in their students. One CFI gave his student, Jenny, a model of a B747 with a note: Think Big! "I slowly came to believe what he knew long before, that I could learn to fly any airplane, even the biggest ones," Jenny said. As a flight instructor, there are times when you know your students will succeed, but they may not feel the same. This is uncharted territory for them. Your enthusiasm and belief in them will carry them through the unknown.

Michelle's flight instructor told her, "When you want what you've never had, you must do what you've never done." That helped her through so much uncertainty, and she is now a flight instructor. I imagine she will pass those wise words along to her primary students.

Words as simple as "don't quit" coming from a flight instructor were the difference between giving up and becoming an airline captain for my friend Susan. "Never stop learning!" is what Becky, a seasoned airline captain, says. I love that as long as you

are in the aviation world, there is always something new to learn, regardless of where you are on the aviation ladder. One instructor would tell his students, "Think it through." Even if the question was easy, and the correct response came quickly, the instructor would say again, "Think it through," instilling in his students that a quick response may not always be the correct one.

Another remark that I heard more than once was, "How is the decision that you make going to sound to the FAA later?" Flying has enough "gotchas." Anna's instructor reminded her that she is the Pilot in Command and, as such, has the right to refuse direction from an Air Traffic Controller if she thinks the request is unsafe, especially with regard to weather. The words he used were, "Never forget that the controllers have their butts safely on the ground!"

Another favorite is, "It's always better to be on the ground wishing you were in the air than being in the air wishing you were on the ground."

My friend Kerri told me that as she was learning to fly the Neptune in a firebombing operation, she was a little timid at first. She had an old, seasoned, white-haired guy showing her the ropes. He got out the big, dog-eared book and said in a low growl, "Kerri, I've read the entire NATOPS manual cover to cover, and nowhere in there does it say you have to have 'male anatomy' to fly this plane!" Now if that doesn't instill confidence, what does?

## PRO 99s PROFILE: Lorena Knapp

BY BETSY DONOVAN, International Careers Committee

Lorena Knapp grew up in the backseats of her father's and grandfather's airplanes while flying around Alaska. In 2002, she got her fixed wing certificate while working full-time as an elementary school teacher, flying for fun on the weekends and summers. "Then I took a helicopter ride and couldn't wait to do it again." She got her helicopter add-on, confirmed that she loved helicopters and took a leave of absence from her teaching job to pursue flying full-time. Less than a year later she had her commercial, instrument, CFI and CFII and was working as a flight instructor in Oregon. Next she flew off-shore in the Gulf of Mexico taking workers out to different platforms. Last summer, Lorena worked in Juneau, Alaska as a tour pilot flying people to the glaciers in the area. She currently flies an AS350 or AStar and a Bell 212 for Era Helicopters.

A Ninety-Nines member since 2002, Lorena is a member of

the Alaska Chapter. "I am also part of the Professional Pilot Leadership Initiative program, which has been a very valuable network of support and mentoring."

Lorena says of her dream job, "I really enjoy flying in the mountains of Alaska. I was born and raised in Alaska, and I love showing it off to people. I hope showing people these places will inspire them to become better stewards for our planet."

Her advice to others: "All the hard work and financial sacrifice is worth it. It is also a great time to be a helicopter pilot as many of the Vietnam era pilots are retiring. There are lots of jobs available."



Lorena Knapp.



ISA/Ninety-Nines members: Front row: Linda Friedman, Laura Smith, Becky Howell, Nell Justice. Middle row: Nadezhda Kuzhelnaya, Margaret Flynn, Maria Ziadie-Haddad, Aileen Watkins, Wally Funk, Lubov Rylova, Jennifer Neal. Back row: Karen Kahn, Jeannie Dismukes, Ann Kieffer, Nancy Novaes, Tracy Leonard, Linda Wright, Laurie Reeves, Kimberley Lowe, Shannon Jipsen, Kathleen Malone.

# ISA+21 Celebrates 30<sup>th</sup> Anniversary

BY ANN KIEFFER AND LAURA SMITH

“You ladies are doing what I wanted to do!” declared Ninety-Nine Wally Funk, an honorary ISA+21 Member and the 2008 Keynote Speaker, to the gathered members at the 30<sup>th</sup> Anniversary Convention of ISA+21 (International Society of Women Airline Pilots), celebrated May 13-15 in Fort Lauderdale.

Like numerous other women, Wally was ahead of her time when she tried to seek employment as an airline pilot. Eventually, women did gain access to the airliner cockpits, due in part to the

perseverance of women who pursued any opportunities that were open to them. Women pilots entering the airline industry today see few reminders of the struggles to break down cockpit barriers.

When Ninety-Nine Helen Richey was hired with Central Airlines in 1935, it was a glimmer of hope for other women pilots. Although Richey was the first documented woman to pilot a commercial airliner on a regular route, she was limited to fair-weather flying, and when she applied for union membership, the male pilots rejected her application because she was a woman.

Richey resigned from Central Airlines after 10 months of employment.

Not discouraged by Richey’s experience, her contemporary, Edna Gardner Whyte (Ninety-Nines President from 1955-1957), made three different attempts to get hired by the airlines. On her final attempt in 1940, Braniff Airlines rejected Whyte’s application despite her impressive hours. Braniff’s response to Whyte was, “Do you really think that people would climb aboard our airliners if they saw a woman pilot in the cockpit?”

After Richey’s short-lived career at

Central Airlines, it would take more than 35 years before women pilots made a definitive breakthrough to the airlines in the United States. When it occurred in 1973, Ninety-Nine Emily Howell Warner (Frontier) and Bonnie Tiburzi (American) were the first women hired. Emily, Bonnie and the other women airline pilot “firsts” did not seek entry into the airlines via the legal system. Rather, they built their piloting credentials to meet or exceed the established hiring criteria.

Emily, a charter ISA member, felt, “It could make the working conditions unbearable were I to force my way in. I bet that I’d face nothing but resentment and fury from the captains and crew members who were scheduled to fly with me.”

In 1978, the Zonta Club invited a woman pilot from each airline to participate in a program honoring Amelia Earhart. It was the first time many of these women met, and from that experience, Beverly Bass (American) and Stephanie Wallach (Braniff) founded a new organization by gathering these women airline pilots together for their first convention in Las Vegas, Nevada. During the first year, ISA rapidly grew from 21 charter members flying for 10 airlines to 78 members at 26 carriers around the world. The women developed strong friendships and camaraderie that continue today.



*Helen Richey was hired by Central Airlines in 1935 but was restricted to fair-weather flying.*

In many ways, ISA+21 and The Ninety-Nines parallel each other, and their histories are entwined. They share many common members. Both organizations acknowledge the number of charter members in their names. Both organizations started with dual purposes: social interaction and support for the piloting pursuits of sister members. These purposes were essential as these women were often isolated. Both The Ninety-Nines and ISA+21 have evolved into non-profit corporations with clearly defined mission statements.

Throughout the last 30 years, ISA’s 21 charter members have made their marks in the aviation community. Ninety-Nine Julie Clark has retired from the airlines and is a renowned airshow pilot. Another Ninety-Nine, Captain Karen Kahn, still flies for a major airline, writes for numerous aviation magazines and has a career counseling service.

Ninety-Nine Norah O’Neill wrote the book *Flying Tigress*, a personal account of her journey as a pilot. “Those pioneering women became my close friends and sounding board. Belonging to ISA was effective group therapy. It helped to keep me sane in the early years at Tigers. The first woman with each airline had taken the heaviest hits. The second and third women entered a more accepting workspace. Some of them were wise enough to recognize that the firsts had made it easier for them.”

Perhaps Ninety-Nine Dr. Angela Masson sums it up best: “Judging from the successes of my peers, it seems that a strong commitment to the job, a willingness to keep learning, an ability to gracefully interact with others for the purpose of reaching common goals, effective leadership qualities, sound decision-making abilities, a solid sense of who you are and a strong moral fiber are core requirements for a long-term successful career.”

The 30<sup>th</sup> Anniversary ISA Convention brought together over 60 women airline pilots from all over the world, including at least 26 attendees who are members of both The Ninety-Nines and ISA. As Angela states, “Both groups are composed of wonderfully courageous women with similar life-experiences.”

Throughout the history of each organization, The Ninety-Nines and ISA+21



*Edna Gardner Whyte, former Ninety-Nines International President, made three unsuccessful attempts to be hired by an airline.*

have both provided an enduring support system for women pilots. As we celebrate ISA’s 30<sup>th</sup> year, sincere appreciation goes to the pioneers who struggled for each and every flying opportunity that we benefit from today. We hope the achievements and successes of women pilots throughout the world will be an inspiration for the next generation of women seeking to follow our career paths as airline pilots.

*Ann Kieffer is a B717 captain for Midwest Airlines and is the current Chairwoman/President of ISA+21. A member of the Wisconsin Ninety-Nines Chapter since 1989, Ann has chaired numerous Chapter level committees and offices, including Wisconsin Chapter Chairman.*

*Laura Smith is a B737 first officer for Southwest Airlines and is the Chairman of the Bay Cities Chapter. Laura has been a 99 since 1992 with membership in six different Chapters as she has frequently moved in pursuit of being an airline pilot.*

Information and links to ISA+21 can be found on The Ninety-Nines Pilot Careers Resource Center at [ninety-nines.org/careers/organizations.html](http://ninety-nines.org/careers/organizations.html).

# New Pilot, AEMSF and Maule Tailwheel Scholarships Recognize 20 Women

BY JOY PARKER BLACKWOOD  
Chairman, AEMSF



The Amelia Earhart Memorial Scholarship Fund Trustees are very pleased to present the following 2008 scholarship and award winners. Once again we had an interesting mix of applicants. With more significant donations to our fund over the last year, we were able to award individual scholarships that had dollar values upwards of \$25,000. This is a new level of assistance that we are delighted to be able to provide to deserving applicants. It also opens the doors to greater opportunities for our overseas sisters whose cost of training and education can be vastly more expensive than in North America. We hope to hear from more of them in 2009!

Also, we thank our panel of external judges for their invaluable assistance and expertise in making the final scholarship winner decisions. Congratulations to all!

## MAULE TAILWHEEL AWARD



**CHRISTINA STARK – MAULE TAILWHEEL AWARD**  
Wisconsin Chapter – North Central Section

My grandfather introduced me to the world of aviation at a young age. My family was not surprised when I flew an airplane before I drove a car. I obtained my private pilot certificate at the age of 17. Living in Wisconsin, I hated canceling flights due to weather, so I obtained my instrument rating. A few years later, I moved to Phoenix to complete my single engine commercial, multi-engine commercial, CFI and CFII. I stayed in Arizona to instruct for a while and eventually moved back home to Wisconsin where I continued to instruct. After a couple of years instructing, I moved to Raleigh, North Carolina to fly cargo in the Piper Lance and Cessna 402. Currently I am a gold seal flight instructor teaching part-time while working at a pharmaceutical laboratory full-time. I also fly sky divers in the Cessna 182. With close to 2,000 logged hours, I have never flown a taildragger. I am excited to go to the Maule Flight Training Center to get my tailwheel endorsement. I am appreciative of The Ninety-Nines and the Maule family for this opportunity.

## NEW PILOT AWARDS



### **DR. GWEN ARIFAH BILAL DAVIS – NEW PILOT AWARD**

Ambassador Chapter – South Central Section

I was born in The Bronx, New York in 1953 and wanted to be a pilot ever since my first wonderful flight in 1960 at age seven! However, life's path takes twists and turns and so my interests turned to animal science. My studies progressed from an Associates degree in animal technology at the State University of New York, a Bachelor's degree in animal science at the Tuskegee Institute, Emergency Medical Technician III Paramedic, to Doctor of Veterinary Medicine, class of 1986 at Tuskegee University. After an internship at a large animal clinic, I became Director of Tuskegee University Apiary and Caprine research center, served five years as a Veterinary Medical Officer USDA. Currently I am a veterinarian and owner of The Pet Vet in Isabela, Puerto Rico, as well as president of the Puerto Rico Animal Welfare Society, "PAWS." I am a mother of two and grandmother of seven. I want to become a Certified Flight Instructor so I may help other young people share the joy of flight. Thank you to all the wonderful women of The Ninety-Nines for this opportunity. I am truly blessed.

### **SERENITY ENRIQUEZ – NEW PILOT AWARD**

Reno High Sierra Chapter – Southwest Section

Though I spent my childhood as a nomad growing up in tents traveling throughout the Deep South, and my adolescence sweeping the American West as the eldest of five children, at 26 I am now quite at home in a home high in the Sierras. There are sweeping views of Lake Tahoe as I commute on bicycle to work and over the mountain pass to my local airport in Truckee, California. Hard work during mountainous flight lessons with instructor Jeff Fay of Sierra Aero in his Cessna 172 is rewarded by exquisite panoramic views from over the ranges that ripple across the Sierra Nevada Mountains. I came for the earth and stayed for the sky!



### **BRENDA FRAZIER – NEW PILOT AWARD**

San Gabriel Valley Chapter – Southwest Section

I am excited to learn that I am receiving the AE New Pilot Award and am finally close to finishing my private pilot training after stopping short so long ago, back in 2001. Taking a break was supposed to be for just a little bit! I only wish I knew about The Ninety-Nines when I first started. I am eager to turn my training into a reality for my son, who has even come to watch me do pattern work on weekends. I receive endless support from the accomplished women in the San Gabriel Valley Chapter and look forward to sharing future adventures with The Ninety-Nines.



### **MALLORY SCHRECK – NEW PILOT AWARD**

Phoenix Chapter – Southwest Section

I have always wanted to become a pilot since I was a little girl. My love for flying started back in New York where my grandfather was a private pilot with his Cessna 182. I mainly spent my weekends at the local airport with him while he worked on his plane or prepared for a flight. Now I am getting ready to finish my private pilot certificate. I plan on enlisting in the United States Air Force where I will work to become an officer and join their flight department.

### **ANNA STROMENBERG – NEW PILOT AWARD**

Maple Leaf Chapter – East Canada Section

I joined the Maple Leaf Chapter of The Ninety-Nines in September 2007. Two years ago, at age 17, I started flying in the Royal Canadian Air Cadet program. For schooling I am attending the University of Waterloo where I am in the geography and aviation program. After I use the New Pilot Award to gain my private pilot license, I will be working toward earning my commercial pilot license and Bachelor's degree in geography. My goal for the future is to become a bush pilot.



## **AEMSF SCHOLARSHIPS**



### **HEIDI KLEIN – COMMERCIAL AVIATION, UNIVERSITY OF NORTH DAKOTA**

North Dakota Chapter – Northwest Section

My name is Heidi Klein, and I am from Waupaca, Wisconsin. I am 20 years old and working towards a Bachelor of Aeronautics in Commercial Aviation. I am a senior at the University of North Dakota. This is my second year receiving the AE scholarship, and with mounting school loans and still one more year remaining, I can tell you I am extremely grateful. I'm looking forward to receiving my multi-engine add on with the scholarship money and taking summer classes. I'm a C/Lt Col in the Civil Air Patrol and spend much of my free time volunteering, working on search and rescue and teaching youth about aviation. At school I am also involved in Women in Aviation and EAA.

### **HEATHER HOSTERT – INSTRUMENT RATING**

Chicago Area Chapter – North Central Section

At the mere age of 15, I took my first introductory flight and became passionate about aviation. A few years later, I became a dedicated aviator when I began taking flying lessons towards my private pilot certificate. I earned the certificate in March of 2007, at the age of 19. Through the generosity of the Amelia Earhart Scholarship Fund, I will have the opportunity to achieve my instrument rating with aspirations of becoming a Certified Flight Instructor. As well as pursuing a career in aviation, I am working towards a Bachelor's degree in Elementary Education. In the future, I will use the experiences from flying and knowledge of education to teach students both in the classroom and in the air.





**SALLY SPARKS – INSTRUMENT RATING**

Kansas City Chapter – North Central Section

I have been interested in aviation most of my life, due in part to my father. He was a pilot and instructor before WWII and used to tell stories of flying. I was intrigued by his stories, so I actively started to pursue flying in the fall of 2000. In 2000-01, I took a year off from full-time teaching to attend a missionary school. It was during this sabbatical year that I began to fly, and now flying has become one of my passions. During the sabbatical, I began to envision becoming a missionary aviator, combining my passions of flying, teaching and missions. As my finances have cooperated, I have tirelessly pursued this dream. In five and even ten years, I hope to be flying emergency medical evacuations for the indigenous Indian people in Guatemala and flying support flights for missionaries.

**JULIANA TEAL – INSTRUMENT RATING**

Tucson Chapter, Southwest Section

My journey to becoming a pilot was an unusual one. When I was in my mid-30s, I was on a commercial jet when, much to my surprise, my lifelong phobia of flying lifted, and I wondered what it would be like to experience a flight in a small airplane. During my first flight I discovered a huge passion for flying. In 2007 I received my certificate. This will be an exciting year. I am an astrologer and an intuitive and my business is busy. I will be working on my instrument rating with the plan of becoming a CFI, and I have just become Chairman of my Tucson Chapter! Thank you to my Chapter, the judges and everyone on the Scholarship Committee for all your support.



**FIDAN THORNBURG – INSTRUMENT RATING**

Russian Section

I was born in Baku, Azerbaijan Republic. I can define my personal goal as a big desire to fly! For this reason, I came to the United States six years ago and got my initial pilot certificate. My ultimate goal was always to fly for the U.S. Air Force, and I am a few steps away from it. I just received my Bachelor's degree in Professional Aeronautics with Aviation Safety as a minor from Embry-Riddle Aeronautical University, located in Tacoma, Washington. I am looking forward to serving this amazing country that has given me so many opportunities in just the few years I have lived here.

**JAIME GONZALES - MULTI-ENGINE INSTRUMENT**

New Orleans Chapter – Southeast Section

I have been fortunate enough to fly and be a member of The Ninety-Nines half of my life. Hard work at a young age enabled me to buy and pay for my plane. I have kept it for almost 25 years, longer than I've had my husband and three girls! Since giving up my career a few years ago to raise my daughters, I became a CFI and will now be able to add multi-engine instrument pilot to my resume. As co-pilot, I won the Marion Jayne U.S. Air Race in 1995 and placed third in 1998. We have a great Chapter in New Orleans and continuously promote The Ninety-Nines and women in aviation. My passion is flying, and I thank The Ninety-Nines for helping me share this passion with others.





**SUZANNE FAIN – COMMERCIAL RATING**  
Houston Chapter – South Central Section

I currently own and operate a health food store and restaurant in Houston with my husband. Several years ago I took a flight with a friend and reconnected with a forgotten childhood dream. I didn't realize what I was getting into when I started flying lessons and am now planning a career in aviation. I am a self-proclaimed advocate and role model for women over a certain age to experience the empowerment and fun of being a pilot. I am a firm believer that when the nest becomes empty, it is time for mama bird to fly.

**LAURIE PROBST – COMMERCIAL RATING**  
Wisconsin Chapter – North Central Section

Teaching is a legacy. During my 13 years as an elementary educator, I have watched the students in my care grow and flourish. I hope I have shown them those "faraway lands" waiting for them beyond the horizon if they reach for their goals and find wings with which to soar. Flying has its own legacy, and I have become a part of it by becoming a pilot and wanting to pass along my knowledge and experiences to others. Combining these two legacies by becoming a CFI is one of my dreams, and I am working hard to reach that goal. It is with sincere gratitude that I write this short vignette, grateful to have been chosen to receive an Amelia Earhart Memorial Scholarship for my commercial rating. This will enable me to get one step closer to reaching my goal of combining my love of teaching with my passion for flight.



**CASEY ERICKSON – COMMERCIAL ROTORCRAFT**  
San Gabriel Chapter – Southwest Section

I was so thrilled to find out I had won a scholarship! I was born and raised in the north San Diego county town of Encinitas, California. Currently I reside in the San Bernardino mountain community of Crestline, California. I am a commercial fixed wing flight instructor and will soon be a commercial rotorcraft rated flight instructor. I plan to flight instruct in both fixed and rotor wing until I have enough hours logged to get on with an air ambulance service. I enjoy volunteering my time to fly the Redlands Police Department's Cessna 172 in the City of Redlands. In my spare time, for fun, I fly my highly modified Pitts Special S1-S biplane in aerobatics competitions in the sportsman class, where I am currently in third place in the California Cup point standings.

**KIRSTEN BRAZIER – FOREST SERVICE MOUNTAIN COURSE, BELL 206B**  
Ambassador Chapter – South Central Section

Flying since 1992, I chose bush flying early on as my primary career path. From my first float flying job in 1996 to my present status as partner in a Beech 18 commercial float plane, I have flown various aircraft on floats, wheels and skis – and spent one winter flying in the Caribbean. Licenses achieved include U.S. and Canadian ATP (multi-IFR and float endorsements), Canadian Commercial Helicopter. Lacking self-direction as a young adult, aviation opened up a world of adventure for me and a venue where my unique personality and creative skills have helped me overcome challenges and become a stronger person.



**SHERYL RAINS – AIR TRANSPORT PILOT**

Northwoods Chapter – North Central Section

Some dreams never die, for as long as I can remember I told everyone, “When I grow up, I’m going to be a pilot.” In pursuit of that childhood dream, when I turned 16 I started flying lessons. I then went on to get a BS degree in Professional Aviation and earned all my certificates and ratings up through CFII/MEI. After a few years of life getting in the way, I did not follow that career path and eventually stopped flying altogether, but the passion never left. Because of that passion and encouragement from fellow Ninety-Nines, I resumed flying a couple years ago and am currently working towards the final certificate – the ATP. Follow your dreams and make them a reality. I am.



**LINDA BERLIN – BOEING 737 TYPE**

Ambassador Chapter – South Central Section

I am a Dash-8 captain for Mesa Airlines based in Denver, Colorado. I fly to mountain towns in the Rockies through snowstorms and wicked winds. When I have long sits between flights in Denver, I manage nine recycle bins in Mesa’s crew rooms and maintenance offices, depositing the recycling into the large airport recycle bins on the ramp. I also break down boxes in the crew room to recycle the cardboard and put on rubber gloves to pick out recycled goods from the trash. I have a boyfriend, and my sister’s three children live five minutes away. Life is good.

**CHERYL CASILLAS – BOEING 737-200 TYPE**

San Antonio Chapter – South Central Section

First of all I would like to thank The Ninety-Nines and everyone involved with helping me win the Amelia Earhart Memorial Scholarship for a Boeing 737 Type Rating. What a fantastic opportunity to further my aviation career! I began flying later in life than many, at age 32. My first airline flight in 1992 opened an amazing new world of aviation to me. I sat by the window in amazement, and just a few months later I began flight training! Currently I am a Captain for Ameriflight, a Part 135 Cargo Airline. Just to think I came from 17 years as a school bus driver to this. Never let anyone discourage you from pursuing your dreams. Through resourceful networking with The Ninety-Nines, Pro 99s and the Professional Pilot Leadership Initiative Mentoring Program, I have gained an incredible support partnership. Thank you all!



**DEENA SVEINSSON – BOEING 737-200 TYPE**

Colorado Chapter – South Central Section

My love for flying started when I was given a gift of an intro flight on a Cessna 172 at Boeing Field in Seattle, Washington. I quickly got hooked and decided against attending law school in favor of becoming an airline pilot. After obtaining my certificates and ratings, I built my flight time as a CFI and was then hired by Mesaba Airlines, where I am currently a captain. In my spare time, I am a volunteer for Partners Mentoring Youth and the Colorado House Rabbit Society. I am also the treasurer for the Mile High Chapter of Women In Aviation, a Director for the Colorado Chapter of The Ninety-Nines, and I am in The Ninety-Nines Professional Pilot Leadership Initiative (PPLI). With this type rating, I hope to move toward the next step in my career.

# Wiaraton Airport Celebrates Canada's First Female Pilot

BY MARILYN DICKSON  
First Canadian Chapter

The Wiaraton-Keppel International Airport (CYVV) is the first Canadian airport to honor a woman. More than 20 Canadian airports already celebrate men's achievements by naming their facilities for male politicians, military pilots, aviation businessmen and an astronaut. It's fitting that the first airport to honor a woman will name its terminal building for Canada's first female licensed pilot, Eileen Vollick. The dedication was held on what would have been Eileen's 100th birthday, August 2, 2008.

On August 2, 1908 when Eileen Riley was born in Wiaraton, Ontario, no Canadian had yet flown. A half year later, Jack A. D. McCurdy flew the Silver Dart at Baddeck, Nova Scotia on February 23, 1909. Within a few more years, many young Canadian men learned to fly during WWI with the Royal Air Force. Aviation activities following the war reinforced the notion that



*Eileen Vollick poses in her fur-lined flight suit in 1928. Her warm clothes were a necessity in an open cockpit, especially during winter flying.*

aviation was strictly a male domain as male pilots bought war surplus airplanes and got involved barnstorming or hauling supplies and equipment to other men exploring the Canadian north.

For several years, opportunities for Canadian women to become pilots were non-existent. It was 1927 before the first flying school opened in Canada. In 1928, the first Canadian female earned a private pilot's license. What is remarkable is that Eileen Vollick, the young woman who was able to break into this male atmosphere, was a mere 18-year-old textile worker.

We are fortunate she had the foresight to write about her experience and give us a wonderful glimpse of her own understanding of her achievement. The June 1928 issue of *Canadian Air Review* published Eileen's article, "How I Became Canada's First Licensed Woman Pilot," excerpts from which are cited in this article.

In 1911, Eileen and her mother moved to Hamilton when her mother married George Vollick, instantly giving Eileen four siblings, two girls older than Eileen and a younger girl and boy. No doubt her role within the family contributed to her spunkiness.

The move to Hamilton placed Eileen well to inspire her to learn to fly.

In March, 1927, Jack V. Elliott opened his school at Ghent's Crossing, overlooking Hamilton Bay. Eileen wrote, "From my bedroom window I could see the activities going on at the aerodrome, the cutting of trees, the dumping of load after load of cinders, of making the track or runway, the building of the hangars, and finally the installing of the planes. Each day as I drove my car past the aerodrome a small still voice whispered, "Go ahead, brave the lion in his den" . . . I proposed to learn to fly, and feared being turned down or laughed at (women had not then entered into this man's game in Canada). I wondered how much courage or talent was required to fly an airplane.

"I have never been afraid to go after anything I wanted and to stay until I got it... One day I ventured into the proprietor's den and asked him, "Can a girl learn to fly?" ... No woman in Canada had previously made such application... I felt the urge to fly, to become a pioneer and blaze the trail for the women of my country... though it was through my efforts women were admitted into the flying game at Ottawa, had I not been first some other enterprising girl would have paved the way to put Canadian women on a par with other countries."

Elliott did not immediately accept Eileen as a student but suggested that she write to the government to request permission to learn to fly commercially. Three months later, after careful consideration, the authorities wrote to Eileen informing her that women who passed the necessary tests and had reached 19 years of age would be granted a certificate. Male students could qualify at age 17. Rather than challenging this discrepancy, Eileen booked her first flight. Many of us may recall our first flight as a similarly significant event:

"My first flight in the air was an epoch of my life never to be forgotten, no mat-

ter what I may achieve in the future, the exhilaration of that flight will linger when all others are merely an event.”

Several women have reported similar experiences of an instructor’s attempt to scare them, or perhaps to demonstrate his own ability rather than to conduct an appropriate first lesson:

“The pilot who took me aloft thought he would either frighten me or find out how much courage I possessed, for though it is against the rules to “stunt” with a passenger... ‘spins,’ ‘loops,’ ‘zooms,’ all very thrilling and decidedly the acid test for a new flyer, and I got mine for half an hour.”

The instructor’s tactics didn’t work. Eileen found these stunts thrilling. Perhaps they inspired her later interest in aerobatics. Many of us can relate to her recollection of the magic of that first flight:

“In the cockpit I felt quite at home, fear never entered my head, and when I saw the earth recede as the winged monster roared and soared skyward and the familiar scenes below became a vast panorama of checker-boarded fields, neatly arranged toy houses and silvery threads of streams, the pure joy of it gave me a thrill which is known only to the air-man who wings his way among the fleecy clouds. Perhaps the most trying sensation of a flight comes when the plane glides rapidly earthward and one feels that familiar ‘elevator’ feeling, but even that sensitiveness passes away after a few flights. A spin or a loop, though significantly spectacular from below, is a simple stunt to the aeronaut and easy to accomplish. The most important factors are ‘taking off’ and ‘landing.’ Anyone can fly straight and keep towards the horizon, but rising from the ground and returning is a different matter.”

Eileen makes an important point about a pilot not feeling fear. But I, for one, am not prepared to go to the lengths she did to demonstrate my minimal sense of fear:

“A flyer must never make acquaintance with ‘fear’ if he or she wants to become a successful pilot. I have never felt afraid, flying high or low, over land or water... As a proof that my sense of fear is small, soon after I started to fly... I took the parachute jump from the wing of the plane into the waters of Hamilton Bay from

an altitude of 2,800 feet, it was a record, being the first Canadian girl to leap from a plane into water... It takes a great deal of confidence to walk the wing of an airplane and jump into space, especially when the controls are in the hands of a strange pilot, but I felt no fear. Parachute work, however, was not my ambition. I wanted to fly.”

Eileen’s sister Audrey recalls that day during the summer of 1927 when she and her mother watched Eileen’s parachute jump and realized the boat was not in position to pick her up. Eileen had to release her parachute and then swim a considerable distance before the boat retrieved her. Audrey also recalls that Elliott was not pleased to have lost a parachute.

Eileen describes her exhilaration from early morning flights, a perfect way to begin the day:

“The oracle of ‘early morning flying’ is an open sesame if the student flyer wants to become a real success, and after several flights off the ice on Hamilton Bay, I made arrangements... to fly as early as possible. This necessitated some of the mechanical crew being down at the airport long before the sun rose to fuel the plane and warm up the motor ready for flight. So up in the morning early long before the streets were warmed, I left my cozy cot, drove my faithful old Ford down to the airport, donned a flying suit and with the tang of ice and frost upon pilot, plane and student, we rose from the hardened ground and winged our way over the icy bay, across the cold waters of Lake Ontario, back to the city, then after ‘landing’ and ‘rising’ several times, we flew back to port, full of early morning pep, which the sluggard abed can never fully comprehend... Back home to breakfast. Eight a.m. found me on my way to the Hamilton Cotton Co., where I was a textile analyst and an assistant designer.”

Eileen sounds like a delightful young woman with an enthusiasm for life. It is interesting to note her enthusiasm even for her flight with the government examiner prior to her flight test. Incidentally, there is no evidence that he flew with any of the male students to assess their flying ability.

“The day previous to the tests I had the extreme pleasure of taking Captain G. B. Holmes, Government Inspector, for

a flight, and he gave me great credit for the able manner in which I handled the plane.”

On March 13, 1929 Eileen Vollick completed the requirements for her pilot’s license, number 77.

“Before a license can be issued, the pilot must make four landings, from a height of 1,500 feet, within 150 feet of a spot designated on the ground, one landing from 5,000 feet with the motor shut off, five figure 8 (eight) turns between two designated marks, and a 175 mile cross-country flight.”

Two weeks earlier Eileen had flown the cross-country flight on February 28 with her instructor, R. Turner.

Sex role stereotyping was alive and well as evidenced by a comment in the *Hamilton Spectator* the following day: “Wonder what the local girl who has received her aviation license would do if she discovered a mouse in her plane?”

After earning her pilot’s license, Eileen continued to fly, often performing aerobatics. Aircraft manufacturers also invited her to fly their planes, perhaps to demonstrate how easy they were to fly if even a young woman could do so.

In September 1929, Eileen married James Hopkin whom she had met while flying in an airshow. Though she gave up flying to raise her family, she clearly instilled in them an interest in aerial activity. Last year, her daughter Joyce Miles celebrated her 76th birthday with a three generation parachute jump. Joyce, son Jim and granddaughter Danielle Yerdon all jumped from an altitude of 10,000 feet.



Elaine in 1928. She did her training and took her flight test in this Curtiss Jenny.

# Welcome New Ninety-Nines Members!

## NEW MEMBERS

### **Alabama Chapter**

MARTIN, Elizabeth A.

### **All-Ohio Chapter**

RICKMAN, Sarah Byrn (FWP)

### **Aloha Chapter**

WHITE, Anita

### **Bakersfield Chapter**

MAINES, Penelope D.

### **Carolinas Chapter**

KAY, Brittany (FWP)

### **Central New York Chapter**

KEARNEY, Katelynn Rose (FWP)

### **Chicago Area Chapter**

KULCZUGA, Aleksandra (FWP)

MABRY, Christa

STRAIT, Jennifer (FWP)

### **Coachella Valley Chapter**

PENNINGTON, Mary (FWP)

### **Colorado Chapter**

DENNIS, Karen

MALLETTE, Linda Nelson

REILLY, Erin (FWP)

### **Connecticut Chapter**

PRIESTLEY, Evan (FWP)

### **British Section**

DE SOLLA ATKIN, Carol

### **Eastern New England Chapter**

DELCORE, Jessica (FWP)

DELLA MORTE, Amanda

DELLAMORTE, Patricia M.

### **Eastern Pennsylvania Chapter**

LESKO, Christine E. (FWP)

### **First Canadian Chapter**

LYONS, Jennifer

### **Florida Firstcoast Chapter**

BARNES, Brenda Marcela (FWP)

### **Florida Gulf Stream Chapter**

LYNCH, Anne (FWP)

### **Florida Spaceport Chapter**

FOWLER, Sherry B.

LOVEJOY, Amanda (Academic)

### **Florida Spaceport Chapter**

RHODES, Athena (FWP)

### **Florida Suncoast Chapter**

CABANA, Nicole

CHANDLER, Sarah (FWP)

DUBOIS, Joan C.

PALMER, Deborah K.

SCHUPBACH, Marilyn J.

WILSON, Sarah

### **Fresno Chapter**

BONNAR, Jean-Marie (FWP)

### **German Section**

HOPMAN, Ingrid

MOSSINGER, Nadja Josinne

SCHNEIDER, Ulrike

### **Greater St. Louis Chapter**

ARNAC, Sarah R. (Academic)

LEWIS, Patrici A. L'Danyelle (FWP)

RIESER, Tegan Nicole (Academic)

### **Idaho Chapter**

DILLON, Paula J.

TOWNER, Marcy

### **Intercollegiate Internet Chapter**

BOSMAN, Katie M.

ENGEL, Allie (Academic)

### **Intermountain Chapter**

SHEA, Patricia J. Patty

### **Iowa Chapter**

JOHNSON, Debra K.

### **Las Vegas Valley Chapter**

GRAY, Maja (FWP)

### **Long Beach Chapter**

METTEY, Bianca (FWP)

NANIA, Kara S. (FWP)

### **Maple Leaf Chapter**

ADAMS, Kimberly M. (FWP)

HINTON, Lucy (Academic)



*New member Margaret Coffen (right) and her Guardian Angel, Dee Dreger, Northwoods Chapter.*

### **Michigan Chapter**

HORONIC, Ivana

JONES, Haley A. (FWP)

### **Minnesota Chapter**

CRITCHFIELD, Caitlin Elizabeth (Academic)

### **Mississippi Chapter**

MILLER, Janet C.

### **Montana Chapter**

ALKE, Debbie

### **Mount Tahoma Chapter**

FAVORITE, Rachele (FWP)

### **North Dakota Chapter**

DOBSON, Lisa Anne (Academic)

### **North Georgia Chapter**

FAAS, Sarah

FABBRI, Nancy W.

JACOBSEN, Nora M.

### **Northwoods Chapter**

COFFEN, Margaret (FWP)

### **Oklahoma Chapter**

JONES, Brittany (Academic)

LOVE, Janis

### **Oregon Pines Chapter**

WILCOXON, Dalhia May

### **Phoenix Chapter**

HOOKER, Shelbey (FWP)

### **Redwood Coast Flyers Chapter**

KOVALCHECK, Nikki V. (Academic)

### **Reno High Sierra Chapter**

WOODS, Penelope Dunn

### **Russian Section**

ALEKSEEVA, Oxana Sergeevna

EFREMENKO, Olga Nicolaevna

### **San Diego Chapter**

ADAMSON, Shelley (FWP)

HARA, Masami (FWP)

KAASE, Cynthia Laddon

MAGONE, Margaret (FWP)

O'MALLEY, Charli Y. (Academic)

ZEHNDER, Krystene

### **San Fernando Valley Chapter**

ENTRAIGUES, Maria (FWP)

### **Sutter Buttes Chapter**

BEVIS, Megan (Academic)

### **Tucson Chapter**

MATTHEWS, Mary (FWP)

PATCHETT, Christina (FWP)

### **Utah Chapter**

HO, Helen (Academic)

PAASCH, Julie

SORENSEN, Lacie (Academic)

### **Ventura County Chapter**

ROY-SMITH, Avril M.H. (FWP)

SULLIVAN, Robin (FWP)

SUMMERS, Julie (FWP)

### **Western Washington Chapter**

PHILLIPS, April

## RETURNING MEMBERS

### **All-Ohio Chapter**

BATTY, Neila Irene

### **Aloha Chapter**

CHING, Nadene K.

KITAHARA, Lisa F.

KITMACHER, Amy

MATIC, Jelica

SHIBATA, Ayaka Jeni

### **Ambassador Chapter**

TURNER, Robin L.

WILDMAN, Sarah Mae (Academic)

### **Arkansas Chapter**

HALL, Julie Christine

### **Carolinas Chapter**

THOMPSON, Tina

### **Coachella Valley Chapter**

MILJAN, J. Travis

DUNLAP, Kim (FWP)

### **Colorado Chapter**

TOBIN, Dianne A. (FWP)

WEBER, Teresa

### **Dallas Chapter**

TELEHA, Sloan

### **Eastern New England Chapter**

EDMONDS, Jessica

GRAF, Elizabeth Margaret

### **Eastern New England Chapter**

LACLAIR, Christine D.

LONG, Patricia E.

### **Eastern Pennsylvania Chapter**

BOISON SMITH, Theodora Nana

HIGHT, Michele

### **Eastern Pennsylvania Chapter**

MYERS, VMD, M. Lynn

### **Embry-Riddle Daytona Chapter**

ELLIOTT, Holly Nicole (Academic)

### **Embry-Riddle Daytona Chapter**

LAZEBNIK, Julia (FWP)

# The Heroes of the Air Care Alliance

BY MARILYNN SCHUYLER  
Old Dominion Chapter  
Public Benefit Flying Committee Chairman

How would you like to become a hero? When disaster hits, as it does every year, there is a cadre of pilots who come to the rescue. These pilots, who donate their time and aircraft to provide medical transport, disaster and emergency relief, and environmental missions, are heroes. They help hundreds of people each month through their service in the member organizations of the Air Care Alliance (ACA).

The Ninety-Nines is a member organization of the Air Care Alliance. We made a commitment to develop relationships with volunteer pilot groups and to encourage our members to become involved in public benefit flying.

Public benefit flying organizations use the unique capabilities of general aviation aircraft to assist when rapid and safe air transportation is needed. Such organizations have existed for decades, but they did not come together for a common purpose until 1990 when volunteer pilot Bill Worden organized AIR MED 90, the first national conference of public benefit flying organizations.

Every year, representatives from the member organizations, The Ninety-Nines included, meet and share ideas to improve their missions of service. The annual conference, held each April, promotes a strong future for all charitable flying by focusing on collaboration and addressing issues as a united front. This year's sessions included Pilot Reimbursement, a Legal Perspective; How to Write So the Media Will Listen; and the New IRS Form 990 Requirements. Previous conferences have had sessions on liability and insurance issues, and fundraising.

The Air Care Alliance provides a voice for its member organizations and works directly with the FAA to form policy and clarify issues of concern to pilots who



Representatives from various groups received the Public Benefit Flying Award for Achievement for the work of their pilots in 2007 during a ceremony in the Lyndon B. Johnson Room of the United States Capitol building. Marilynn Schuyler, far right, represented The Ninety-Nines.

perform public benefit flying. The ACA developed the FAA-ICAO international call sign (COMPASSION) for all public benefit flying groups, helped the FAA establish the current policy to permit pilots to take tax deductions for their expenses, testified regarding new FAA Air Tour Rules and successfully argued for maintenance of volunteer pilot operations as not subject to new restrictive rules governing charter or charitable event flights.

The ACA also joined with the National Aeronautic Association to create the first ever National Public Benefit Flying Awards for volunteer pilot groups and volunteers. On September 11, 2006, one award recognized pilots who provided relief in response to Hurricane Katrina, including The Ninety-Nines.

One key purpose of the Air Care Alliance is to ensure that those in need are connected to the most appropriate service provider. Patients in need of transport may use the Listings Page on the ACA website at [aircareall.org](http://aircareall.org) and may also

e-mail [mail@aircareall.org](mailto:mail@aircareall.org) or call ACA at 888-260-9707. If you wish to help as a volunteer pilot, please learn more about the many groups and their missions of service by visiting the ACA website.



NAA's first awards for Public Benefit Flying were presented on September 10, 2003, celebrating the service and accomplishments of the many volunteers in aviation who "fly to help others."



# International Forest of Friendship Honors 20 Ninety-Nines in June

BY LINTON WELLS, International Forest of Friendship Co-Chairman

**F**ifty-three Ninety-Nines attended the annual induction ceremonies at the International Forest of Friendship in Atchison, Kansas on June 21, 2008. The Forest is a living, growing memorial to the world history of aviation and aerospace. Twenty of the 36 inductees were Ninety-Nines, and other Ninety-Nines represented the International Society of Women Airline Pilots (ISA+21).

On a beautiful Saturday morning, the induction ceremonies were held in the Fay Gillis Wells gazebo, surrounded by the waving flags of the 50 states and 35 territories and foreign countries which have trees in the Forest.

Nine of the 20 honorees from The Ninety-Nines attended the ceremony: Ruth Ensley Becherucci (5), Lake Erie Chapter; Shelia Bauer (6), ENE Chapter; Lynn Y. Baginski (8), Michigan Chapter; Martha Phillips (28), Ventura County Chapter; Dorothy Warren (4), Dallas Chapter; Jacque Breeden Boyd (27), Rio Grande Norte Chapter; Bonnie Davis (7), Michigan Chapter; Kathy Frank (25), Sutter Buttes Chapter; Judith Williams Stark (29), Santa Clara Valley Chapter.

Another 11 Ninety-Nines honorees were not present: The late Mary Ann Jamison, Orange County Chapter, award

accepted by her husband, John Jamison; the late Barbara Jennings, Indiana Dunes Chapter, award accepted by her daughter, Barbara Peard (27); the late Gerri Kuehn, Wisconsin Chapter, award accepted by Laurie Probst (34); the late Ruth May Lemmon Magill, Alameda Chapter; the late Gretchen Matheson, West Canada Section, award accepted by D. Joan Lynum (3); Jan Girlinghouse Oreck, New Orleans Chapter; Rosemary Sieracki, Michigan Chapter; the late Jean Stroobant, Alameda Chapter; Patti Uncapher, Michigan Chapter; Jacqueline Waide, Alameda Chapter; Audrey Yeandle, Alameda Chapter.

In addition, Karen Kahn (23) and Norah O'Neill (46) accepted for ISA+21.

Other honorees included General Bryan "Doug" Brown, the first Army Aviator to reach four stars; Vice Admiral Vivien Crea, USCG, the first female aircraft commander in the Coast Guard and now the Vice Commandant; and former Astronaut Joan Higginbotham.

The Forest was honored that Pat Prentiss, International President of The Ninety-Nines, attended, as did Vice President Susan Larson. Laurie Probst's work as liaison between The Ninety-Nines and the Forest has been greatly appreciated during the past year.

*Ninety-Nines attending the International Forest of Friendship ceremony were: 1-Bev Turk; 2-Ann Vermuelen; 3-Joan Lynum; 4-Dorothy Warren; 5-Ruth Becherucci; 6-Shelia Bauer; 7-Bonnie Davis; 8-Lynn Baginski; 9-Pat Prentiss; 10-Carol Andrews; 11-Becky Howell; 12-Laurie Reeves; 13-Sharline Reedy; 14-Candice K. Tuttle; 15-Fran Strubeck; 16-Harriett Hall; 17-Tracy Leonard; 18-Nancy Miller-Borg; 19-Mayetta Behringer; 20-Donna Tuck; 21-Linda Guthrie; 22-Valarie Bush; 23-Karen Kahn; 24-Laura Smith; 25-Kathy Frank; 26-Dorothy Warren; 27-Barbara Peard and Jacque Boyd; 28-Martha Phillips; 29-Judy Stark; 30-Lucy Young; 31-Susan Larson; 32-Unidentified; 33-Susan Worster; 34-Laurie Probst; 35-Sondra Ridgeway; 36-Jane Iovine; 37-Judy Benjamin; 38-Marjorie Anderson; 39-Nelda Lee; 40-Amy Eccelsine; 41-Ann Shanyfelt; 42-Michele Stauffer; 43-Leslie Tucker Jenison; 44-Elizabeth Hunke; 45-Unidentified; 46-Norah O'Neill; 47-Unidentified; 48-Janice Welsh; 49-Madeline Monaco; 50-Mary Kohn; 51-Nancy Warren; 52-Ginny Boylls.*

# Fun and Camaraderie for 99s at Sun 'n Fun

BY BARBARA SIERCHIO AND NANCY WRIGHT

We had another very busy and successful year at Sun 'n Fun in April with more than 350 guests from all over the United States, Canada, England, Finland and Spain. We processed 23 applications, including new members, renewals and reinstatements. We also gave information to a number of women who were interested in joining the organization.

Immediate Past President Elaine Morrow and her husband Glenn were with us all week, helping with every aspect of the operation. International Board Member Virginia Harmer and Southeast Governor Corbi Bulluck were also present and answered questions and helped wherever needed.



Virginia Harmer, Nancy Wright and Corbi Bullock outside The Ninety-Nines house.

The Ninety-Nines/WASP luncheon was held on April 10, and we were honored to have in attendance Women Airforce Service Pilots Dorothy Ebersbach, Norma (Penny) Halberg, Ruth Hubert, Florine Maloney and Barry Smith. Everyone enjoyed hearing about their experiences, and Elaine Morrow thanked them for paving the way for women aviators.

The "My First Wings" class of 5th graders from Skycrest Elementary School in Clearwater, Florida were guests of the Florida Suncoast Chapter on April 11. The Chapter paid for the bus and furnished drinks and chips to go with their lunch. Nancy Wright arranged the tour with Sun 'n Fun. The class enjoyed the air show experience and being around aviation activities.



Sophie Peyton, Susan Haobsh, Nancy Wright and Jim Pappa getting ready for the early morning parade of volunteers.

The Florida Suncoast Chapter held their meeting on Saturday, and it was very well attended with members, guests and new members. The Jessie Woods Spacecamp Scholarship winner, Paige Carlson, also attended. Paige is a 6th grader from Valrico, Florida and attended Spacecamp at Huntsville, Alabama in 2007.

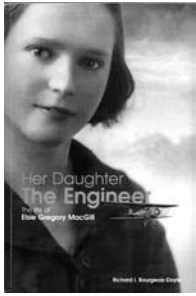
The volunteer workers' parade was Sunday morning at the crack of dawn, and our decorated cart was part of the caravan through the campground and grounds.

All of our guests enjoyed a place to sit, visit with old friends and make new ones. They particularly appreciated the real bathroom and air conditioning. Plan to visit your building, made possible by Ninety-Nines and friends, next year on April 21-26, 2009. Visit [sun-n-fun.org](http://sun-n-fun.org).



Dima Haobsh and Sophie Payton relax under the shade of The Ninety-Nines tent.

## BOOK REVIEW



### Her Daughter the Engineer The Life of Elsie Gregory MacGill

Author: Richard I. Bourgeois-Doyle  
Publisher: National Research Council  
Canada, Research Press, Ottawa 2008  
ISBN: 978-0-660-19813-2  
Ordering Instructions: [pubs.nrc-cnre.gc.ca/  
eng/books/books/9780660198132.html](http://pubs.nrc-cnre.gc.ca/eng/books/books/9780660198132.html)

BY JACQUE BOYD, Rio Grande Norte Chapter

It's always a joy to find a book telling about an extraordinary woman who has had tremendous impact on the world of aviation. Even better given that she wasn't a pilot. She wasn't American. She overcame physical adversity to be top in her field. This is just a great read, filled with discovery on every page.

According to Bourgeois-Doyle, Elsie MacGill was the world's first female aeronautical engineer and first professional aircraft designer. One of her many accomplishments included the design of the Winterized Hawker Hurricane. The author's chronological listing of her involvement with various aircraft and aircraft companies is astounding. In 1975 she was awarded an Earhart Medal by The Ninety-Nines.

Our Canadian sisters have great reason to be proud of this woman who contributed so greatly to our love of aviation. Kudos to Bourgeois-Doyle for bringing us a rich portrait of Elsie Gregory MacGill's life and work.

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*Arvil Roy-Smith happily concludes her first solo.*

## A Pity You Get Only One First Solo!

BY AVRIL M.H. ROY-SMITH  
Ventura County Chapter

Around 9:40 this morning, Kathleen Veatch (my super instructor) hopped out of the 152 at Santa Paula and told me that this was it, time for me to solo. Actually, we had been planning this for the past week, but the excessive heat put paid to that. I had been nervous — right up until Kathleen got out of the plane after we had done three stop-and-goes.

My first landing was way better than my second (which was still better than I thought I could do even three weeks ago). On my third takeoff, I had traffic to watch for and had to extend upwind for him and then really extend downwind as he flew an extended leg there. My third landing wasn't quite as good as the first, but I am way more proud of it because that time I had to really think about what I was doing with the flaps and trim and all.

And then it was over. The plane was booked as soon as I had finished, and I just wanted to do more takeoffs and more landings, and maybe a little bit of flying around as well.

Can anything this much fun be legal??

I have had a long journey (with many airports, schools and instructors along the way) and was beginning to think I would never, ever get here. I know I only just joined The Ninety-Nines a couple months ago, and the Ventura County Chapter even more recently, but seeing all of you and talking to you put a lot of things in perspective and made me even more determined to learn. I know my first solo is just that — a first step, but I can see a path now to where I get my certificate. And that is just going to be another step as I am determined to become a CFI.

I give a lot of thanks to Kathleen Veatch for being such a great instructor, and to Judy Phelps for managing such an outstanding school, but I also want to thank any of you that I have met or talked to for your enthusiasm and support.

Pity you can do only ONE first solo!

**NICOLE MALACHOWSKI APPOINTED TO WHITE HOUSE FELLOWS PROGRAM**

Ninety-Nine Nicole Malachowski was appointed by President Bush in June to the White House Fellows Program, America’s most prestigious fellowship program for leadership development and public service.

Founded in 1964 by President Lyndon B. Johnson, the program offers exceptional men and women first-hand experience working at the highest levels of the Federal government. Fellows participate in an education program consisting of roundtable discussions with leaders from the private and public sectors and study trips to examine U.S. policy in action.

Nicole, a member of the Military Internet Chapter, is a major in the United States Air Force with over 2,100 flying hours. She flew the F-15E in three operational fighter squadrons, gaining combat hours in Operation Deliberate Forge and Operation Iraqi Freedom, and provided air cover over Baghdad on Iraq’s historic election day.

Nicole also flew the F-16C/D as Thunderbird #3 with the USAF Air Demonstration Squadron and was the first woman to fly on any Department of Defense military jet demonstration team. Nicole most recently served as Deputy Chief, Commander’s Action Group, at the United States Air Force Warfare Center.

**MARY LOU MUELLER RECEIVES AWARD**

Chicago Area Chapter member Mary Lou Mueller was presented the “Aviation Person of the Year” Award from the DuPage Pilots Association (DPA), a prominent and active aviation group based in the west suburban Chicago area. Mary Lou’s accolades were read to a crowd of pilots and friends attending the DPA Annual Safety Seminar. The award was presented by DuPage Pilots Association President Ken Keifer. In addition to her award, Mary Lou received a beautiful collage of photos commemorating highlights of her flying career.

— Diane M. Cozzi



Ninety-Nine Patsy Buchwald, Troop 931 Leader Laura Clark and three of the Girl Scouts.

**PIKES PEAK NINETY-NINES TEAM WITH COLORADO BALLOON CLASSIC TO CREATE A HOT AIR BALLOON PATCH**

When a Ninety-Nine has a dream or a vision, she calls on her fellows Ninety-Nines to help make it come true. That is what Patsy Buchwald, Pikes Peak Chapter member and president and CEO of the Colorado Balloon Classic, did. In 2006, Patsy decided she wanted to get more girls involved, not just locally but worldwide, and what better place to start than at Colorado’s largest balloon festival?

The Pikes Peak members were already involved with the event as official Launch Directors. They also present an annual award to a female pilot flying at the Classic. So they stepped up again, especially Phyllis Wells and Anne Whonic, to work for over a year with Sandy Taylor, CEO of the Wagon Wheel Girl Scout Council, to create a patch that encourages girls of all ages to become part of the aviation world. The Colorado Balloon Classic’s Girl Scout Hot Air Balloon Patch was introduced August 1, 2007.

Recently, Patsy had the opportunity to interview Troop 931 Leader Laura Clark and three of her Scouts who earned the patch last year. Junior Scout Holly Jamerson liked that there were so many balloons at the festival. Junior Scout Rebecca Clark enjoyed getting to use the “burner” on the balloon during the “Glo.” And Brownie Keylee Dolloff loved seeing the balloons up close. The girls also helped distribute posters prior to the event and interviewed several balloon pilots as part of their requirements.

For more information, please visit the Pikes Peak website at [pikespeak99s.spaces.live.com](http://pikespeak99s.spaces.live.com). The patch requirements can be viewed online at [balloonclassic.com](http://balloonclassic.com).

— Patsy Buchwald

## RATINGS & WINGS

### RATINGS

**Andrea Amberge** – Helicopter  
German Section

**Kristy Brooke** – Instrument  
Chicago Area Chapter

**Sheila Collier** – Helicopter  
2007 Winter Scholarship  
Ventura County Chapter

**Lisa Erickson** – Instrument  
Orange County Chapter

**Ursula Hammer** – Instrument  
German Section

**Allison Hopkins** – Private Pilot  
Chicago Area Chapter

**Nicolina Hunt** – Private Pilot  
Orange County Chapter

**Lynn Mareth** – Instrument  
Colorado Chapter

**Marici Reid** – Sport Pilot CFI  
Santa Clara Valley Chapter

**Julieann Sikora** – Instrument  
San Fernando Valley Chapter

**Marijke Unger** – Commercial  
Colorado Chapter

**Dorothea von Ritter-Roehr** – Multi-  
engine  
German Section

### FIRST SOLO

**Amelia Lowry**  
San Gabriel Valley Chapter

**Kelly Matney**  
San Gabriel Valley Chapter

**Julie Summers**  
Ventura County Chapter

### PROFESSIONAL PILOT

**Andrea Amberge** – Airbus 340  
German Section

**Marcia Graff** – Airbus 319/321  
Golden West Chapter

### WINGS

**Laurie Probst** – Basic and Advanced  
Phases, Wisconsin Chapter

**Sharon Sweeney** – Phase X  
Santa Clara Valley Chapter

## GRASS ROOTS



*San Gabriel Valley Chapter members attend the Chapter's 50th Anniversary celebration. In back, Christine Malcomson, Elizabeth Humble, Shyan Lasater. Middle: Casey Erickson, Grace Ferris, Traude Gomez, Kristina Barnwell, Sheryl Sandhagen, Ilse Hipfel, Virginia Harmer, Traci Rodriguez, Brenda Frazier. Front: Michelle Davison, Loreen Wynja, Portia Cornell, Lynne Hsia, Cathy Jameson, Linda Rever.*

### **SAN GABRIEL VALLEY CHAPTER**

On May 17, at historic Flabob Airport, the San Gabriel Valley Ninety-Nines celebrated the 50th Anniversary of our Chapter charter. Members past and present and guests enjoyed a delicious dinner and visiting while viewing display aircraft and memorabilia from our past 50 years.

Special guests joining us included our International President Pat Prentiss, outgoing Southwest Section Governor Martha Phillips and Kathryn Presson, who presented a certificate on behalf of our "mother" Chapter, San Fernando Valley.

— Christine Malcomson-Young

### **SAN FERNANDO VALLEY CHAPTER**



*Paula Sandling and Chairman Jeanne Fenimore of the San Fernando Valley Chapter proudly show the Air and Space Education Award the Chapter received at the Spring Southwest Section Meeting in Palm Springs, California.*

### OLD DOMINION CHAPTER

Each year, the National Air and Space Museum's Steven F. Udvar-Hazy Center hosts Girl Scout Day. The museum had 13,158 visitors, and the Girl Scouts registered a whopping 3,125 people including scouts, parents, chaperones and leaders.

The Old Dominion Chapter has participated in the event for 15 years, and we arrive armed with sectionals, E-6Bs and a couple of tabletop flight simulators. We speak with the girls about the limitless opportunities (personal and professional) available in the aviation field, while they get a taste of pilotage and navigation, then take their turns at the controls of the simulators and fly! Some of the girls show real potential, and we will do all we can to encourage them to follow their dreams.

— Marge Shaffer



Barbara Wilper, Morgan Reeb, Rose Brown, Melissa Plumer and Marilyn Schuyler of the Old Dominion Chapter in front of one of their Chapter's simulators.

### LAKE ERIE CHAPTER

The Lake Erie Chapter is proud to sponsor Ruth Ensley Becherucci into the Forest of Friendship this year.

Ruth learned to fly at the age of 49 and purchased a Cessna 172 in 1978 that she still flies. Ruth has been a Lake Erie member for many years, has served in several Chapter offices, hosted several Chapter meetings and co-hosted the combined North Central/Mid Atlantic Section meeting in 2003 in Canton, Ohio.

Ruth went to Russia and Brazil with The Ninety-Nines on an aviation education exchange program, was interviewed by a reporter from the Associated Press at Kennedy Airport and featured in the local Canton newspaper.

At the Akron-Canton Airport Aviation Park there is an inscribed brick with her name, plane identification and Lake Erie 99s Chapter on it. In November 2004, Ruth and four other Lake Erie Chapter pilots spoke to the Aviation Technology students at Kent State University about The Ninety-Nines and their activities, plus shared a little background about how each of them got interested in flying.

Her greatest personal satisfaction came when she soloed and then received her private pilot certificate. Flying has been very therapeutic and fulfilling for her, and she recommends everyone interested should accept the challenge. Ruth also recommends joining The Ninety-Nines so they can enjoy the lasting friendships of women who love to fly.

— Evelyn Moore

### ORANGE COUNTY CHAPTER

Chapter member Patty Murray hosted an evening of 'density altitude' education at her Huntington Beach home on May 14. FAA Safety Team Representative Ray Hecker gave an excellent presentation to 17 of our members and guests. With summer just around the corner, we were all reminded of the importance of paying special attention to the performance capabilities of our aircraft (and ourselves!) when we encounter the high, hot and humid conditions we so often enjoy in Southern California.

Orange Coast College in Costa Mesa proved to be a great venue once again for our Flying Companion Seminar held on April 19. The day literally flew by as 17 companions listened attentively to our members explaining some of the mysteries of basic flight instruments, VFR charts, plotting a course, radio procedures, weather, how an airplane flies and that frequently asked question: "What'll I do if...?"

Vice Chair Colleen Handrahan worked very hard to organize a private tour of the U.S. Department of Homeland Security Air & Marine Operations Center at March Air Reserve Base, California on May 21. Following a briefing by the Director of Operations and two Detection Enforcement Supervisors, our group of 13 members and guests was led into the Operations Center where

we were able to see firsthand how border protection operations are coordinated and suspicious aircraft activity is monitored.

— Carol Anne Bennett



Orange County Chapter members visit U.S. Department of Homeland Security at March Air Reserve Base. Standing, from left, Shannon Peich, Brenda Jackson, Bern Heimos, Lisa Erickson, Penelope and Ray Hecker, Eleanor Todd, Mary Van Velzer, Gretchen Lindelof. Kneeling, from left, Carol Bennett, Colleen Handrahan, Vince Van Velzer, Patty Murray.

## GRASS ROOTS — Section and Chapter reporters share their recent activities

### NORTHWOODS CHAPTER

For a very young Chapter, the Northwoods Chapter has been very busy. We have become quite strong in membership. We are less than two years old and currently have 15 members. Just in the month of May we added two members, FWP Margaret Coffen and private pilot Melissa Siegwart.

Margaret was able to attend our last gathering up at Houghton/Hancock, Michigan (CMX) to help with the Adopt an Airport beautification project that two of our Northwoods Chapter members, Jeffrey Dohrenwend and Eloise Greenlee, have personally managed. After a catered lunch, we planted perennials around the Memorial at the entrance to the airport terminal. Seeing all of this dedication and commitment from our members really impressed our new FWP Margaret. She said she also learned a lot from the flight to and from CMX.

We want to acknowledge Sheryl Rains. Sheryl just received the 2008 AE Scholarship for ATP training. She worked diligently with the photos and information provided by the others in our Northwoods Chapter to earn second place in the Scrapbook Competition at the Section Meeting in Osceola,



Northwoods Chapter members help beautify Houghton County Memorial Airport. From left, Lynn Sykes, Pam Trask, Sheryl Rains, Jeff Dohrenwend, Eloise Greenlee, Kathy and Sara Ihde, Dee Dreger and Margaret Coffen.

Iowa. Bill Landry received the 49½ Award for his outstanding support, knowledge and encouragement to all Ninety-Nines.

It has been a good winter/spring in the Northwoods!

— Dee Dreger

### INDIANA DUNES CHAPTER

Although it was cloudy outside, Indiana Dunes members' spirits were CAVU as Pam Fleming introduced them to two LSA (light sport aircraft) at LaPorte Municipal Airport.

Chief Instructor and FAA Examiner Dan Tannas provided details regarding the medical and certification requirements for LSA. Currently LaPorte Aviation Services Flight School has the Mystique, a low-wing LSA, available for training and rental.

During the meeting, the Eagle, a high-wing LSA, was also on the field, coming all the way from Oshkosh, Wisconsin for demonstration flights. Several Chapter members took advantage of the opportunity for a demo ride in these aircraft.

— Christine Murdock



Joy Valek is ready for a demo ride in a LSA Eagle while Janice Welsh snaps a photo.



Lauren Nelson, First Canadian Chapter Award of Excellence Chairman, presents the award to Lesley Page, right.

### FIRST CANADIAN CHAPTER

Congratulations to Lesley Page who won the First Canadian Chapter's Award of Excellence 2007. This award goes to a female pilot at the private level who has achieved academic excellence and flight proficiency in the region of the First Canadian Chapter. It is a pleasure to award Lesley with a complimentary one-year membership to The Ninety-Nines, a cash award plus a plaque. Lesley's name has been added to a plaque that was initiated in 1994. Previous winners include Deborah Peel, Tess Miller, Noriko Date, Christina Lee, Lauren Boehm, Bev McConnell, Heather Bradacs and Ingrid Rinaldi.

— Lauren Nelson Boutet

## GRASS ROOTS — Section and Chapter reporters share their recent activities

### INDIA SECTION

After two very successful tours to India and three World Aviation Education & Safety Congresses in India, the last one being in Nepal in 2000, our Section is now organizing the Incredible India Tour, March 14-29, 2009.

India, with its dynamic economy and vibrant people, has risen to a world class tourist destination and is on the list of exciting places to visit. If you ever wanted to visit India, this is the time. You will have your own special tours with your Ninety-Nines colleagues, and you will be welcomed to India by your sister Ninety-Nines.

Your participation will promote goodwill and strengthen the ties of our friendship and common cause of promoting aviation education and safety.

You will depart March 12 from the U.S. to Mumbai. From there you will travel to Udaipur, Jodhpur, Jaipur, Agra, Jhansi, Khajurao, Varanasi to Delhi. You'll return from Delhi to the U.S. on March 29.

The cost: \$3,899, approximately \$217 per day, which includes heritage deluxe hotels with breakfast and some meals/dinners, air conditioning, luxury buses and internal airfare. Visit exotic palaces and ancient temples. Enjoy boat, elephant and rickshaw rides and much more.

— Chanda S. Budhabhatti

### WISCONSIN CHAPTER

On Saturday, May 10, the Wisconsin Chapter of The Ninety-Nines met at Watertown Municipal Airport to repaint the compass rose. The day-long event was hosted by Kryz Brown. When done, the compass was once again clearly visible from above!

— Laurie Probst



Compass rose painters, from left, back row, Kandace Rawling, Christy Stark, Marcy Lange, Mary Lou Schroeder, Diane Welch, Julie Hartlaub. Front row, Glynis Thompson, Laurie Probst, Tina Hartlaub, Dee Becker, Kryz Brown, Darcy Kulesha.



Fifth to eighth grade girls participate in aviation classes.

### GREATER SEATTLE CHAPTER

The Ninety-Nines out here in Seattle are picking up the pace with two adventurous projects. Starting in February, we had six sessions of aviation training for girls at a private school in the 5th to 8th grades. We covered flight planning, explaining what it takes to become a pilot (sport or private pilot), all levels of aviation professions (led by Emily Bliss from the Professional Pilot Leadership Initiative Program), FAA information, local aviation events and CAP training.

We also just finished airmarking Crest Airfield in Auburn, Washington. Though we had two rain delays, it was 90 degrees in Seattle when we finally got it done. Working on the airmarking were Meg Godlewski and Sarah Albers from the Mt. Tahoma Chapter and, from the Greater Seattle Chapter, Eva and Dennis Parks, Helen Parke Wall and Roger Wall, Kathleen Torchia, Andrea Chay, Marian Hartley, Abbie Gloor, Elise and Ed Hoit, Marily Emery, Marty Vale and Mark Gaponoff.

— Marty Vale

### SAN DIEGO CHAPTER

The San Diego Chapter has awarded their \$1,000 Dottie Sanders Memorial Flight Scholarship for 2008 to Charli O'Malley. A private pilot who works for King Schools, she plans to use it to help her complete her instrument rating. Leslie Nelson is the winner of the Chapter's Marion R. Delano Memorial Scholarship for 2008. She plans to use this scholarship to complete her private pilot certificate.

Annual San Diego Chapter Flight Scholarship Deadlines: January 31 – Marian R. Delano Memorial \$1,000 Flight Scholarship, private pilot or more advanced eligible. April 1 – Dottie Sanders Memorial \$1,000 Flight Scholarship applications, private pilot or more advanced eligible. September 30 – Student Pilot \$1,000 Flight Scholarship applications, aspiring private pilots only. December 31 – Darlene Kelly Advanced Rating \$2,000 Flight Scholarship applications, private pilot or more advanced eligible.

— Dorothy Norkus



*Santa Clara Valley Chapter 2008 award winners, from left, Sandra Clifford, Sue Ballew, Torea Rodriguez, Verna West, Betsy Nilson, Sharon Sweeney and Mayetta Behringer.*

### SANTA CLARA VALLEY CHAPTER

SCV 99s flew into Yolo County Airport in April, where we watched skydivers drift to the ground a few feet away while we ate lunch. May was very busy! We had seven Chapter members and four airplanes in Palm Springs for the SWS Spring Meeting. We held our annual Flying Companion Seminar at PAO, with 18 attendees. We celebrated our amazing women with a Chapter awards banquet, organized by Mayetta Behringer and Sandra Clifford, last year's award winners. This year Torea Rodriguez won our Service Award for her effective leadership in hosting the 2007 Southwest Section Fall Meeting in San Francisco. Sue Ballew, our Chairman, won the Professional Pilot of the Year Award, and Betsy Nilson and Sharon Sweeney both received Pilot of the Year Awards.

We presented the SJSU Precision Flight Team with a check from our March Pasta Night fundraiser to help defray the costs of NIFA competitions. Mayetta Behringer also received an "award" — a birthday cake for her 90th, and she's still flying. An inspiration to us all!

### Space Day

In May, a spectacular event occurred at John F. Kennedy Middle School in Cupertino, California. The Traveling Space Museum rolled onto campus. Added to that, the Santa Clara County Sheriff's Department flew their helicopter over and landed on the soccer field. Volunteers from the Rescue Dog association brought German shepherds. The Girl Scouts of America set up a booth, as did the Go-Green Club here at school and The Ninety-Nines International Organization of Women Pilots.

All of this was organized by 8th grade Physical Science teacher and Ninety-Nine Patricia Gregory. She created a schedule so that 1,400 students in grades six through eight and 60 faculty members could experience the space shuttle model, a UFO, moon boots and the Space Toilet, shoot off rockets, work at Mission Control, watch the movie *The Other Side of the Moon*, taste astronaut food ("space-adillas" and Tang), and see the Pluto Probe which

spent years at JPL in Pasadena. There was also a three-quarter model Wright Flyer, an indoor helicopter and a rousing game of Astro Jeopardy.

All during the day, and afterward, students reported on how much they enjoyed the day and how much they learned. Several expressed a keen interest in learning to fly or becoming involved in the space program — especially many girls. Some of the Ninety-Nines were asked for their autographs. What a treat!

— Judy Stark and Patricia Gregory

### MICHIGAN CHAPTER

In May, the Michigan Chapter, with the support of the Roscommon County Airport Pilot's Association, painted a blue and white, 80-foot diameter compass rose of the Mt. Shasta pattern, and a white, 20-foot high identifier, HTL. Dick and Nicki Acker presented the new plywood template of The Ninety-Nines logo they made to the Chapter Air-marking Chairmen.

A dozen association members and the Chapter layout team, Dick and Nicki Acker and Mike and Becky Smith, managed to lay two coats of white on Friday, trying to beat the rain predicted overnight. Saturday morning, 21 energetic painters from both groups retaped and, despite the wind which sent pans of blue paint flying, finished the job by noon. The star visitor was Kelly and Doug Jost's six-month-old daughter Samantha, who enjoyed airmarking right away.

This year's second airmarking is planned for Mason-Jewett Airport in September.

— Martha MacLeod and Kelly Jost



*Michigan Chapter members proudly show off their newly painted compass rose. From left, new member Eva McArdle, Kelly Jost, Becky Smith, Martha MacLeod, Patty Smart, Sheila Ralph, Nicki Acker, Nancy Walters, Chapter Chairman Rebecca Duggan and Lynn Baginski.*



Leslie Prellwitz (dark blue cardigan) conducts the paper glider competition. Left, Girl Scouts learn how to read charts.

### CHICAGO AREA CHAPTER

Putting The Ninety-Nines' new partnership with the FAA to work, the Chicago Area Chapter hosted Colleen Eichmann, Operations Inspector at the DuPage FSDO, and Beverly Anderson, Data System Specialist at the Aurora Center, as guest presenters for the Chapter's fourth annual Girl Scouts Aerospace Badge event. This year's program was again held at Illinois Aviation Academy at DuPage Airport in West Chicago. Our

FAA representatives Colleen and Beverly joined Captains Carol Skiber and Sue Vincent from Southwest Airlines to discuss the wide range of aviation careers open to women. The girls learned to spell their own names using the aviation alphabet, while they listened to Donna Klein and Heather Hostert explain how to talk to ATC.

Leslie Prellwitz and Shelley Ventura (our guest presenter from the Aux Plaines Chapter) conducted the ever popular glider competition, and Susan Hillman and Ruth Frantz explained how to plan a flight path while pointing out the various symbols and signs found on a typical sectional chart.

Rae Goodman and Linda Walker explored the wide range of astronaut food, and Ellen O'Hara and Sharon Schorsch gave a ground demonstration of how planes fly, using Illinois Aviation Academy's beautiful Diamond Star, complete with glass cockpit. And, of course, Vicky Dumez did her usual masterful job of portraying Amelia Earhart.

Attending the two sessions were 265 girls and 65 parents. A highlight of the afternoon was the presentation by Chapter Chairman Ruth Frantz of a beautiful Certificate of Appreciation to the Illinois Aviation Academy that was accepted by Assistant Chief Pilot Jeff Blackmon.

Over the past four years, nearly 1,000 girls have been introduced to the magic of flight at these special badge events. It's always a great day and a wonderful way to share our passion and inspire our future members!

— Elizabeth Hitchcock and Kristy Brooke

### COLORADO CHAPTER

On an overcast and windy morning, 13 Ninety-Nines and friends swooped into the Wings over the Rockies Air and Space Museum located in Hangar One at the former Lowry Air Force Base in Denver, Colorado to paint a compass rose. The museum contains aircraft and space vehicles as well as uniforms. There are exhibits about The Ninety-Nines, the Flying Tigers and the Science of Flight. The collection includes a B-18A Bolo, an Alexander Eaglerock biplane and an Apollo Command Module.

The Colorado Chapter's Airmarking Chairman Jan McKenzie coordinated adding a compass rose next to the small runway display where children of all ages pedal toy planes. As we were working, I heard a little girl about four say to her dad, "I want a pilot's license." The dad said she was too young, but I started dreaming of being a pilot at that age.

This compass rose created a challenge for the Chapter, which usually does several full-sized markings a year. The average compass rose is 80 feet, whereas this compass rose was 10 feet. At first it seemed easy to just change all the dimensions by a factor of eight. But it wasn't that easy. Usually, we use rollers in many areas; for this one, we used one- and two-inch brushes. The templates needed to be recreated to the smaller scale, and the fine lines would be seen at two feet, so the lines needed to be more



The Colorado Chapter works on a mini compass rose for kids.

exact than the ones at an airport.

The group laid out the compass rose, and then it was carefully filled in. Tami Shores painted the interlocking 99 in the middle circle, and with Natalie Corrao at the N, Emily Warner at the E and Margot Plummer at the W, the Colorado Ninety-Nines added one more mark in aviation history.

Other painters were Chris Bentley, Vanita Gallo, Donna and Rick Gerren, Anita Hessin, Linda Horn, Jan Lonsdale, Jade Dillon, Margaret Rothermel, Stephanie Wells and Dean Jaros.

— Natalie Corrao

## GRASS ROOTS



*Kansas and Oklahoma Chapter members enjoy a joint meeting. From left, Ed and Poochie Rotzinger, Mandi Bellamy, friend Josh, Ron and Linda Black, Rita and Leonard Eaves, Elaine Regier, Phyl Howard, Mark Gibson (kneeling), Donna Jackson, Dana Gibson with son Trent standing behind her, Charlene Davis and Bob Howard. Elizabeth Kondor is taking the picture.*

### KANSAS AND OKLAHOMA CHAPTERS

Members, friends and spouses of the Kansas and Oklahoma Chapters met at Enrique's on the airport in Ponca City on May 10. Strong southerly winds and clear skies prevailed as this group arranged, rearranged and arrived by planes and cars. All efforts were worthwhile as the fun-loving group had a great time visiting, eating superb food and doing the plane thing with pictures by all.

Linda Black, Kansas Chapter Chairman, and husband Ron drove on their way to Missouri. They were an hour ahead of the severe weather that covered that area later in the day. Mandi Bellamy, Kansas Vice Chairman, flew with her friend Josh in a Cessna 310. Oklahoma Chapter members were Dana, Mark and Trent Gibson who flew their Cessna 340, and Phyl and Bob Howard in their Cessna 172. Driving were Poochie and Ed Rotzinger, Donna Jackson, Elizabeth Kondor, Elaine Regier, Charline Davis, and Leonard and Rita Eaves with their dog Miss Prissy. Charles Perry, Jan's 49½, even brought his parents along.

It was a perfect, relaxing way to break the routine, meet new friends and bond more closely with each other.

— Carol Sokatch

### KEYSTONE CHAPTER

The Keystone Chapter congratulates Sally Hiestand Moritz, who earned her PhD in Computer Science from Lehigh University, graduating in May. Sally continued to support The Ninety-Nines while pursuing this goal, serving as Chapter Chairman and now as Secretary. She also publishes the monthly Chapter newsletter. Sally has instrument and commercial ratings, and she's eager to spend her newly found free time flying.

— Nancy McCurry

## NEW HORIZONS

### JESSICA McMILLAN High Country Chapter

High Country Co-Chair Jessica McMillan flew to New Horizons on May 10, 2008 after a courageous battle against cancer. Jessica was a woman of many talents and interests: an aviator, an artist, a ski patroller, a boater, a great friend.

At her core, Jessica was a teacher and mentor and instilled in her many students her love of flying. She was awarded two AE Scholarships, one for her CFI (1985) and one for her MEI (2001). We have lost count of the number of women she brought into The Ninety-Nines and infected with her enthusiasm. Jessica always had a word of encouragement for everyone she met and served with a smile we will never forget.

— Judy Allerheiligen

### PATRICIA WISEMAN ROBERTS Northwest Section

Patricia Wiseman Roberts, wife, mother, grandmother, nurse and pilot, passed away on May 22, 2008 in McMinnville, Oregon after a long battle with cancer.



*Patricia Roberts, 1973.*

She was born in Boston, Massachusetts in 1929. Patricia received her nursing license from Mount Auburn Hospital in 1950 and practiced as a surgical nurse at Massachusetts General Hospital. She married C. Sheldon Roberts of Vermont in 1950 in Boston. While raising her three sons, Patricia became a multi-engine, instrument rated pilot who participated in philanthropic activities with numerous organizations

providing medical services to Central American countries.

Pat was a very dedicated member of the Santa Clara Valley Chapter. She and her husband learned to fly at the Flying Country Club at San Jose's Reid Hillview Airport in the late 1960s. She became the Chairman of the Chapter in the early 1970s and served many positions locally, regionally and nationally. She and Sheldon made donations to the 99s Museum of Women Pilots and to many Ninety-Nines projects. She was a long-time judge and board member of NIFA and a tremendous friend to all. She and Sheldon had a Mooney, Aztec and a Decathlon for their personal airplanes.

The Roberts moved to Oregon in the late 1970s, and she transferred her membership to the Oregon Chapters and Northwest Section. Pat is survived by husband Sheldon, sons David, Steve and Wayne. Funeral services for Patricia were held on May 30 at Mount Auburn Cemetery in Wellesley, Massachusetts.

—Janet Hitt

## NEW HORIZONS



*Elly Beinhorn-Rosemeyer in the cockpit of her Messerschmitt Bf-108 Taifun D-IMAX. Photo courtesy the Aldo Zana collection.*

### ELLY BEINHORN-ROSEMEYER

#### German Section

Elly Beinhorn-Rosemeyer was born on May 30, 1907 and passed away in November 2007. Elly founded the first German Section in 1975 and was its first Governor.

Referred to as “one of the most daring women of the 20th century” on the inside cover of her autobiography *Alleinflug* (Solo Flight), Elly was born in Hannover, Germany as the only child of a merchant family. In 1928 she was so fascinated by a lecture she attended held by the trans-Atlantic aviator Hermann Köhl that she immediately applied for acceptance to the Berlin-Staaken amateur pilot school. She received her amateur pilot license in the spring of 1929, and shortly thereafter she acquired her stunt pilot license at the flying school in Würzburg. Additional pilot licenses were to follow.

In 1931, she took off on her first solo flight to Africa. She survived an emergency landing during her return flight to Europe and, after a four-day-long trek through the Sahara desert with the aid of Tuareg tribesmen, returned safely to Germany. “My emergency landing caused more headlines than my wildest flights.”

Several months later, the 24-year-old ventured to circle the world in her Klemm KL-20 airplane. The flight took her via southern Asia to Port Darwin in Australia, where she boarded a ship to Panama. From there she flew via the Cordilleras to the east coast of South America, arriving in Buenos Aires on July 23, 1932.

In 1933, Elly was awarded the Hindenburg Cup, the highest German honor for an amateur aviator. In 1935, with her famous Messerschmidt Me 108 that she christened “Typhoon,” she flew from Gleiwitz in Silesia to Scutari on the Bosphorus and back to Berlin in one day: 3,470 km in 13½ hours.

In 1936, she married famous racecar driver Bernd Rosemeyer, who died in a car accident two years later, only 10 weeks after the birth of their son Bernd. She remarried in 1941, and within a year gave birth to a daughter, Stephanie. After the war, Elly reapplied for and received her pilot licenses in Switzerland.

After 5,000 mostly solo flight hours, at 72 she turned in her pilot licenses. Her conclusion, “I was fortunate to be able to fly at a time when flying was still a real adventure. I experienced that marvelous, independent era when one had the sky all to oneself!”

She received countless honors in the course of her long life; however, she never considered herself to be a “star.” She consistently supported the recognition of women aviators.

—Waltraut Moog

### PAT STARK

#### Woman Airforce Service Pilot

#### Women With Wings Chapter

Bette “Pat” Stark went on to New Horizons on May 18, 2008 at the age of 87. Pat began her flying career in a Civilian Pilot Training Program course taught at Bowling Green State University. After graduating in 1943 with a BA degree, Pat joined the Women Airforce Service Pilots in Sweetwater, Texas. She flew PT-19s, BT-13s, BT-15s and AT6s.

After the war, she moved on to Miami, Florida where she worked for Embry-Riddle Flying School and National Airlines. After picking up her commercial license in Florida, she moved on to New York and a job with American Airlines at La Guardia Airport.

She married Paul Stark in 1946 and settled in Adrian, Michigan for a few months, tearing down engines and replacing fabric on J-3s. She also picked up her instructor rating in Toledo, Ohio.

Pat and Paul moved back to Bowling Green. Paul got a degree in coaching and Pat taught high school English. On weekends Pat took Paul flying, mostly aerobatics, which she loved. They moved to the Cleveland area and for a time lived near the end of Runway 23 at Cuyahoga County Airport.

Pat was Chairman of the Lake Erie Chapter from 1970-80, receiving the Achievement Award in 1979, Pilot of the Year in 1983 and an Amelia Earhart medal. She later changed Chapters to All-Ohio and later to Women With Wings, both in Northeast Ohio. Through her 70s, Pat taught flying-related classes with the Lake Erie Coast Guard. She was also a member of the Cleveland Chapter of the Air Force Association.

She is survived by her husband John Paul, her three children, Roger, Sandra and Bette, two grandchildren and two step-grandchildren.

—Cris Takacs

# 2008 Scholarship Winners

