

# 99 News

The Official Magazine of the International Organization of Women Pilots

March/April 2009





99 News

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

**The 99 News**

4300 Amelia Earhart Dr  
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Oklahoma City, OK  
73159-1140

Email:

[news@ninety-nines.org](mailto:news@ninety-nines.org)

Online Form:

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

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

## On the Cover

*Carol Foy pours champagne over CarolAnn Garratt at their triumphant return to Orlando International after their record setting world flight. In December, the two Ninety-Nines flew around the world in 8½ days in a 200 hp single engine Mooney. They not only set a record but were making a "Dash for a Cure" for ALS, better known as Lou Gehrig's disease, for which they raised \$175,000 to go towards research.*

Photo used with permission of the Orlando Sentinel, copyright 2008.

# PERPETUAL CALENDAR

## APRIL

- 1** **Due Date for 99 News submissions** for May/June 2009 issue.
- 17-18** **New England Spring Section Meeting**, Sturbridge, Massachusetts. Contact Georgia Pappas at [georgia@alongtheway.com](mailto:georgia@alongtheway.com).
- 19** **75th Anniversary Celebration of Chicago Area Chapter**, Glenview, Illinois at Bravo! Cucina Italiano, 11 a.m. to 1:30 p.m. Contact: Elizabeth Hitchcock, [elizabeth@alumniupenn.edu](mailto:elizabeth@alumniupenn.edu).
- 21-26** **Sun 'n Fun**, Lakeland, Florida. Visit [sun-n-fun.org](http://sun-n-fun.org)

## MAY

- 1-2** **East Canada Spring Section Meeting**, St. Jacobs, Ontario, Best Western Country Inn. Contact: Janet Chesterfield, [jchester@wincom.net](mailto:jchester@wincom.net).
- 1-3** **Southeast Section Spring Meeting**, Pensacola Beach, Florida. Hilton Pensacola Beach hotel. Contact Corbi Bulluck at [mcbulluck@aol.com](mailto:mcbulluck@aol.com).
- 1-3** **Southwest Section Spring Meeting**, Glendale, Arizona. Hosted by the Phoenix Chapter. Visit [phx99s.org](http://phx99s.org).
- 15-17** **South Central Section Spring Meeting**, Pecan Plantation, Granbury, Texas. Hosted by the Brazos River Chapter. Contact: Lana Kraeszig, [hiflyn99@charter.net](mailto:hiflyn99@charter.net).
- 18-23** **NIFA SAFECON 2009**, Parks College of St. Louis University, Cahokia, Illinois, [nifa.us](http://nifa.us).

## JUNE

- 1** **Due Date for 99 News submissions** for July/August 2009 issue.
- 19-21** **International Forest of Friendship**, Atchison, Kansas. Theme for 2009 is *Discovery through Flight – Advancing the frontiers of aviation and aerospace*. Visit [ifof.org](http://ifof.org).

## 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.
- 27-Aug 2** **EAA/AirVenture**, Oshkosh, Wisconsin. The annual 99s Breakfast will be held on Thursday, July 30 at the 99s Tent.
- 31** **Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application**. [www.ninety-nines.org/careers/mentoring.html](http://www.ninety-nines.org/careers/mentoring.html).

## AUGUST

- 1** **Due Date for 99 News submissions** for September/October 2009 issue.
- 20-23** **Northwest Section Annual Meeting**, Vancouver, Washington at the Vancouver Hilton. Jointly hosted by the Columbia Cascade Chapter and the Oregon Pines Chapter. Contact Kim Lansdon, [klandsdon9658@msn.com](mailto:klandsdon9658@msn.com).

## SEPTEMBER

- 25-27** **Southwest Section Fall Meeting**, Grass Valley, California. Hosted by the Sutter Buttes Chapter.

## OCTOBER

- 9-11** **Mid-Atlantic Fall Section Meeting**, Stonewall Jackson Hotel and Conference Center Staunton, Virginia. Hosted by Virginia and Shenandoah Valley Chapters. Contact Sharon Blodinger, email [w4npx2@earthlink.net](mailto:w4npx2@earthlink.net).

## ELECTION CORRECTION

In the January-February 2009 issue of the 99 News it was erroneously stated that the ballots for the Mid-Term Elections would be mailed to members. That is not the case. Mid-term elections will be held in July during the International Conference in Chicago. Votes will be taken from the floor, and everyone with a voting card will be eligible to vote.

Again, please note, ballots will not be mailed out. Please read over the candidates' position statements in the January/February issue of the 99 News. Candidates are listed in the order that their Intent to Seek Election was received. Then have your Chapter discuss how they would like their delegates to vote.

## CORRECTIONS

In the January/February issue, the bottom photo caption on page 5 should have read Margaret Rothermel, Emily Howell Warner, Peggy Long and Susan Larson. Also on page 5, in the second paragraph the first woman both hired and flying for a scheduled U.S. air carrier was Emily Howell Warner. On page 20 of the election coverage, the proper spelling is Frances Luckhart.

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PROVIDE networking and scholarship opportunities for women  
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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 and click on 99 News magazine. Submissions should be emailed to news@ninety-nines.org. If you have any questions, please email us at news@ninety-nines.org.

### PHOTOS

We accept both original photographs and high-resolution digital photos (at least 4X6 at 300 dpi), the higher quality of the digital photo the better (no date stamps please). All photos submitted must be with photographer's permission. Do not send photocopied photos, newspaper photos or photos printed on a home printer. Include caption information with all photos and your contact name, phone and email. Please email photos as separate attachments. Do not include them in your text document or in the body of the email. All photos sent by mail are forwarded to The Ninety-Nines, Inc. Headquarters in Oklahoma City, OK for the archives unless accompanied by a SASE. Complete photographer guidelines are posted on ninety-nines.org. Click on 99 News magazine and scroll to the bottom.

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Laretta Foy Savory and Nancy-Bird Walton in the 1961 Powder Puff Derby.



Commander Valerie Overstreet with her husband Travis.

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Carol Foy, left, and CarolAnn Garratt getting into the Mooney at EAA AirVenture, July 2008, for their 24-hour simulation.

# President's Message

BY SUSAN LARSON, International President

Managing in this economy is a challenge for many of us, for our families, our friends and for our favorite charities. Although it is also a challenge for your elected leaders, I want to assure you that The Ninety-Nines is ahead of the power curve, and its financial assets are in far better shape than many other charitable organizations.

Those trusts with the largest exposures to Wall Street, the Amelia Earhart Memorial Scholarship Fund (AEMSF) and the Endowment Fund, have governing documents clearly delineating the limitations of the investments they are allowed to make. Our account advisor at Merrill



Sue Phillips.

Lynch, Sue Phillips, manages the monies for these trusts, along with museum and life member monies. Sue always maintains a conservative approach to investing. It is the combination of the trusts' investment policies, the watchful eyes of our Trustees and Sue Phillips that have kept us clear of severe turbulence.

Your membership dues supply the funds necessary to maintain member services such as the Directory and the *99 News*, as well as our offices in Oklahoma City with two full-time employees and a part-time accountant. The primary responsibilities of these employees are to maintain the membership database, expedite the monthly mailings and respond to members' inquiries. Their additional duties are extensive, but it is to the members that they feel the most responsible. HQ office manager Laura

Ohrenberg and International Treasurer Kris Irvin-Herron carefully monitor our headquarters accounts, keeping us debt-free. The Ninety-Nines, Inc. is in a strong position to both weather this global economic downturn and take advantage of the better days ahead.

In these uncertain financial times, we each either need help or need to offer our help. The best ways to offer help to The Ninety-Nines are to retain your membership and take the time to encourage others in your Chapter or Section to retain theirs. Everyone becomes part of the membership committee. You can access The Ninety-Nines Online Directory through our website and check for the status of your fellow members. Members on 'standby' are one month behind in their dues payment, on 'hold' are two months behind and in jeopardy of having their membership dropped at the coming month end. Please, contact every Ninety-Nine you know who is not current with her dues. We need your help with this effort. Remind these women of the irreplaceable camaraderie and support, the strength of a tribe of accomplished and awesome women, the joy of shared flight.

As my mother read the January/February issue of the *99 News*, she was totally enthralled with our fantastic members, particularly Connie Tobias. In spite of my being a member for 30 years, she still didn't understand who we are, a sisterhood of amazing women, until she received her own magazine. I suggest that you gift a subscription of our magazine to friends and family so they can read about your accomplishments and those of your fellow Ninety-Nines. This is a way to both help The Ninety-Nines and provide public relations to the community. Subscription information is available on page three of this issue.

These are not easy times, but The Ninety-Nines will survive and will thrive. This organization has been through many ups and downs longer than most of us have been alive because of our members' commitment. Participation is the key to what keeps this organization strong and flourishing. That participation can run the gamut from being involved in Chapter and Section activities to maintaining membership. Whatever your level of involvement, it is appreciated. After all, you are The Ninety-Nines.



In these turbulent financial times, we each either need help or need to offer our help. The best ways to offer help to The Ninety-Nines are to retain your membership and take the time to encourage others in your Chapter or Section to retain theirs.



BY DEBBY CUNNINGHAM  
AEMSf Trustee

# AEMSf Judges Are a Stellar Group

The Amelia Earhart Memorial Scholarship Fund Trustees are pleased to announce this year's group of non-Ninety-Nine finalist judges. Throughout the scholarship's history, we have had an impressive group of people volunteer to perform this very important task. This year is no exception. As the scholarship fund and the awareness of its value continue to grow, we are gratified that these leaders of aviation and industry don't hesitate to participate as judges.



## DOROTHY COCHRANE

Dorothy Cochrane, a private pilot, is a curator in the Aeronautics Department of the National Air and Space Museum and is responsible for the collections of general aviation aircraft and aerial cameras and the history of women in aviation. She is the co-author of *The Aviation Careers of Igor Sikorsky* and was a consultant for *Women and Flight, Portraits of Contemporary Women Pilots* by Carolyn Russo. Her exhibits at the National Air and Space Museum have included Aerial Firefighting, The Aviation Careers of Igor Sikorsky; Patty Wagstaff National Aerobatic Champion, Business Wings; and Aerobatic Champions. Aircraft she has brought into the Museum's collection include Patty Wagstaff's Extra 260, Leo Loudenslager's Laser 200 and Bob Hoover's North American Rockwell Shrike Commander. She is responsible for the General Aviation, Business Aviation and Aerobatic Flight exhibit stations and aerobatic, private and business aircraft at the new Steven F. Udvar-Hazy Center. In 1996, Cochrane organized the Museum's General Aviation Symposium that brought together leaders of the community for discussions on the future of general aviation. Cochrane is a member of the Board of Directors of Women in Aviation, International and is a member of AOPA and EAA.



## JAMES SCHIER

Jim Schier is currently the Systems Engineering Manager for NASA's Space Communications and Navigation Program at NASA Headquarters. He leads NASA-wide and international studies defining the evolution of NASA's space communications networks including the Space Network, Near Earth Network, and Deep Space Network as well as future Moon and Mars networks.

He joined NASA in 2004 after 25 years in the industry where he worked on defense, intelligence, civil and commercial space systems. He worked for Northrop Grumman supporting the National Reconnaissance Office's Deputy Director of System Engineering where he was responsible for system-of-systems architecting for our nation's network of reconnaissance satellites. He led system engineering tasks on commercial satellite systems including Iridium and Thuraya satellite networks. Jim was Avionics Manager and Chief System Engineer on the International Space Station at Grumman. Prior to this at TRW, he managed flight software development on the MILSTAR Communications Satellite and led integration and verification work on Spacelab 3 Materials Processing in Space experiments that flew on the Shuttle in 1985. He received a Silver Snoopy award for his work on Spacelab 3 and an Administrator's Group Award on behalf of the team that redesigned the Space Station in 1990.



## JOHN TIPPETS

John Tippetts is a proud Alaskan, born in Anchorage in 1941. His early years were spent in Alaska and the Washington, D.C. area. John served two years as a church missionary in Eastern Canada then attended UCLA where he earned his Bachelor's and MBA degrees. Always interested in aviation, John had summer jobs during his college years checking bags for United Airlines, as an engineer's aide with the FAA in Alaska, a junior analyst intern with the Civil Aeronautics Board and as a clerk in the LAX cargo operations for American Airlines. Following graduation, he continued his 42-year career associated with American Airlines in a variety of management positions and as an officer with Sky Chefs (the airline's catering and airport concessions subsidiary).

For 17-plus years, John was President and CEO of the American Airlines Federal Credit Union. He retired from American Airlines in June 2008. For the past few years, he has devoted spare moments to writing a life history of his parents, Joseph and Alta Tippetts. His new book, *Hearts of Courage*, describes the amazing true story of his father's 29-day survival after a famous Alaska plane crash in January 1943. John enjoys telling that story to aviation audiences.



# PILOT CAREERS: The Power of Being a Woman

BY DONNA MILLER  
International Careers Committee

*“Our Greatest Fear is not that we are inadequate but that we are powerful beyond measure. It is our light, not our darkness, that frightens us. We ask ourselves, ‘Who am I to be brilliant, gorgeous, talented and fabulous?’ Actually, who are you not to be?”*

—Marianne Williamson

I just got back from “Image and Beauty Boot camp.” I know, it sounds a little oxymoronic, especially for those of you with a military background. It is taught by a gorgeous woman named Eve Michaels. The great thing about Eve is that, of course, she is stunning, but inside she is a beautiful and very powerful woman. The boot camp was not just about hair and makeup, although we did spend time in the best Beverly Hills salons.

As women in non-traditional roles, it’s easy to lose our feminine power. They toss us a man’s uniform, complete with a tie and a hat that looks good on very few of us, and give us our schedules. I don’t know about you, but I went to two different seamstresses to try to make my uniform fit, and I still wrestle with it every day. Look at the discussions on the Pro99s email network about trying to find a pilot shirt that fits. As a new hire pilot, we want to blend in with the pilot group, be taken seriously and not make waves. In addition to “drinking through the fire hose” of training, our feminine power is easily suppressed.

Eve was adamant about several things. One thing she taught us is that we are worth the time and money it takes to look and feel great. We sacrificed to get where we are. We lived on incredibly tight budgets, and often we let go of great hair and nails so we could eat. In addition, our time was better spent on training or sleep. We created that habit, and it was just easier to continue even as our income levels changed for the better and we had more time for ourselves. And, as women, our nurturing side comes out, and we often make sure everyone around us is taken care of before we take care of ourselves. When was the last time you entered a spa for the full treatment? If it has been more than six months, put down this magazine and schedule an appointment for yourself. If you don’t invest in yourself, why should anyone else invest in you?

Another thing Eve stressed is that we teach people how to treat us. Sure, we can open the doors for ourselves; it was part of our initial training! But we were women long before we were pilots, and if your male crewmembers are gentlemen, allow them to be gentlemen and permit them to open the doors of hotel vans and restaurants.

As women we are strong, but we don’t have to be tough. We can celebrate our feminine strength — and still grease a landing with a woman’s touch!

## PRO 99S PROFILE: Kristina Huffman

BY BETSY DONOVAN, International Careers Committee

Leaving behind a career as a Radiation Oncology Physicist in 1998, Kristina Huffman began her flight training at age 32 in a Schweizer 300C helicopter at a local FBO in Mesa, Arizona. After four years of flight instructing, she joined Ameriflight in Phoenix flying the Piper Chieftain, Beech 99 and Fairchild Metroliner. To gain varied experience and become a training captain, she transferred to the Seattle base with Ameriflight and became actively involved in training transitioning pilots in the Metroliner.

Kristina holds an ATP AMEL with B-737 and SA-227 type ratings. Currently in the process of becoming a Designated Pilot Examiner, she is a Gold Seal CFI, CFII and MEI. After winning a Boeing 737 type rating in 2007, Kristina was hired by Alaska Airlines in January 2008. She is a B-737 first officer based in Anchorage, Alaska.



A Ninety-Nines member since 1999, Kristina belongs to the Greater Seattle Chapter. She was also a member of the Phoenix and Sundance Chapters. While Secretary of the Sundance Chapter, Kristina was awarded a scholarship to help complete her CFI.

Kristina’s advice: “The Ninety-Nines offer a tremendous network of truly amazing, intelligent and resourceful women who are all achieving their goals in a number of diverse areas. So if you are a student pilot who has yet to take her first solo or already well along your aviation career path, get involved. Becoming involved is an experience that will be rich and rewarding, perhaps even be life changing.”

# Around the World Flight for ALS



*CarolAnn Garratt, right, and Carol Foy walk from the plane to the waiting crowd and reporters, feeling relieved after their 204-hour flight around the world.*

*Used with permission of the Orlando Sentinel, copyright 2008*

# *CarolAnn Garratt and Carol Foy Spend 158 Hours in a Mooney to Raise Funds for Lou Gehrig's Disease*

BY MARCIA K. GITELMAN  
WITH CAROLANN GARRATT

**W**hat an adventure, flying around the world in 8½ days in a 200 hp Mooney, a small single engine airplane! Well, that's what two of our own Ninety-Nines, CarolAnn Garratt of Florida and Carol M. Foy of Texas, did in December 2008. They were making a *Dash for a Cure* for ALS, better known as Lou Gehrig's disease. They called themselves the Dash Team. CarolAnn is a member of the Southeast Section, and Carol is a member of the Austin Chapter.

Together they set out from Orlando International Airport the evening of December 2, flew nonstop to San Diego Brown Field (1,852 nm), refueled and continued on to Lihue, Hawaii (2,334 nm). There they took a five-hour rest in a hotel, checked weather and winds, fueled up again and continued to Guam, a 23-hour flight leg and 3,231 nm distance. The refueling at Guam was from 55 gallon drums because the FBO had not received their normal fuel shipment.

If this is starting to sound like an endurance event, it was. In 158 flight hours, the duo spent only 18 hours sleeping in hotels and 28 additional hours on the ground for refueling and maintenance. All of this time counted in their record attempt. They kept in touch with their ground support by computer via the Internet, HF radio and satellite phone. "On these long legs our crew alternated two-hour shifts sleeping/resting and being flying pilot," says CarolAnn. Weather services were provided by the Universal Weather Foxtrot team.

The flight continued from Guam to Chiang Mai, Thailand (approximately 2,800 nm) where a maintenance stop had been scheduled. CarolAnn recalled, "This leg was grueling with weather and contrary winds, most of it flown in total darkness." After landing at Chiang Mai, the Dash team was now approximately at the halfway point around the world. With 70 hours of flying completed, CarolAnn did an oil change, an air filter cleaning, spark



*Carol Foy, getting into the Mooney, and CarolAnn Garratt, waving on the wing, get ready to depart San Diego Brown Field and head across the Pacific to Lihue, Hawaii, after a 1 hour and 40 minute turn-around.*

*"On these long legs our crew alternated two-hour shifts sleeping/resting and being flying pilot."*

*CarolAnn and Carol with their support team from Universal Weather in Houston, Judd Karnilow, Suzanne Goldman, Jerri Banks and Paula Acosta, who supported them 24/7 during the eight-and-a-half day flight.*



plug inspection, cleaning and rotation and a magneto timing check. She signed off two recurring ADs and they were ready to go again, this time across the Bay of Bengal and India to Salalah, Oman (2,685 nm). In Oman they were refueled from a 55 gallon drum in the rear of a pickup truck and continued down the Gulf of Aden to Djibouti. This was their shortest leg, 713 nm.

From Djibouti across Africa to a landing in Ouagadougou, Burkina Faso, the leg time was 20-plus hours. This was an unplanned stop as they didn't have enough fuel to reach their intended destination, and their alternate was out of avgas. Burkina Faso is a former French colony that was known as the Republic of Upper Volta. After a quick stop they were off to the Cape Verde Islands (1,270 nm), the final refueling point for the nonstop leg across the Atlantic Ocean. This next leg, the dash for home, was the team's longest, 3,300 nm.

Unfortunately, there was a fast moving cold front headed across the Gulf of Mexico and Florida. Luckily there was a terrific high pressure to their north, and tailwinds of 20 to 25 knots helped them across the ocean. Calculations said they would arrive in Orlando prior to the front, but they kept their options open and were ready to land short of their Orlando goal in Fort Pierce or even in the Bahamas.

CarolAnn and Carol landed at KMCO, Orlando International Airport, on December 11 at 8:52 a.m. — eight days, 12 hours and 20 minutes after their departure, and ahead of the cold front that was racing them into Florida.

“We had two objectives when we embarked on this project. The first objective was to set a new world record for light aircraft in a flight, westbound around the



*CarolAnn fills the ferry tanks through an extension hose.*

world. The established record, at the time we started, was 54.6 miles per hour. We were hoping for 120 mph, but settled for 115.35 mph. This still smashed the old record. As of this writing, our time is the official U.S. record. Now the paperwork has been completed and is being reviewed in Switzerland by the Fédération Aéronautique Internationale (FAI) for the World Record.

The second objective was to raise awareness of ALS and to raise one million dollars in donations for research. “We expected that this event would attract corporate attention and sponsors. We paid 100 percent out of personal funds for the flight. Companies wishing to become associated with the event and have their logos on the plane and flight suits were to donate to ALS research. Well, with the current economic

environment, this didn't happen. To date, \$175,000 has been raised. We are continuing to accept donations.”

This was an incredible adventure, one that required great planning, organization and skill. Our intrepid Ninety-Nine pilots pulled it off with aplomb and modesty. They deserve heroic recognition. A book about the flight is now available, *Upon Silver Wings II: World-Record Adventure*. They also took a video camera with them and are producing a DVD with video of takeoffs and landings in foreign countries, ATC audio, TV interviews, an in-flight interview and pictures of interesting places.

You can learn more about this flight, and support ALS research at the same time by ordering a book or CD through their website: [www.alsworldflight.com](http://www.alsworldflight.com) or directly from CarolAnn at [ca.garratt@att.net](mailto:ca.garratt@att.net). All sales from the book and video go directly to ALS research. Production costs are not recovered.

CarolAnn will be touring the U.S. this summer making presentations to EAA chapters and flying clubs, at Sun 'N Fun and EAA AirVenture, and she will be available to speak at Ninety-Nines Chapter meetings as she travels. You may contact her or Carol Foy, [CFoyFly@msn.com](mailto:CFoyFly@msn.com), to schedule a presentation.



*CarolAnn Garratt, left, and Carol Foy sign immigration forms in Chiang Mai.*

# Welcome New Ninety-Nines Members!

## NEW MEMBERS

Alaska Chapter  
**BROMLEY HARRIS, Darcy J.**  
**HASPER, PhD, H. (FWP)**

Atlantic Chapter  
**MACQUARRIE, Kathryn Kate**

Colorado Chapter  
**OLSON, Kimberly (FWP)**  
**SHEIKH, Issra'a (FWP)**

Columbia Cascade Chapter  
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**ISAACS, Indu**  
**OSWALD, Judi**

Eastern Pennsylvania Chapter  
**OLAYIWOLA, Adebanke**

First Canadian Chapter  
**HAM, Shainaz Shen**  
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Florida Suncoast Chapter  
**FORTUNE, Mary M. (FWP)**

Fort Worth Chapter  
**NEWHART, Angel Diane**

Georgia Chapter  
**HOWARD, Amy M. (FWP)**

Golden Triangle Chapter  
**WOOLEY, Carol**

Greater Pittsburgh Chapter  
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**NANCY-BIRD WALTON**  
**October 16, 1915 – January 13, 2009**

# Nancy-Bird Walton — Australia's First Lady of Aviation

BY MARDELL HASKINS  
Las Vegas Valley Chapter

All photos courtesy of the Nancy-Bird Walton collection.

Born on October 16, 1915, Nancy's fascination with aviation began at the unbelievable age of four when she and the rest of Australia eagerly followed the 1919 England-to-Australia Air Race.

The Australian government had offered 10,000 pounds to the first airplane to fly from England to Australia after the finish of World War I. The entry fee was 200 pounds, and the airplane flown had to be British built. Of six entries only two started, but both teams finished. The winning team was two brothers, Captain Keith and Lieutenant Ross Smith and their two mechanics Sgt. Wally Shier and Sgt. Jim Bennett. The team flying an open cockpit twin-engine Vickers Vimy (G-EAOU) left Hounslow, England on November 12, 1919 and landed 28 days later in Darwin, Northern Territory, Australia on December 10, 1919.

Nancy, her family and all of Australia eagerly followed the progress of the race that had captured the hearts and attention of the entire country. It was the beginning of Nancy's love affair with flying that lasted her entire life.

Born in the tiny sawmill and dairy town of Kew on the north coast of New South Wales, Nancy was the second of six children. The family owned a country store in Mt. George near Taree, New South Wales. When the children reached school age, their mother moved with them to Manly, just outside of Sydney, so they could all go to school.

However, in 1928 because the Depression had caught up with the family, 13-year-old Nancy was sent home to take

care of the housekeeping, keep books and help out her father and uncle in the family store. Since she was not all that keen on school, Nancy did not mind. She worked in the store for six years before she saved enough money from her one pound per month salary to take flying lessons.

At 15, she went to an air pageant in Wingham where she had her first flight in an open cockpit Gipsy Moth. From that time on she was determined to learn to fly. When she had saved enough money, she bought a book on flying, a pair of goggles and a leather cap. Nancy was very serious about learning to fly but found using a book with words that she did not know was not the way to learn.

By August 1933, 17-year-old Nancy had finally saved enough money to take flying lessons, so she moved back to live with her mother in Manly.

Her father was against her learning to fly. He argued, "You will be wasting your hard earned savings, and I cannot afford to keep a crippled daughter, besides it would kill your mother if anything happens to you." It also meant he would be losing his best employee. In the following years, each of Nancy's sisters took a turn working in the store.

Nancy nevertheless paid her 200 pounds and became one of the first students of the legendary Sir Charles Kingsford Smith, the first man to fly across the Pacific Ocean. The school was located in a cattle paddock at Mascot, just outside of Sydney. That paddock today is Sydney International Airport.

Throughout 1934, Nancy built up her time and worked toward her commercial

license. By 1935 she was seriously looking for a way to make a living from flying.

The editor of the Manly *Country Life* newspaper rode the Manly ferry every day with Nancy. He assigned the paper's Women's reporter, Hope Phelps, to write an article on Nancy when she earned her commercial license. At age 19, Nancy became the youngest woman in the British Empire to hold a commercial license. However, she was not the first woman in Australia to earn a commercial license as often reported, but the first woman to actually *use* her commercial license.

When Hope gave Nancy a copy of the paper, it had a list of all the country shows and race meetings scheduled for the com-



Nancy continued to fly throughout her lifetime, turning in her license only a few years ago.



*Nancy attained her A license at age 17 and had to wait until she was 19 to get her commercial B license.*

ing year. Nancy said, “That newspaper changed my life. I decided to try barnstorming.”

For this she would need an airplane and a copilot. By this time her father had changed his mind about her flying and had offered to buy her an airplane. With a gift of 200 pounds from her great aunt Annie Thomas and another 200 pounds from her father (which she paid back), Nancy was able to buy a De Havilland Gipsy Moth that she named “*Vincere*,” which means “To Conquer.”

In 1935, with her copilot Peg McKillop, the two young girls set out on the First Ladies Flying Tour giving “joy” flights around the Outback. They became known as Big Bird and Little Bird. Nancy, being the smallest, was Little Bird. Her first thought was that she would barnstorm for only about six months; however they both enjoyed giving “joy” rides so much that they continued the tour for two years.

Nancy made the lucky choice to use Shell fuel. In 1935, there were very few aerodromes in Australia, so the company arranged for a paddock near the scheduled shows or race meetings for the girls to give their flights. Besides finding the girls a paddock, the local dealer would arrange for publicity and photos and would also deliver the fuel. Their best day was in Wagga Wagga where they gave 101 rides at a shilling a ride.

During this time they also flew as many charter flights as they could find. Still they were barely making enough to get by. In addition, the airplane was unreliable and could take as long as three hours to hand prop, frequently making them late for their next stop.

On one of their charter flights, Nancy met Reverend Stanley Drummond who had started the Far West Children’s Health Scheme in 1924 that provided health care for children in the very remote regions of the Outback. A health team or a nursing Sister would ride the train as far as they could and then be driven to the individual stations by vehicle. If someone needed urgent care, it could take as long as three to five days to transport them to medical help.

Since an airplane could fly the same distance in one or two hours, Reverend Drummond asked Nancy to make a trial flight.

He wanted to see if a flying service would work using Bourke, a major community in the Outback 497 miles northwest of Sydney, as a starting point. Two days before her 20<sup>th</sup> birthday, Nancy left Peggy in Bourke, setting off on her first flight in the “Never-Never.”

Loaded with medical equipment, fruit, vegetables and Sister Webb, a former Australia Army nurse, the overloaded Gipsy Moth lifted off bound for Urisino, 70 minutes flying time west of Bourke. Nancy’s only navigational aids were a compass and her watch. She had no maps, had never been in that part of Australia, and there were virtually no landmarks in the flat open country to follow. It was imperative that she find and intercept the Bourke-Wanaaring Road when flying into the Never-Never. “It was the loneliest stretch of land I ever flew across,” Nancy said.

After they landed in Urisino, the hot, tired women still had to drive 180 miles by car visiting 40 children in remote homesteads. To complete this first trip, they also flew to Hungerford and Yantabulla.



*Nancy’s petite figure meant she needed to sit on cushions to see out and to reach the rudder pedals.*

This was the end of their second barnstorming tour, so the two girls flew home to Mascot, where Nancy sold the Moth to buy a bigger, more reliable airplane to start the next part of her career.

She was in Sydney a month while she waited for the ship from England to arrive with her new airplane, a de Havilland Leopard Moth. Nancy described her new plane as “magnificent.” It was a high winged monoplane with a French-grey fuselage, silver wings, scarlet struts and undercarriage, and sported a scarlet decorative strip. It had two passenger seats in the back of an enclosed cabin and one seat up front for the pilot. It also had a large luggage compartment, heating and ventilation systems and flew 120 mph. To Nancy, who had spent the past two years flying in the heat, cold, wind and rain in a tiny 80 mph open cockpit Gipsy Moth, the Leopard was a dream.

She used the Leopard to ferry nurses from Bourke to families on far flung settlements, making charter flights and carrying the injured, ill or those about to have a baby to regional hospitals. Navigation, however, was a seat-of-the pants affair following fence lines, rows of trees and, in one case at a farmer’s suggestion, “a trail of sheep droppings.” She landed in paddocks filled with stock or on unsealed roads, sometimes the only clue to the direction of the wind would be the washing fluttering on a clothesline.

The work was far from easy. First, there was the intense heat of the Outback, which often produced extreme turbulence, then there were dust storms to contend with, the loneliness to endure, the constant worry of earning enough money to make the plane payments and the strain of making all the critical decisions alone. Most important, if there were any problems with the aircraft, she was completely on her own. She had learned some engineering when she was getting her commercial license, but she had to rely on local auto mechanics for any work needed on her airplane.

All of this began to wear down the 23-year-old pilot. On March 1, 1938, when taking off from Sydney for the return trip to Goodooga, she found that she could not bring herself to fly over the fog-covered mountains. She felt she never wanted to fly again. It would be 20 years before Nancy would next fly.

In 1938, Nancy left Australia at the request of the shipping company KLM to study international aviation in Europe and the U.S. Nancy did not know just how she was going to stay in aviation, but she was studying the industry worldwide to learn as much as she could. After being feted by almost every major airline in the world, she returned to Australia by ship. On the way home she met Charles Walton. Nancy said, “By the time we got to Fiji, I was in love with him. My shipboard romance lasted a lifetime.” They were married in 1939.

In the following years, Nancy accomplished many things in every aspect of aviation. She worked in other areas of society as well.

She was a charter member of the Women’s Air Training Corps formed on July 6, 1938 and served as Commandant from July 25, 1942 to November 1, 1944. The Corps trained women pilots needed during WWII.

In 1950, Nancy founded the Australian Women Pilots’ Association with its motto “Skies Unlimited” and was the president for the first five years. She became the Patroness in 1983 after



*The top five teams in the 1958 All Women’s Transcontinental Air Race are, from left, Pauline Glasson, Mary Ann Smothers, Gertrude Howard, Barbara Anspaugh, Doris Eacret, Jean Parker Rose, Iris Critchell, Nancy-Bird Walton, Evelyn Kelly and Frances Bera (first place).*

the death of Lady Casey, the original Patroness. She was also a member of The Ninety-Nines and greatly valued the friendships she made through the organization and in the United States.

Over the years, Nancy participated in a number of air races. She won the Ladies Trophy in the Adelaide to Brisbane Air Race in 1936. In 1958, she flew in the All Women Transcontinental Air Race (Powder Puff Derby) in the U.S. with Iris Critchell, where they placed 5<sup>th</sup>.

“I was the first outsider ever to compete in the race and to take one of the major trophies out of the country with me,” said Nancy-Bird. “But the best thing was that I had been given the chance to really get to know the American people.” Iris and Nancy maintained a lifelong friendship.

Nancy entered the Powder Puff Derby again in 1961 with Laurretta Foy as co-pilot and later in 1977, this time with Betty Gillies. On each occasion Nancy enjoyed renewing her acquaintances. She had joined The Ninety-Nines in 1938.

All of Australia recognized Nancy’s many achievements. Throughout her life, Nancy was noted for her support of charities and people in need. This generous spirit saw her invested as an officer of the Order of the British Empire in 1966 and the Order of Australia in 1990. She became a Dame of St. John (Knights of Malta) in 1977 and was pronounced an Australian Living National Treasure by the National Trust of Australia in 1998.

Warm, generous and full of vitality, energy and curiosity, Nancy-Bird Walton was dearly loved by everyone who met her. She had friends of all ages and all walks of life throughout the entire world. She will be missed by generations of people all around the globe; she was truly a person of the world.

*Editor’s note: please see page 31 of New Horizon’s for Nancy-Bird Walton’s obituary.*



*Pat Theberge with her Cessna 172 that she's been flying for almost 15 years.*

## International Secretary Pat Theberge: When She Talks, People Listen

BY JACQUE BOYD  
Rio Grande Norte Chapter

A former Emerging Leader Fellow, Pat Theberge has been a leader in The 99s since she joined in 1989.

Pat Theberge says the membership of The Ninety-Nines leaves her feeling inspired and inadequate all at the same time. Well, this member of The Ninety-Nines says that Pat Theberge leaves her feeling the same!

Pat has held nearly every office possible from the Chapter level through the International level where she now fills the position of International Secretary. She attended her first Ninety-Nines meeting the day before her private pilot checkride when WASP Sarah Hayden brought her to the Eastern New England Chapter's Christmas party in 1989. After passing her checkride, she joined the Eastern New England Chapter and

has been a one-Chapter-gal ever since. She began service to The Ninety-Nines as her Chapter's Amelia Earhart Scholarship chairman and moved on from there.

What brought Pat to the wonderful world of flight? A fellow she was dating had an airplane, and Pat went for flights with him. She decided to learn to land the airplane, and it all fell into place from there. He quit flying and sold the airplane, she continued on. Her father was a military pilot, rotorcraft to be precise. Because the background was military, she said she never was able to fly with him. When he found out she was learning to fly, he simply said, "Why?" Pat thinks he saw

flying for the military as a job and a commitment and couldn't understand why someone would want to fly simply to fly. As the owner of her own C172 for nearly 15 years, Pat has since taken him for flights "simply to fly" and shared her special enjoyment with him. Pat's parents both live with her, so it shows that the "why" may have been answered successfully.

When her home-base flight school in Lawrence, Massachusetts developed an "East Coast Air Adventure," she was one of the first in line. The group was composed of three airplanes, three instructors and six students. It turned out to be eight guys and Pat!

The students were all working on their instrument ratings, so the trip was to provide many opportunities for flight planning and instrument flying. They began in Massachusetts, traveled to Washington, D.C., Kitty Hawk and down the coast. During the 10-day trip, they rotated through the airplanes and the instructors. The crew stopped at Sun 'n Fun while traveling through Florida and camped under the wings of the C172s they were flying. They continued on to the Bahamas where stops included Eleuthera and Bimini. Their hotel check-in was at the Angler Bar made famous by Ernest Hemmingway.

Pat said the experience gained on that trip was invaluable. She was able to experience traveling in and out of the country, fueling difficulties in foreign environments and airplane "glitches," all within a controlled setting.

Pat has been an employee of the Raytheon Company for 32 years. She graduated from



Pat at eight with her parents and brothers Henry and Marty in front of her father's Sikorsky helicopter.



Pat in 1993 on her week-long flying trip (with eight guys!) down the East Coast to the Bahamas and back. Here they pose at First Flight Airport in Kitty Hawk by one of the granite markers depicting the distance the 1903 Wright flyer actually flew on one of its four flights.

Northeastern University in Boston with a degree in art. Her art background earned her a position as a technical illustrator and graphic designer. As the design process expanded to include computer design, Pat rolled with it and began designing the machine pieces with computer programs instead of "by hand." Pat has continued the computer transition, becoming an IT project manager for the company. In this position, she evaluates projects, finding the appropriate software for a project and developing the plan timeline. She also serves as a portfolio manager, deciding which current projects should be developed further and what priorities should be followed. Hmm, to me it sounds like she has the "right stuff" for being a great asset to The Ninety-Nines International Board!

On the "leadership" front, Pat was named an Emerging Leader Fellow in 2005 from the Boston area. An article in *The University Reporter* (University of Massachusetts Boston) quotes Pat as saying: "The Emerging Leaders program has provided the road map on how to become a collaborative leader—a leader who is involved, not only in business but in the community. I can make a difference in my community utilizing the leadership and team-building skills provided by UMass Boston."

According to the article, the "Emerging Leaders Program provides unique opportunities for young professionals. Each fall, senior executives in corporations and non-profits are called

When Pat told her father, a military pilot, that she wanted to learn to fly, he asked, "Why?" He did not understand why someone would want to fly simply to fly. Since then, she's taken her retired father on flights with her simply for the joy of it.



*Ninety-Nines Lisa Cotham, Pat Theberge, Fran Strubeck and Frances Luckhart.*

Pat believes we are totally indebted to the women who came before us — the WASP who introduced her to The 99s and the guts and gumption of our Charter members...

on to nominate candidates with five to ten years of experience who have demonstrated leadership potential and want to enhance their leadership skills and opportunities. The nine-month program starts each January with a week-long seminar exploring leadership skills and examining critical issues facing the region. Fellows learn about resources, networks and ways of identifying and achieving common goals.”

It’s evident from Pat’s work with The Ninety-Nines that the merits of a leadership program have paid off. While serving as Governor of the New England Section, she was also the Council of Governors Spokesperson to The Ninety-Nines International Board of Directors. Then, as an International Director, she served as a liaison to the Council of Governors. She also served as the



*Pat’s Cessna 172.*

International Board’s liaison to the Museum of Women Pilots. In this position her natural team-building skills and collaborative approach was useful in building a strong bridge between the MWP and the International Board of Directors. It’s evident that Pat has a gift for working with strong women and building positive relationships. Her new role as International Secretary brings new adventures and challenges.

Pat has served as the International Board’s representative for many of the Section meetings around the country. I really “met” Pat during her trip as an International Board representative when she came to the South Central Section meeting in Santa Fe. She came a few days early and made the decision to do a little sightseeing in the area. She decided to drive north to Taos, making the trip around the Enchanted Circle and saw signs for Angel Fire. She knew I lived there somewhere, so she decided to drive into the village.

Now, Angel Fire really isn’t too big. We have about 900 full-time residents, but a person really would have to search to find someone they knew who lived there. I was driving down the main road and looked into my rear-view mirror and saw a car with an out-of-state license plate flashing their headlights at me. I glanced again and the lights were still flashing. I pulled over, got out of my truck and walked back to the “foreign” vehicle.

Who was there? Pat Theberge! I had a “Women Fly” sticker on my back window, and Pat said she decided to follow and see if she could get the attention of the driver. Mission Accomplished! It was serendipity at its best.

I asked Pat about her philosophy for our organization. She believes we are totally indebted to the women who came before us — the WASP who introduced her to The Ninety-Nines and the guts and gumption of our Charter members, plus all the women who were private pilots and kept our organization alive, through good times and not. She believes in loyalty and working through the tough spots. That’s exemplified in her 32-year tenure with Raytheon. She believes that working your way up through the ranks is something that deserves thanks and acknowledgment.

Pat doesn’t just talk-the-talk, she walks-the-walk and demonstrates this philosophy as a member of our International Board. She’s rather a quiet presence, but when she speaks, people listen.

## RATINGS & WINGS

### RATINGS

**Kendra Burgin – Instrument**  
Carolinas Chapter

**Rachel Ballou – Instrument**  
All-Ohio Chapter

**Cheryl Benish – Commercial**  
Eastern Pennsylvania Chapter

**Hillary Carl – Private Pilot**  
Connecticut Chapter

**Laura DelFavero – Commercial**  
Santa Clara Valley Chapter

**Kim Dunlap – Private Pilot**  
Colorado Chapter

**Madeleine Dupont de Bock – CFII**  
Member at Large, Santiago  
Chile

**Christa Houser – Commercial**  
Old Dominion Chapter

**Mary Kohler – Instrument**  
Orange County Chapter

**Susan Maule – Glider Rating**  
Eastern Pennsylvania Chapter

**Julie Merrick – Private Pilot**  
Ventura County Chapter

**Sarah Morris – Commercial Multi-engine**  
Intercollegiate Internet Chapter

**Susie Nguyen – Helicopter Instrument**  
Old Dominion Chapter

**Laurie Probst – Advanced Ground Instructor**  
Wisconsin Chapter

**Avril Roy-Smith – Private Pilot**  
Ventura County Chapter

**Sarah Dorina Smith – CFII**  
Connecticut Chapter

**Juliana Teal – Instrument**  
Tucson Chapter  
2008 AE Scholarship

**Nichole Vandelaar – Private Pilot Helicopter**  
Orange County Chapter

**Amber Whitmill – Private Pilot**  
Bay Cities Chapter

**Katie Wiegel – Instrument**  
Santa Clara Valley Chapter

### FIRST SOLO

**Kandace Rawlings – SOLO Helicopter**  
Wisconsin Chapter

**Judy Roeder – SOLO**  
Wisconsin Chapter

### PROFESSIONAL RATINGS

**Jelica Maatic – Master CFI**  
Aloha Chapter

### WINGS

**Wally Funk – Phase 27**  
Fort Worth Chapter

## BOOK REVIEW

### Claire Bear Presents... The Pilot Alphabet



By Sue Hughes  
Illustrated by Wang DaiYu  
30 pages color  
LifeVest Publishing  
ISBN 1-59879-657-7, \$12.95  
[www.LifeVestPublishing.com](http://www.LifeVestPublishing.com)

BY DANIELLE CLARNEAUX  
99 News Associate Editor

Although I'm not a pilot, I've worked in aviation publishing long enough to know there's an international standard for communication. I just never knew how to speak the language. Now I do.

Sue Hughes' book provides a colorful and fun introduction to the pilot alphabet. While it's written for young pilots-to-be, the book is also enlightening for adults unfamiliar with this universal language used by pilots and other agencies.

Sue, a Colorado Chapter Ninety-Nine, introduces each word alphabetically in imaginative rhymes, some of which might be a bit over the heads of the younger kids, but they'll still delight in the rhythm of the words. After all, it's not easy to define the word "Delta" in rhyme to an adult, much less a child.

The illustrations by talented Wang DaiYu are wonderfully whimsical and creative. The colorful array of animal characters will entrance a child while at the same time reinforce the meaning of each letter of the pilot alphabet. The illustrations certainly made *me* smile, and you discover something new each time you look through the book.

Although the *Pilot Alphabet* says it's recommended for ages 2 to 8, I'd amend that to ages 2 to 92.

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# Discovering Chicago —



## 2009 International Conference

BY ELLEN O'HARA  
Chicago Area Chapter

**P**olish your wings to the Windy City! Expect the extraordinary! Arrive a few days early for the 2009 International Conference so you have time to see the sights and enjoy the activities. Getting around Chicago is easy, and there is so much to see and do, you'll have endless options for experiencing the city on your own ([chicagotraveler.com](http://chicagotraveler.com)). Chicago has 552 parks, 33 beaches, nine museums, 16 historic lagoons, 10 bird and wildlife gardens and thousands of specials events, sports and entertaining programs for you to experience ([choos-chicago.com](http://choos-chicago.com)). Our hotel is in the heart of the Magnificent Mile, Navy Pier, the Hancock Center, Millennium Park and museums.

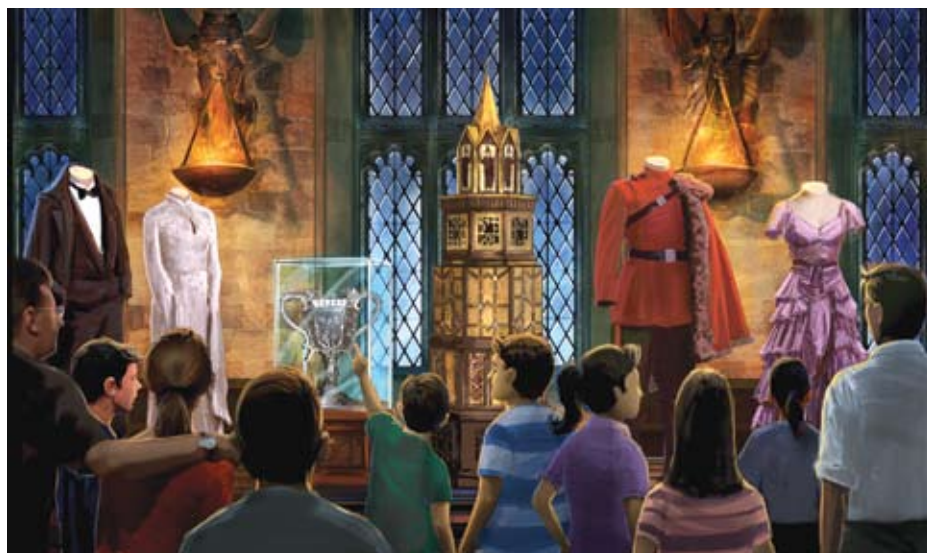
To mark the 100<sup>th</sup> anniversary of the 1909 Plan of Chicago, the Art Institute of Chicago is exhibiting the “make no little

plans” vision by Daniel Burnham, who was also the lead architect for the Chicago 1893 World's Columbian Exposition.

Read *The Devil in the White City* for a scarily fascinating true story of Holmes, the serial killer, and Burnham, the architect. The world's first Ferris Wheel appeared at that fair, and the current 150-foot wheel at nearby Navy Pier is only half the height of the original!

Up the street from our Marriott Hotel is the Tribune Tower building, which has rocks from famous world landmarks embedded on its surface. This spring the Art Institute's new wing opens, as do the new pavilions in Millennium Park designed by world-renowned architects from London and Amsterdam.

Harry Potter magic comes to the Museum of Science and Industry by beating out 30 other institutions around the world.



The Harry Potter exhibit will be at the Museum of Science and Industry through September 7. Above, a rendering of the Harry Potter exhibit, the Great Hall.

Photo © 2008 Warner Bros. Ent. Harry Potter Publishing Rights © J.K.R.



©City of Chicago/ Peter J. Schultz

Chicago's historic Water Tower.

The exhibit, an immersion experience like living in the books themselves, will appear in only four U.S. cities and then travel to six venues in Asia and Europe. It will be in Chicago through September 7. With all its other exhibits, the museum continues to inspire creativity and imagination. (Plan to take the Conference buses to the museum.)

You can take in one of the hundreds of live theater productions offering everything from music and dance to comedy and Broadway shows every night of the week ([chicagoplays.com](http://chicagoplays.com)). Food lovers can find any cuisine imaginable in the hundreds of restaurants that make Chicago their home. Or, if you're a sports fan, the Chicago Cubs will be playing against the Cincinnati Reds on Friday and Saturday, and the Chicago White Sox will play at home from July 17 through July 23. Take a stroll through Millennium Park or enjoy a picnic during one of its free concerts.

Lincoln Park Zoo (one of the last free zoos in the country) and historic Navy Pier, with its Ferris Wheel and Children's Museum, provide great family entertainment.

See [ncs99s.org](http://ncs99s.org) for additional information on the above.

Chicago is named one of the top cities for walkability, so get out those comfy shoes and put them right next to your Wings to the Windy City!

# Planes, Trains, Cars and Campers — Getting to the 2009 Conference

BY CYNTHIA MADSEN  
Chicago Area Chapter

## *Flying Yourself*

Flying your aircraft to 2009 International Conference in downtown Chicago couldn't be easier. Lansing Municipal Airport (KIGQ), a friendly Illinois general aviation airport, has literally put out the welcome mat for The Ninety-Nines in the form of a beautiful new Ninety-Nines compass rose.

Lansing is a non-towered airport located south of Chicago outside of the city's complex airspace and can accommodate everything from the lightest aircraft to corporate jets on its north/south and east/west runways. It has a rich aviation history in the Chicago area dating back to the 1920s when Henry Ford, Charles Lindbergh and Wiley Post used the field to promote aviation in the United States.

Lansing Airport is home to the historic Ford hangar, the Great Lakes Wing of the Commemorative Air Force and its C-47 Black Sparrow, as well as a Veterans Memorial and Shannon's Landing, an Irish pub with great runway views. Lansing Airport has been designated as the official general aviation airport of arrival for Ninety-Nines; a welcome and transportation to the Conference hotel will be available.



*A Piper Cub was one of the first aircraft to take advantage of the newly repainted Ninety-Nines compass rose at Lansing Municipal Airport.*

Associated Air Activities, an FBO at Lansing, will provide a fuel discount, and there is no need to bring your own tiedowns. Associated can also provide sightseeing flights around Chicago in fixed-wing aircraft, and Sun Aero, a helicopter charter service on the field, has helicopter sightseeing flights. Info on both Associated and Sun Aero are available through the Lansing Airport website.

If you prefer a controlled airport with more approaches, other airports in the Chicago area that accept general aviation traffic are Midway International Airport (KMDW), Chicago Executive Airport (KPWK) and DuPage Airport (KDPA).

## *Commercial Travel*

In addition to Midway Airport mentioned above, Chicago is served by O'Hare International Airport (KORD), one of the world's busiest. Transport to downtown Chicago is available by taxi, train, bus or rental car.

Downtown Chicago is also accessible by Amtrak trains arriving from many U.S. locations.

## *Auto, Camper or Motor Home*

You can drive to the Conference hotel,

of course, but if you do not want to drive into downtown Chicago, Lansing Airport has offered Ninety-Nines a secure area of the airport free of charge to park their cars during the Conference week. In addition, the airport will allow limited parking for campers and motor homes. If you are planning to camp during EAA AirVenture in Oshkosh, Wisconsin after the Conference, this is a perfect place to park safely while you are in Chicago.

Please contact Cynthia Madsen of the Chicago Area Chapter promptly at [csmadsen2002@yahoo.com](mailto:csmadsen2002@yahoo.com) to reserve a parking slot. Tell her what type of vehicle you would like to park — a car, truck, camper or motor home.

## Informational Websites

- Lansing Municipal Airport – [lansingmunicipal.com](http://lansingmunicipal.com)
- City of Chicago – [egov.cityofchicago.org/city/webportal/home.do](http://egov.cityofchicago.org/city/webportal/home.do)
- Chicago Airport System – [ohare.com](http://ohare.com)



*An aerial view of the compass rose at Lansing Airport as it was being repainted.*

# New 99 Is First Female Commander of Hawkeye Squadron

BY KELLEY BRUN, CAROL VAUTIN, MARION NAUMAN AND ROBIN SULLIVAN  
Ventura County Chapter

Our Tuesday meeting started as usual, with Ninety-Nines, 49½s and FWPs drifting into the WayPoint Café for dinner. We were very excited about meeting the guest speaker, Valerie Overstreet, a female naval officer who was accompanied by her husband Travis.

At the time of the meeting, Valerie was the Executive Officer of a squadron of E2-C Hawkeyes on the USS Nimitz. These aircraft provide early warning command and control for flight operations with their sophisticated electronic surveillance capability. Valerie's presentation focused on how Navy pilots make carrier landings.

We soon learned that not only is the carrier landing area even shorter than many of us thought, but the deck moves up and down with the sea, and the carrier must be underway when planes land. Though the tower is capably manned, during an actual conflict there must be radio silence, so that's how they practice at sea. Also, several types of planes at various speeds may be circling above the carrier at different altitudes, not lined up for a rectangular pattern. That would be enough to handle



*Ninety-Nines congratulate new Commander Valerie Overstreet. From left, Tobey Tabor, Carol Vautin, Martha Phillips, Valerie Overstreet, Marikay Lindstrom, Judy Phelps, Pat McCollum, Robin Sullivan, Marion Nauman (front).*

during daytime, but night approaches are even more challenging. Valerie showed us several awe-inspiring video clips of carrier takeoffs and landings.

The evening's presentation was liberally sprinkled with Valerie's contagious humor. She told many anecdotes of personal experiences in this male-dominated profession. Travis is also a Hawkeye pilot, and his pride in his wife is greater than any competitive jealousy. By evening's end, Valerie had signed on as the Ventura County Chapter's newest member and promised that she would invite us to tour the Wallbanger Squadron's Pt. Mugu, California facilities. True to her word, Valerie soon invited us to visit her squadron's land base, providing us two days to accommodate the large number of Ninety-Nines who signed up. We asked about the squadron's name and learned that the popular drink, Harvey Wallbanger, was the squadron's namesake.

We also learned about the most amazing, world famous Wallbanger of them all – Carrier Airborne Early Warning Squadron One One Seventeen (VAW-117). Based at NBVC Pt. Mugu, these Wallbangers oper-

ate the Navy's only carrier-based command and control platform, the E-2C Hawkeye. Valerie introduced her officers to us, and Lt. Gropp gave a full briefing to those who would fly for us that day, explaining the many acronyms and initialisms which efficiently carry so much meaning in the military. Next, he fielded our questions about the FCLP (Field Carrier Landing Practice), which we would soon watch. Lt. Gropp said one must constantly "preach



*CDR Overstreet gives instruction to a Ninety-Nine from the right seat in the E-2C simulator.*

the basics because there is simply no room for errors due to the close vicinity and the speed of surrounding aircraft.”

We split into two groups. One group toured the aircraft, climbing aboard to see the amazingly complex cockpit and the Combat Information Center in the back. Though the aircraft looks large from the outside, the Hawkeye is full of equipment to monitor air, surface and undersea operations, so it’s an advantage to be small. The E-2C carries two pilots and three flight officers to operate the CIC’s radar scopes, radios and other equipment that have made the Wallbangers a vital part of our nation’s anti-terrorist operations.

The second group headed to the flight simulator where we all had the opportunity to “land” an E-2C on a carrier. Hawkeyes have no digitally-enhanced controls, so the stick-and-rudder input must be applied very heavily. It was like trying to fly a schoolbus! With Valerie’s right seat help, we managed to make day and night catapult launches and all sorts of “interesting” approaches: overshooting, undershooting, traps on all the wires. One of us even took out the tower! Despite all this, like any great CFI, Valerie had smiles and compliments for all. The Wallbanger Squadron’s motto is “first to fight, last to land.” Some of us lived up to that last part at least.

Completing the day, both groups met up at the “shack,” a small portable room from which the LSOs (Landing Signal Officers) help pilots refine their skills. They showed us the military version of PAPI lights up close. Then from within a few feet of the runway edge, we watched Wallbangers perform touch-and-goes. A Hawkeye’s eight-bladed props lifted it up into the sky. The pilot circled out over the Pacific, rising to the precise altitude to barely clear a coastal peak just before diving dramatically to the runway. It then kissed the ground, leaving the tiniest puff of rubber smoke before rising to repeat the circuit. The LSOs said the elevation of the hill sets them up exactly like a carrier approach.

Valerie grew up in Lemoore, a military town in California’s Central Valley. Her dad was a decorated Navy pilot who served as a CO on an aircraft carrier and also commanded the Blue Angels Flight Dem-



*Commander Valerie Overstreet proudly holds up her new Ventura County Ninety-Nines badge.*

onstration Squadron. Most women in the military worked as cooks, office personnel and nurses. This did not daunt Valerie, who planned to be a pilot. “Oh, I knew in the second grade already. No one ever told me it wasn’t possible,” Valerie said.

Upon her 1991 graduation from Virginia Tech, she was commissioned as an Ensign. In 1994, she was officially a Naval Aviator and was flying Hawkeyes a year later.

She has been deployed numerous times, serving on several carriers in support of operations in the war on terrorism as well as in counter-narcotics operations. In 1999, she served as an Instructor Pilot. She deployed again in support of Operations Enduring Freedom and Iraqi Freedom, rising through the ranks of administration and command. In 2005, Valerie graduated from the Naval War College with a Master’s Degree in National Security and Strategic Studies. In 2007, she reported as Executive Officer of VAW-117.

She holds many distinguished medals and awards, but Ninety-Nines will perhaps be most impressed by her 3,800 flight hours and 385 carrier-arrested landings. In fact, Valerie and her father, Captain Gilman Rud (USN/Ret.), hold a special Navy record. They are the only father/daughter team so far to have made over 100 traps on the same carrier.

Once again, members of our Chapter

received a special invitation, this time to a Change of Command Ceremony. This tradition, as old as the Navy itself, is used to pass authority and responsibility from one officer to another and has no counterpart in the other military branches. Commander Valerie R. Overstreet was to be promoted from Executive Officer to Commanding Officer of VAW-117, the Wallbanger Squadron. A dozen Ventura County 99s and 49½s joined members of the Overstreet family, their friends and the media to witness this historic event.

The ship’s bell rang, the bosun’s whistle piped three times and the ceremony began. After the speeches and the outgoing commander praising her “unwavering advocacy for each Wallbanger,” Travis pinned on her new wings. Once her new orders were read, Valerie accepted the command.

Then she gave her own speech, full of warmth and humor, with individual remarks directly to each person or group present. To her squadron she joked, “If there’s a problem, don’t worry. I’ll just cry, and they’ll never know what happened.” She reminded her dad, “When you asked me why I wanted to fly with the Navy ROTC, I said, ‘You’re always happy and don’t seem to work that hard.’” She thanked Travis “for being my sounding board, my confidant, my very best friend, and for keeping me in touch with the junior officers.”

At the end of the ceremony, two Wallbangers tore away some masking. There, emblazoned under the left seat window of her Hawkeye, was “CDR V.R. Overstreet ‘CO.’” With that, Valerie became the first female to rise to this level of command in a Hawkeye squadron. Of course, she doesn’t make much of this.

“The responsibility is the same. There’s no difference,” she said. But when we visited the base before, those who serve under her had made sure we knew about this. Clearly, they are very proud of her indeed. About her career she said, “I’ve loved it the whole way.”

With heartfelt pride, the congratulations of our entire Chapter go to Commander Valerie R. Overstreet as she prepares to deploy with *her* Wallbangers. We wish her fair winds and following seas.

# NIFA Provides an Arena for Student Flying Competitions Throughout the United States



*NIFA Regions*

BY CAROLYN CARPP  
Western Washington Chapter

For many years, The Ninety-Nines has been a valued contributor to the National Intercollegiate Flying Association (NIFA). Financial contributions have helped sponsor the Women's Achievement Award and Top Scoring Woman Pilot Award that are presented at the national Safety and Flight Evaluation Conference (SAFECON) held each year. Ninety-Nines make up most of the judges at regional and national NIFA

competitions, yet, many of our members do not know much about NIFA or how they may become involved.

NIF is a nonprofit educational association of institutions of higher education in the United States. The National Intercollegiate Flying Association was formed for the purposes of developing and advancing aviation education; to promote, encourage and foster safety in aviation; to promote and foster communications and coopera-

tion between aviation students, educators, educational institutions and the aviation industry; and to provide an arena for collegiate aviation competition.

NIFA was formed in 1919 and was legally incorporated in the State of Illinois in 1971. The management team consists of an executive director, legal counsel, the NIFA Council consisting of Area Representatives and Members-at-Large who serve as the NIFA Board of Directors. There is also a support staff, board of senior advisors and student officers. All positions are filled by volunteers who hold full-time employment positions or who are full-time students.

An executive committee is comprised of selected members from the council and the group of student officers, the host school faculty advisor and the executive director. This committee is responsible for decisions pertaining to the operation of the annual national competition. The executive director's office is responsible for day-to-day operations of the NIFA. The three standing committees of the organization are executive, judges and planning. Ninety-Nines now serving on the NIFA Council are currently Jody McCarrell, Diane Bartels and Carolyn Carpp. Over the years many other Ninety-Nines have competed in NIFA as well as being judges and serving on the Council.

NIFA's history began in December of



*Amelia Earhart attends a dinner for the award of the Grover Loening Intercollegiate Flying Trophy. in April, 1930. Photo provided by NIFA.*

1919 when the Intercollegiate Flying Association was formed. At its first competition there were 11 member institutions: Harvard, Princeton, Rutgers, Columbia, Williams, Wesleyan, Yale, Cornell, Lehigh, University of Pittsburg and University of Pennsylvania. In 1934, delegates from 23 colleges and universities met and changed the name to the National Intercollegiate Flying Clubs (NIFC). Within six months, membership had risen to 50 flying clubs from across the nation. Competitions were suspended in 1941 for the duration of World War II.

In 1948, representatives from NIFC's member schools met and changed the name to NIFA (National Intercollegiate Flying Association). During the peace that followed WWII and the ensuing economic growth and improvements in the air transportation industry, college aviation clubs and programs enjoyed a surge in interest. NIFA was a beneficiary of this increased interest. At its peak, there were 250 college flying teams in the U.S. and over 9,000 student participants.

Prior to 1972, NIFA held only one competition annually. With the increase in the number of teams attending, the single annual competition became overwhelming. The country was divided into geographic regions, and qualifying competitions for the national championship were established. This system of regional qualifying competitions and a national championship has been used exclusively since 1972.



*NIFA judges carefully evaluate a student's landing. If the landing is within the white lines, it's scored at the distance from the target line where both main landing gears (except in a crosswind situation) touch down and remain firmly on the ground.*

The flying events are Power-Off Landings, Short Field Landings, Navigation, Message Drop, IFR Precision Flight and IFR Simulated Flight. The ground events are SCAN (Simulated Comprehensive Aircraft Navigation), Computer Accuracy, Electronic Flight Computer, Aircraft Recognition, Pre-flight Inspection, Ground Trainer (simulator).

Other events at SAFECON are: Loening Trophy, Men's Achievement Award, Women's Achievement Award, Collegiate Aviation Progress Award, Safety Award, Coach of the Year Award, Team Sportsman Award, Competition Safety Award, Top Two-Year School Award, Flying Events Team Champions Award, Ground Events

Team Champions Award, Judges Trophy, Top Pilot Award, Top Woman Scorer Award, Top Male Scorer Award, Outstanding Team Member Award.

Last year's National SAFECON was held May 3 to May 10, 2008 at Middle Tennessee State University (MTSU), School of Aerospace, Murfreesboro, Tennessee. The Ground Events were on the MTSU Campus at Murfreesboro and Smyrna with the Flight Events at the Smyrna Airport (MQY). The 2009 National SAFECON will be May 18 to 23, in St. Louis, Missouri, hosted by Parks College, which is a division of St. Louis University.

NIFA schools pay dues to become active, but the organization is almost completely dependent on donations for their many activities. Contributions from The Ninety-Nines are needed on a regular basis for the two awards sponsored by The Ninety-Nines and the general operation of NIFA. Contributing to and volunteering with NIFA fulfills The Ninety-Nines Mission Statement in two specific areas: promotes world fellowship through flight and provides networking and scholarship opportunities for women and aviation education in the community.

For more information on the current activities of NIFA, refer to its website: [nifa.us](http://nifa.us). Individual Ninety-Nines, Chapters and Sections may donate either through The Ninety-Nines Headquarters or directly to NIFA Headquarters, PO Box 15081, Monroe, LA 71207.



*From left, 2008 NIFA Women's Achievement Award winner Nicole Tourot, third place, Averett University; Judge Virgilea Sworts; Katie Bosman, second place award winner, Middle Tennessee University; Judge Carolyn Carpp; Brittany Jones, first place winner, Oklahoma State University; Judge Lois Erickson. All women are Ninety-Nines members.*



*Alanna McClellan.*

### ALANNA MCCLELLAN HONORED BY RENO AIR RACES

Alanna McClellan, Lake Tahoe Chapter, was the 2008 recipient of the Chairman's Award for the Reno Air Races. Each year, the Chairman of the National Championship Air Races chooses recipients for the Chairman's Award based upon their dedication and service to the Reno Air Races.

Anna was presented with a special red jacket embroidered with her name. The presentation was made during race week in September at the Checkered Flag

Club. The event program stated, "When Alanna McClellan began volunteering for the Checkered Flag Club in 1991, the Reno Air Races received the sort of gift that keeps on giving. From the very beginning, she was the type of volunteer that exemplified hard work and dedication.

"The Checkered Flag Club is designed to bring together serious air racing fans in a friendly environment. In addition to catching up every year, members can share stories and interact with scheduled guest speakers. It's an organization that the Reno Air Races takes quite seriously, and much of the responsibility for ensuring that its activities and merchandise are properly coordinated falls to Alanna... In recognition of her tireless dedication, generous spirit and unwavering commitment, we are honoring Alanna with a 2008 Chairman's Award."

— Lynn Meadows

### EMBRY-RIDDLE RECOGNIZES CECILE HATFIELD WITH VIDEO TRIBUTE

Cecile Hatfield, The Ninety-Nines General Counsel, received a tribute from Embry-Riddle Aeronautical University for organizing and having conducted an Annual Symposium on Aviation and Insurance Law for the past 20 years. They created a five-minute video of Cecile's aviation career as a pilot and aviation lawyer. It can be viewed on YouTube.com at [youtube.com/watch?v=xx8NUTmRY0c](http://youtube.com/watch?v=xx8NUTmRY0c)  
— 99s networking



*Cecile Hatfield with a bust of Amelia Earhart.*

### INDIANA DUNES CHAPTER

Ace World War II pilot Charles Rhoades recently shared many of his flying experiences with Indiana Dunes members. He served four years in the Navy, during which he was stationed in Newfoundland and also flew in the Pacific while aboard the USS Anzio.

He was an experienced gunner, bombardier, radio operator and pilot. He flew over 4,000 hours in the single engine TBF Avenger. A catapult was used to get off the carrier, and he made 100 mph cable landings on only 300 feet of runway.

Charles was very interested in photography and took many pictures. He brought his photo albums that his daughter had assembled for him. They were very interesting and helped tell the actual story of Navy pilots in WWII.

— Christine Murdock

### NORTHWOODS CHAPTER

During a recent interview, Renee Zellweger described the making of her newest movie, "New in Town." She explained how she had never been in such cold conditions in her life, describing the minus 55 degree wind chills she and the other actors experienced. Well, the members of the Northwoods Chapter are a hardy group and probably would have giggled at Renee's freezing experience. We resolutely travel long distances in such conditions just to attend a Ninety-Nines luncheon meeting — regularly.

Yes, this past quarter we have had to travel many miles to get together for our Christmas party and our annual "crafts show and tell" meeting. We do it because the bonds we have formed through The Ninety-Nines are so strong.

Our Chapter is working very hard on a new project for our area. We will be sponsoring a huge Girl Scout event so the Junior girls can work towards their Aero Badge. Since our Chapter and the newly-reorganized Girl Scout Council cover such a large geographic area, this will be quite an event. It will be held in Marquette, Michigan in late April at Northern Michigan University's School of Aviation.

We are proud to announce that Bill Landry, an outstanding Northwoods 49½, received the Michigan Aircraft Maintenance Technician of the Year award on January 31.

— Dee Dreger

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### CHICAGO AREA CHAPTER

Our annual safety seminar, Chicago Aviation Expo 2009, which is organized by The Ninety-Nines with support from the FAA FSDO, FAA FAAS Team and the Illinois Department of Transportation (IDOT), garnered a terrific attendance of almost 300 participants.

The seminar was held at the Itasca Country Club, centrally located for Chicago area pilots who were treated to an excellent program and outstanding speakers. Special guest was Dr. Susan R. Shea, Director of IDOT, Division of Aeronautics, accompanied by Gary Stevens (IDOT), who welcomed the group and expressed appreciation to The Ninety-Nines for conducting these seminars.

The intro presentation for all participants, given by Carolyn Remol (FAA FAAS Team Program Manager of Operations) and Chicago Chapter's own Carol Para (IDOT), was on Presidential TFRs — an issue of considerable importance in the Chicago area, especially now.

There were concurrent programs of interest to IFR and VFR pilots and Flying Companions, as well as an extensive vendor and exhibitor area. Our IFR/VFR speakers and topics included: Robert Schmelzer (designated examiner) — *IFR Charts & Procedures*; Al Englehardt (designated examiner) — *Weather for Pilots*; John Nowicki (Packer Engineering) — *Accident Causal Factors*; Pam Brophy, Pat Tiner and Tom Shannon (Aurora Tower) — *Towered Airport Operations*; Jim Sweeney — *Sport Pilot for the Private Pilot*; and Dennis Schuring and Dr. Greg Ostrom — comprising an *Aero-Medical Forum*.

New this year, the program also included a set of seminars on helicopters, which had 30 to 40 people in attendance. The seminars included: Tim Tucker, Chief Instructor for Robinson Helicopters — *Height/Velocity Curve Construction and Dynamic Rollover & Settling with Power*; and Greg Houska



Chicago Chapter Chairman Elizabeth Hitchcock, with Gary Stevens, IDOT Flight Safety Coordinator, and Susan Shea, Director of IDOT Division of Aeronautics.

of Air Methods — *EMS Helicopter Accident Review and Helicopter Aeronautical Decision Making*. Many attendees lined up to try the helicopter simulator flights provided by Central Illinois Air.

Also receiving raves was the Flying Companion Program with 15-20 participants, conducted by Chicago Area Chapter's Carol Para (flight and ground instructor) and Barb Muelhausen, assisted by Deanna Close and Camille deJorna.

Our Chapter meeting was held directly following the safety seminar.

— Diane Cozzi

### DALLAS CHAPTER

The Dallas Chapter spent our fall monthly meetings gearing up for two fundraisers we planned for November. We held our first-ever Girl Scout event on Saturday, November 1 at the Collin County Regional Airport in McKinney.

There were 14 kids in attendance, including one boy who was allowed to attend in order to finish his badge requirements. They experimented with aerodynamics by assembling balsa airplanes and flying them, visited the tower, did a walk-around of Holly Barr's airplane "Chiquita" and visited her cockpit, heard a discussion on technology offshoots from NASA (including eating some samples of space food), heard historical perspectives by Dorothy and Jerry (which centered around Power Puff Derbies and pictures), and explored the NASA and Ninety-Nines websites.

The parents chatted downstairs and many had their eyes opened to General Aviation.

The week following the Girl Scout event, we returned to the Collin County Regional Airport where we held a Flying Companion Seminar. There were 13 attendees, and topics included communications, a walk-around and preflight of Ann Koenig's and Anne Muirhead's Cherokee 140, a tower visit, aerodynamics, instruments, airspace and navigation, weather and medical factors.

In December, Chapter member Katherine Staton and her daughter were our hostesses for the annual Christmas party and traditional gift exchange. Much fun was had by all, and we look forward to next year's party.

— Jill Williams

## Arabian Section Gains Five New Members with Diverse International Backgrounds

December was a banner month for the Arabian Section with five new members added to their ranks. When one considers that the number of women flying in this area of the world is still very small (consider that even in the United States the percentage of women flying is only one tenth of one percent of the total population), then picture the Arabian Section, which stretches from Egypt to Oman. Arabian Section Governor Yvonne Trueman has a right to be excited. Here's a quick glimpse of the new Arabian Section Ninety-Nines members:



**Kim Hall**, shown above left with Arabian Section Governor Yvonne Trueman, is the latest recruit into the Arabian Section. She has recently completed her private pilot certificate and is stationed with the Navy in Bahrain.

**Zahra Farzad** (no photo) is an instrument rated commercial pilot and flight instructor in Tehran, Iran.



**Melissa Brauman** is currently an A320 first officer flying for Bahrain Air. She previously spent 16 years in the Royal Australian Air Force where she served as a military flight instructor and flight safety officer.

**Danielle Aitchison** is a native of New Zealand living in N'Djamena, Chad while flying for the United Nations. She has previously transported diamonds in Angola and flown for the UN World Food Program division in Afghanistan. Her eventual goal is to find her way back home to fly for Air New Zealand. "But in the meantime," she says, "I'll continue to mix business with pleasure and enjoy every moment of being a female in aviation!"



**Annie Paul** is an instrument rated commercial pilot who began her flight training as a glider pilot in Trivandrum, India. She now lives in Doha, Qatar on the Persian Gulf. "I have been wanting to join The 99s since way back in 1989, but somehow, the years just flew by. But I am so glad to be a part of The 99s at least now."

## NEW HORIZONS

### LEE AVERMAN

#### Tucson Chapter

Lee Averman passed away on December 18, 2008. She was born on April 6, 1922 in Minneapolis, Minnesota. After spending her youth in Southern California, she moved to Miami, where she held numerous executive positions in the airline industry for 35 years.

Lee then moved to Tucson where she was active in the Pima County Republican Party, the Conservative Forum and is listed in the Who's Who in Southern Arizona. Lee was an expert pilot and a former winner of the Powder Puff Derby.

She is survived by her four children, Edmund, Barbara, Larry and Linda; five grandchildren, seven great-grandchildren and many friends. A memorial was held on Sunday, December 21, 2008.

— Anne Silverman

### PAULINE PERRY GILBAUGH

#### Northeast Kansas Chapter

Life Member Pauline Perry Gilbaugh, 81 of Topeka, Kansas, passed away on November 24, 2008. Paulie, as we all knew her, was born September 7, 1927 at Mahaska, Kansas. She was raised at Mahaska, graduating from high school there. She graduated as a registered nurse from Lincoln General Hospital School of Nursing in 1948. She attended the University of Minnesota and received an Associate's Degree in Fine Arts from Western Nebraska College.

She was also a member of the U.S. Cadet Nurses Corps from 1945 until 1948. She later co-authored and published a book about her experiences in the Corps.

She was married to John Perry in 1951. Together Paulie and John re-covered her Aeronca Chief and also built her experimental BD-4.

Paulie had her first ride in an airplane at age 8 from a barn-stormer who flew over the family farm. She earned her PPL in 1958 and later earned a commercial certificate, an instrument rating, and her commercial glider certificate. She was a member of The Ninety-Nines since 1965 and was also a member of AOPA, EAA and Silver Wings. She served the Nebraska Chapter as Treasurer and Corresponding Secretary. She was a timer for four Powder Puff Derbies and hostess for one. She was also a member of the Panhandle Petticoat Pilots and served on the Scottsbluff Chamber of Commerce Air Transportation Committee.

Memorial contributions may be made to the Nebraska Chapter of The Ninety-Nines, Women in Military Service for America Memorial, or to Heart of America Hospice, Topeka, in care of Davidson Funeral Home, 1035 N. Kansas, Topeka, KS 66608.

— Susan Biba

*from information in the Topeka newspaper  
and The Ninety-Nines,  
Yesterday-Today-Tomorrow*

### MARGRIT GOODRICH

#### San Diego Chapter

A Ninety-Nine since 1965, Margrit Goodrich flew to new horizons on November 10, 2008 to join her favorite pilot, Murray. Together, they were generous supporters of aviation. She will be missed by all who knew her.

— Annelie Brinkman

### TERESA JAMES

#### Woman Airforce Service Pilot

Maj. Teresa Dorothy James, a longtime resident of Lake Worth, Florida, died July 26, 2008 at Hospice of Palm Beach County after a brief illness. She was 94.

A native of Pittsburgh, Maj. James earned her private pilot certificate in 1934, performing her signature 26-turn spin in air shows before going on to earn a commercial license in 1941.

She served as a WASP until they disbanded in 1944 and became certified in 20 different planes. In 1950, she was commissioned as a major in the U.S. Air Force Reserves, in which she served until her retirement in 1976.

— from 99s Headquarters and  
the Palm Beach Post newspaper

### HELEN HILBURN

#### Utah Chapter

The Utah Chapter lost a great member on December 15, 2008. Helen passed away at the age of 81 after several months of health struggles. She obtained her private pilot certificate at the late age of 60. She joined the Utah Chapter in 1990. Helen was an active member, contributing to the Chapter in every aspect. Airmarking Chairman was her latest 99s duty.



Helen Hilburn.

Helen and her late husband Harold were very active pilots. They were members of the Civil Air Patrol, serving various positions including Ogden Squadron Commander.

Helen loved to travel with Harold. They flew from the Arctic to South America and back and forth across the U.S. in their airplane, making friends with everyone they met. They passed their love of flying, as well as their Tri Pacer, to their son Hal.

Her final resting place will be at the Veterans Memorial Park at Camp Williams, joining her lifelong partner Harold on an Eternal Flight.

— Janna Vail

## NEW HORIZONS

### CHARLOTTE KELLY

#### Phoenix Chapter

A death notice is initially sad, but then reminiscing about the joys of having known that person turns from sadness to pleasure, maybe even a giggle.

Gene Nora Jessen recalls: "I first met 'Kelly,' as we called her, at the first gathering of FAA Administrator Jeeb Halaby's Women's Advisory Committee on Aviation (WACOA) around 1963. I was flying for the Beech factory at the time, and I think most of the 30 WACOA initiates arrived in D.C. feeling rather important for having been selected for such an elevated assignment. Kelly asked me if I had any idea why this committee had been formed. Well, to advise the FAA, said I. Kelly's version was that Lyndon Johnson had told Mr. Halaby that he had to have more women in the higher pay grades of the FAA. So how to do that without hiring women!? You form an advisory committee of volunteers, claiming that the advisors were all highly paid executives and invite them to Washington twice a year, pay them airline fare and a miserly per diem, give them access to the plush FAA conference room and executive dining room, let them chat away for three days and then go home. I suspect that Kelly knew whereof she spoke!

"However, Kelly wasn't one to play political games. The group rolled up their sleeves, Kelly asked penetrating questions and we advised — some of which was actually implemented. The best part of the whole thing, though, was rubbing shoulders with some astounding women (one little white-haired lady had been Amelia Earhart's doctor), along with a huge dose of inspiration from the likes of Charlotte Kelly. What a privilege to have known Kelly, who enriched my life."

Marina Saettone says, "To a green, wide-eyed student of rotorwing aircraft, I saw in Charlotte a strong and confident woman. She has always remained that woman to me, and I feel real sadness at her passing."

She first soloed a fixed-wing aircraft in 1945 and received her helicopter rating in 1947. She was the first Woman in the U.S. to be appointed Commissioner of Aeronautics, (Commonwealth of Massachusetts) in the '50s and was a member of The Ninety Nines since 1950. Charlotte was on the United States Helicopter Team in World Competition, beginning in Russia in 1978 and three additional competitions. She went on to become a judge of the FAI in World Competition, and most recently, she had been actively involved in the scholarship program for the Whirly-Girls Organization. — *Gene Nora Jessen and Marina Saettone*

### DOROTHY LINDSEY

#### Shreveport Chapter

On April 8, 2008, Dorothy "Dot" Lindsey passed away after a long-fought battle with cancer. She was born a Fourth of July baby in 1921 and raised on a plantation in Stonewall, Louisiana. Dot had a full and colorful life for a woman of that era. She was one of the "Proud," a woman Marine. She loved to fish and was a legal secretary for 40 years.

### EDYTHE S. MAXIM

#### Lake Erie Chapter

Longtime member Edythe S. Maxim flew to new horizons December 29, 2008 after a brief illness.

Edy received her private certificate in 1951 and joined the All-Ohio Chapter in 1952. In 1970 and 1971, she earned her instrument and commercial ratings. In 1974, Edy became a charter member of the Lake Erie Chapter. She held several positions in both Chapters and promoted the organization of the Kentucky Bluegrass Chapter and is known as the "godmother" of that affiliation.

In the North Central Section, Edy was secretary, vice governor and historian. She was also a charter member of the International Women's Air and Space Museum. Edy flew as pilot and co-pilot in many air races during her flying career and served as scorer, timer or judge for many Powder Puffs, air derbies and air rallies. She received many awards and honors including the All-Ohio Achievement Award in 1958 and 1966, the Lake Erie Pilot of the Year Award in 1975 and the Silver Wings Woman of the Year Louise Thaden Memorial Award in 1987.

She touched many lives in so many ways and will be missed by all who knew and loved her.

— *Evelyn Moore*

### DOROTHY "DOTTIE" PORTS

#### Shreveport Chapter

Dorothy 'Dottie' Ports, born on March 23, 1924, passed away December 27, 2008.

Dottie and her 49½ husband, Bud, started Ports Electronic Parts Company in the early 1950s and sold the business in 1965. Dottie then started her own real estate business, Dottie Ports Realty, and operated it until she retired in her late 70s.

Dottie and Bud loved to go camping in their motor home and enjoyed their home on Lake Of The Pines, Texas.

She was a commercial pilot, a charter member of the Shreveport Chapter and once flew once in the Powder Puff Derby. Dottie and Bud were always there with their support for the Chapter.

— *Eileen Anderson*



*Edythe Maxim.*

## **NANCY-BIRD WALTON** **Australian Section**

The entire country of Australia is in mourning at the loss of their beloved First Lady of Aviation, Nancy-Bird Walton, who was privately cremated after an impressive State Funeral on January 21, 2009. She died in her sleep at her home on January 13, 2009 at age 93.

The State Funeral began at 12:30 p.m. with spontaneous applause as mourners gazed into the sky when a Qantas Airbus A380 bearing Nancy-Bird Walton's name flew overhead. Later in the afternoon, a flight of three Tiger Moths flew around Sydney Harbor in a tribute to Nancy and her first aeroplane, a Gipsy Moth. More than 1,000 mourners filled St. Andrew's Cathedral in Sydney to hear Anglican Archbishop Peter Jensen and many of Nancy's



*Nancy-Bird Walton.*

friends pay tribute to the "Angel of the Outback," sharing her achievements, her life, her leadership and her selflessness.

As New South Wales acting Governor-General Marie Bashir, Premier Nathan Rees, the Honorable Malcolm Turnbull and other notables looked on, singer Kamahl sang *Amazing Grace*.

The Cathedral and her casket were decorated with her favorite pink flowers. Women pilots were set apart from other mourners by wearing pearls and something pink. Nancy was seldom without her pearls or her favorite color pink. In addition, women pilots all over the world honored Nancy by wearing pearls and pink for the day.

A video prepared by Qantas highlighting the remarkable achievements of Nancy's life was shown. Qantas CEO Alan Joyce said, "Ms. Walton has been a trailblazer for Australian women pilots and an inspirational figure in Australian aviation. We are so proud that our first Airbus A380 is named Nancy-Bird Walton and that it will carry her name into the future."

Nancy's granddaughter, Anna Holman, described her as a "little cheeky, with the grace of a glider pilot and the determination of a jet fighter."

Nancy is survived by her daughter Anne Marie (Tweed) and son John, grandchildren Scott, Anna, Paul and Baron, and four great-grandchildren Lachlan, Zoe, Kaia and Maysa.

— *Mardell Haskins*

## **DAVID JAMES BIBA** **49½ of Susan Biba** **Nebraska Chapter**

David James Biba, 49½ of Susan Biba of Geneva, Nebraska passed away September 19, 2008 at York, Nebraska as the result of training accident in a Cessna 172. He was born on March 4, 1954.

After completing a degree in Construction Management at the University of Nebraska, he worked alongside his parents and brothers in the highway construction business. During this time, Dave was an active member of the Associated General Contractors (AGC), becoming a Lifetime National Director. He also served a term as president of the state AGC chapter.

One of Dave's most enduring hobbies was aviation, and following his retirement from highway construction, it became his second career. After earning his pilot certificate in 1973, he took every opportunity to fly. He was an active member of the York Chapter of the EAA, a 35-year member of AOPA, NAFI, and the American Bonanza Society. He made regular trips to AirVenture. He thoroughly enjoyed sharing his passion for flight with others, especially first-time fliers and children.

Dave was a faithful 49½, accompanying Susan to many Ninety-Nines events.

— *Susan Biba*

## **FRANCIS CLARK** **49½ of Pat Clark** **Golden Triangle Chapter**

Francis L. Clark, 87, a retired Marine Corps colonel, passed away Sunday, December 28, 2008.

He was born March 2, 1921, in Beaver Creek, Minnesota to Francis and Honora Clark. Francis served in the Marine Corps from 1941 until he retired in 1978, serving during World War II and the Korean War. During World War II, a treasured experience was flying wingman with his hero Charles Lindbergh. He married Patience Millard on April 26, 1946. Fran's passions included his family and friends, flying his airplane, traveling all over the world and playing bridge. He was an electrical and body engineer for Ford Motor Company.

— *Beverly Stephens*

## **STERLING HIGHT,** **49½ of Marie Hight** **Wisconsin Chapter**

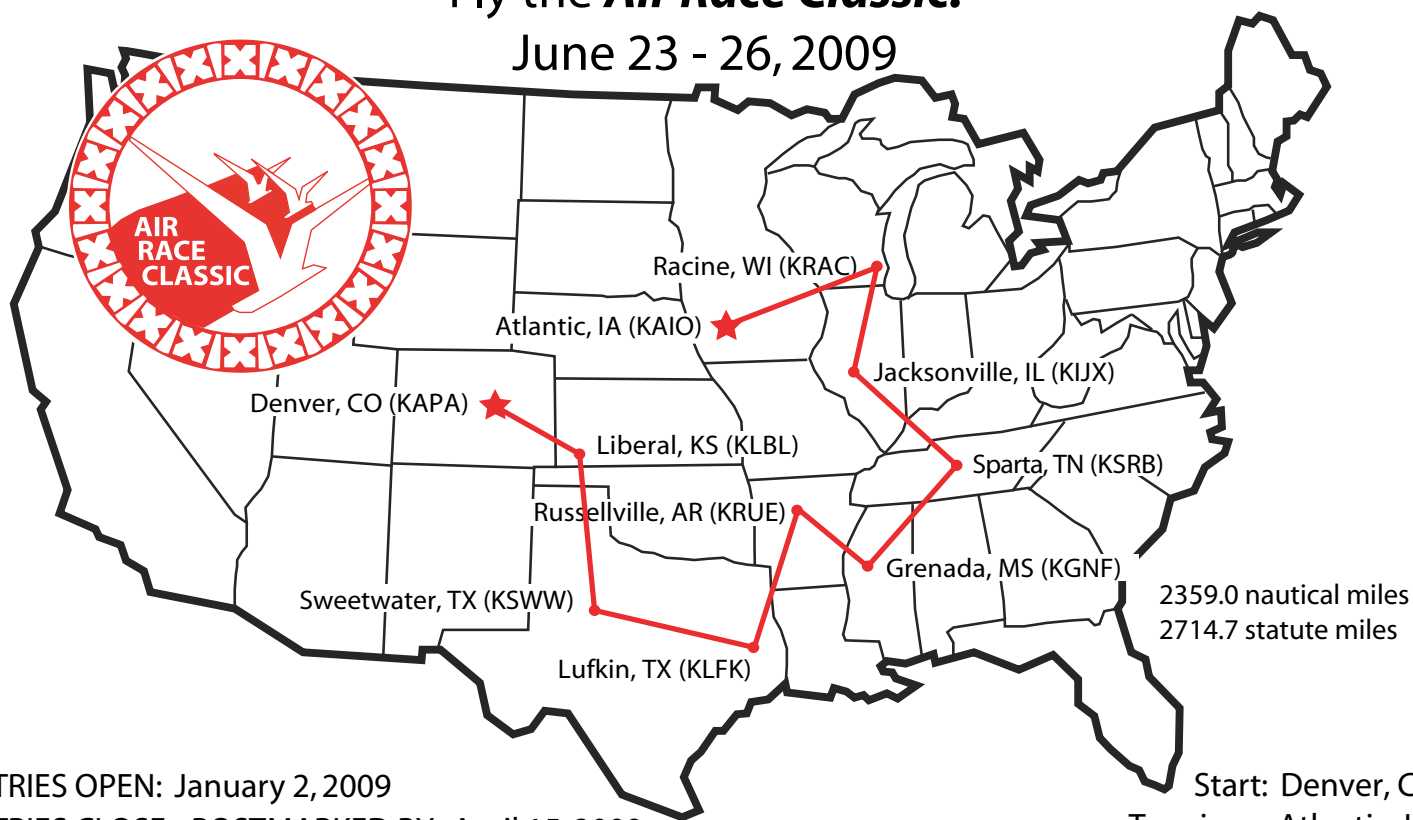
Sterling Hight, husband to Wisconsin Chapter member Marie Hight, passed away on August 11, 2008. Sterling served in WWII, the Army Air Corps and USAF. He was a veteran of 32 years of service as a pilot and also was an aeronautical engineer.

— *Christy Stark*

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