

99 News

The Official Magazine of the International Organization of Women Pilots

November/December 2012

A Garden of Pioneers



Remembrance Record Setters





99 News

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

The 99 News

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Suite A
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73159-1140

Email:

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Online Form:

ninety-nines.org/99newsreports.html

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

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PERPETUAL CALENDAR

2013

JANUARY

15 **2013 International Awards Deadline.** Send your one page nomination to International Headquarters (see page 5 for more information). Contact Linda Cain, International Awards Chairman, at lcain8203@aol.com, 703-669-6326.

31 **Deadline to apply for Eastern New England Chapter and New England Section 2013 scholarships** for flight training or college. The applicant must be either a resident of one of the six New England states or studying in New England. For questions and applications for all four scholarships, email lmaarch@aol.com or mail to 93A Groton St., Pepperell, MA 01463.

FEBRUARY

1 **Due date for submissions to the 99 News** for the March/April issue.

MARCH

1 **Due date for submissions to the 99 News** for the May/June issue.

1-2 **Spring Board Meeting.** Contact Headquarters for additional information

19-21 **North Central Section Spring Meeting,** Cleveland, Ohio. Contact Deborah Downey at 216-496-5741, dldowney@roadrunner.com or Evelyn Moore at 440-257-2793, ermoore@oh.rr.com.

APRIL

5-6 **2013 New England Section Meeting** hosted by the Connecticut Chapter. For more information, visit womenpilotsnewengland.org.

19-21 **North Central Section Spring Meeting,** Cleveland, Ohio. For more info contact Deborah Downey, 216-496-5741, dldowney@roadrunner.com or Evelyn Moore, 440-257-2793, ermoore@oh.rr.com.

MAY

2-5 **SWS Section Meeting,** Bakersfield, California, Bakersfield Marriot at the Convention Center, 801 Truxton Ave. Hosted by the Bakersfield Chapter. For more information, contact Elaine LeCain at 661-319-8565 or elecain@hotmail.com.

JUNE

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

JULY

10-13 **Ninety-Nines International Conference,** Bozeman, Montana.

AUGUST

1 **Due date for submissions to the 99 News** for the September/October issue.

NOVEMBER

1-2 **Fall Board Meeting.** Contact Headquarters for additional information

On the Cover

The Santa Maria Chapter transformed a weedy eyesore at the Santa Maria Airport into a beautiful garden honoring women's role in aviation throughout history. Visually depicting this theme is a large mural created by Santa Maria Ninety-Nine Sunni Gibbons. It includes seven panels portraying a different era of women in aviation: Pioneers, Record-Setters, National Heroines, Standard Bearers, Risk Takers, Warriors and Explorers.

Mural art © 2012
Sunni Gibbons

NEW ENGLAND SCHOLARSHIPS

Four New England area scholarships are available, three offered by the Eastern New England Chapter and one by the New England Section. Applicants must be attending school or live in the area. Two of the scholarships are open to both women and men.

The Eastern New England Scholarships for 2012 are: Pat Theberge Honorary Scholarship, William Bridge Scholarship, Ann Wood-Kelly Memorial Scholarship.

The New England Section offers a scholarship in memory of New Hampshire aviator Shirley Mahn.

For questions and applications for all four scholarships, email your request to lmaarch@aol.com or mail to Linda Moody, 93A Groton St., Pepperell, MA 01463. Completed applications must be postmarked no later than January 31, 2013.

— Linda Moody

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

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

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Former astronaut Lt. Gen. Susan Helms spoke during the dedication ceremony of the Memorial Garden at the Santa Maria Museum of Flight.



Members of the Arabian Section enjoyed the jet flights simulators at Jordan Airline Training Simulation (JATS).

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President's Page

BY MARTHA PHILLIPS, International President

The Ninety-Nines had a very successful presence at the AOPA Aviation Summit in Palm Springs in October. I was so pleased with the number of new members who joined (welcome!) and the reinstating members who came by to renew their membership with us (welcome back!). We all enjoyed speaking with potential members, especially those who are just now getting into the field of aviation and requested information from us. Whether or not we signed up with The 99s at a trade show or met someone who was a 99, all of us can remember how we first became acquainted with The 99s and who or what made us decide to join.

My husband Art was actually the first person to make me aware of The Ninety-Nines. I was a student pilot flying out of the Van Nuys, California Airport and he introduced me to Jeanne Fenimore of the San Fernando Valley Chapter. There was a brief discussion about their scholarship program, but at that time I wasn't sure that I wanted to get my certificate, thinking that I'd rather just be a competent right-seater. Later, after we bought a plane and I was taking lessons at Camarillo, we decided to attend a Safety Seminar sponsored by

a local pilots' group and the Santa Paula Chapter (previous name of today's Ventura County Chapter). The men from the pilots' group gave the program, and I noticed that The 99s only served refreshments ... punch and cookies. I remarked that I didn't want to belong to a women's group that only made cookies.

Fast forward to a few years later after I had earned my pilot's certificate. I was attending another Safety Seminar, this time wholly sponsored by that same Chapter. Pat Thomas, their Chapter Chairman, approached me and convinced me to come to a meeting. I was surprised to find out all of the things done by The 99s and which rarely involve baking cookies. Obviously, I joined and became a dedicated member of the Chapter, serving as Secretary, Chairman and many years as Membership Chairman. I also happily joined in providing cookies during our annual "Treats to the Towers" program, laughing to myself while doing so.

When I was inaugurated as Governor of the Southwest Section, not only did I receive the gavel, but Jeanne Fenimore and Jan Gageby of the Reno Area Chapter surprised me in front of the attendees with

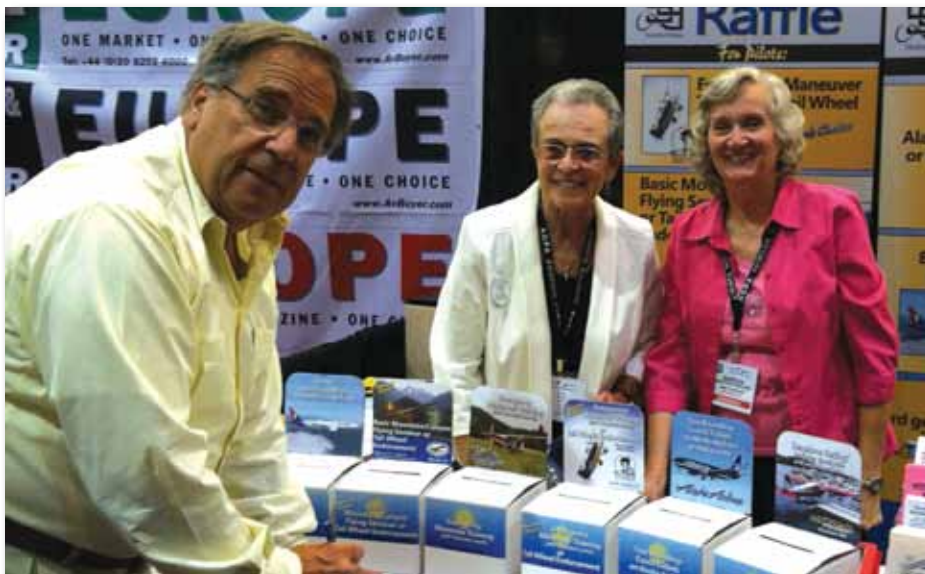


a plate of cookies, and of course, I had to share the story. (I made them promise not to do that again during my installation this July.) The cookies were good, though.

The point of the story is that while we all do enjoy the social aspects of belonging to The 99s, we should be emphasizing all the educational and charitable aspects that are our reason for being and that allow us to be a 501(c)(3) non-profit organization. These and the multiple benefits of membership should be brought out when discussing The 99s with reporters, other organizations, as well as prospective members.

Our Chapter and Section Membership Chairmen do a wonderful job; however, they shouldn't be the only ones recruiting new members. Each one of us can contact other women pilots and student pilots and inspire them to join this unique and valuable organization. Why not utilize people outside The 99s to recruit as well? Encourage your spouses, significant others, friends, flight instructors and others to spread the word about us.

One of our local student pilots was referred to us by her flight surgeon. While filling out her student medical certificate, the doctor suggested that she ought to join The 99s. She explained that she didn't normally like to join women's groups; she found that they often sat around and gossiped. He responded, "But The 99s gossip about their airplanes." I loved it.



Craig Fuller, President and CEO of AOPA, buys raffle tickets at The 99s booth with Susan Liebeler, Fund Raising Chairman, and Martha Phillips looking on.

Nominees Invited to Apply for 2013 International Awards

By Linda Cain, International Awards Chairman

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2013 International Conference in Bozeman, Montana. The deadline for submitting nominations is **January 15, 2013**.

Award	Description of Award	Who May Be Nominated
Award of Achievement (for Ninety-Nines)	Three separate Awards of Achievement may be presented for Contributions to The Ninety-Nines; for Contributions to Aviation; for Humanitarian Efforts.	An individual member of The Ninety-Nines (living or deceased); a group of 99s; or an organization within The Ninety-Nines, such as a Chapter, Section, Committee or Trust. An individual recipient must be a current member or have been a current member at the time of her death.
Award of Merit (for non-Ninety-Nines)	Recognizes a significant contribution to any facet of aviation, such as aviation or aerospace education, aviation science, aviation history, aviation commerce, aviation legislation, etc.	An individual (male or female, living or deceased) or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.
George Palmer Putnam Award (for non-Ninety-Nines)	Recognizes support provided to The Ninety-Nines by an individual (male or female, living or deceased) or an organization. The contribution may have occurred in the past or present, as a single action or a series of events.	An individual (male or female, living or deceased), or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.



Deborah Rihn-Harvey, winner of this year's Award of Achievement for Contributions to Aviation.

Who may submit nominations? A Ninety-Nines Chapter, Section, or Trust.

How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address and telephone number of the nominee or the nominee's next-of-kin if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee. Nominations should be received by the deadline of **January 15, 2013**. Note: Previous nominees may be resubmitted.

Questions? Contact Linda Cain, International Awards Chairman, at lcain8203@aol.com, 703-669-6326.



PILOT CAREERS: The Aviation Career Marathon

BY DONNA MILLER
International Careers Committee

In addition to flying, I enjoy running. I can take my shoes on my layovers and explore cities on foot at a slightly faster pace than walking. What I have come to understand is that an aviation career and a marathon are quite similar, and because of their similarities, I have come to enjoy both even more.

When I first started running, I meant business. I trained hard, ate for nutrition and when race day came, I wrote the splits for every mile on my arm. I could tell at every mile marker if I was ahead or behind my pace. I did well and even won a few races. But something was missing. After the race, runners sat around talking about, well, running. Imagine pilots flying all day, then retiring to a hangar to talk about, say, flying! After a beautiful marathon in Anchorage, the runners talked about the scenery, and one even saw a moose! ...just beyond the stream...before the meadow with the wildflowers... “What stream?” I thought to myself. “What meadow?” “Were there wildflowers?” I was so busy pacing myself and calculating my time, I had missed an entire aspect of the run.

Lately, I’ve been paying closer attention at work, and I see that in some of the pilots. Young pilots are focused on moving up the career ladder. They are not just building time; they are building the right time for the career they are pursuing. Multi time-check! Turbine time-check! Turbine PIC time-check! Application at Airline X-Submitted! Application at Airline Y-Ready! Logbook-

Updated! But wait! How was your flight today? Do you have a favorite layover city?

I ask pilots what they love about their flying job. I ask retiring pilots what they will miss most. I ask retired pilots what they would have done differently during their careers.

I hope to have many years to enjoy this amazing career that we have carved out. I don’t want to miss the subtle but amazing aspects of a job that offers so much. It’s easy to get caught up in the busy-ness of flying. Yes, there are checkrides to prepare for, and some days can be downright exhausting. There is uncertainty in the industry and difficult coworkers and passengers.

But there is also the beauty of the world from above. There is the joy of taking make-a-wish families to Disney World and the true gratitude of fearful flyers for your skill that carried them safely to their destination.

In running, I have slowed down. I still register for marathons and joke that I am getting the most out of my entrant’s fee because I spend more time on the course. I carry a camera, and if I see something beautiful along the route, I take a picture. I don’t write splits on my arm anymore. I have taken that philosophy to flying too. I take more time to appreciate all that is good about this career and less time to gripe. Because in the long run, both in running and flying, isn’t that the point?

PRO 99s PROFILE: Captain Nancy McGinnis

BY BETSY DONOVAN, International Careers Committee

Shortly after getting married, Captain Nancy McGinnis’ private pilot husband took her flying. After they landed she signed up for lessons on the spot. Nancy’s instructor, Evelyn Johnson encouraged her to pursue an aviation career.

After earning her CFI, Nancy closed a horticulture business and opened a flight school. She owned and operated the school for about eight years, flew charter freight for a year and a half and then was hired by the airlines.

Flying for 27 years, professionally for about 23 years, Nancy has a CFI, CFII, MEI, and ATP, as well as EMB types in the 110 and 145. She is a captain on the Embraer 145 with ExpressJet Airlines. Based at Chicago O’Hare, Nancy has been with ExpressJet for 12 years. A Ninety-Nine for 26 years, Nancy is the scholarship chair of the Tennessee Chapter. She won an AE scholarship for her multiengine rating in 1990.

Nancy’s advice: “Find out what you want to do (not



Nancy McGinnis and her nephew, Daniel Johnson.

what someone else may think is right for you). Follow your bliss! Don’t be afraid to try something new, it could lead to a great experience. Think positive. And, take time to enjoy the scenery, even at 37,000 feet!”



Alaska Float Tales

*How I survived the wild and
finally became a seaplane pilot*

BY CYNTHIA SPERBERG-HART
Bay Cities Chapter

*A seaplane sits placidly at the dock,
surrounded by the beauty of Alaska.*

“I don’t want to die!” I thought after my first flight in Alaska. Not glee or feelings of conquering the skies, I was experiencing a touch of pure terror.

The flight had been going well, and at first, other than feeling completely clumsy in such a wonderfully performing plane as the Super Cub, I was thinking “I can really like this seaplane stuff.”

That was, until out of nowhere on a climb-out from an aborted landing because of wind gusts, I got knocked sideways into a very uncomfortable angle and had to fight against an invisible force pushing us downwards and sideways. Phil, one of the two amazing instructors I flew with at Alaska Float Ratings, said, “I haven’t seen winds like this before.” It was at that point I realized I had gotten myself into exactly what I had wanted but suddenly didn’t feel ready for. My new primary goal was not a rating, but survival.

I am not the most experienced pilot. I have under 200 hours. Most of these hours I’ve challenged myself to become a better pilot by trying something new: tailwheel, aerobatics, instrument training, volunteer flying. I really want to fly, and to fly well. This is why I chose Alaska Float Ratings over all the other schools. I want to be a seaplane pilot, but landing and maneuvering on water can be tricky business, and

I’ve seen it done badly.

I first thought about landing on water long before I ever thought about flying, watching my adopted sparrow, Bomber, bust through the bubbles of my bathwater as a child – hence the name. He was always spitting mad when my mom pulled him out, and would try again when we least expected it.

When I won the Amelia Earhart Memorial Scholarship to obtain my seaplane rating, I was finally able to realize this dream, and I guess you could say a little part of “the Bomb” came with me. I definitely felt his determination; what I was trying to ignore was his lack of skill. My chances of survival after a bad landing are very different from a bird, and visions of Bomber dropping through the bubbles raced through my mind as we descended for the second time over Trail Lake. It was then that I witnessed my first “touchdown, shutdown and let it slide.”

By the end of five days in Moose Pass, most of them in the nasty weather I had dreaded, I finally embraced my fear, mastered glassy water landings and started my new life as a seaplane pilot. These are just a few of the lessons I brought back with me

Managing Fear:

Flying floats is much more than landing and taking off on a wet surface. It’s

about thought process, observing your environment, reading the water, knowing your aircraft and being acutely aware of your own limitations, capabilities and mindset. As Vern Kingsford (owner of Alaska Float Ratings) likes to say, “It’s good to be afraid.” I took that as assurance I was learning the right lesson, but it didn’t make me feel any better.

Over the few years that I have been flying, I’ve noticed that it’s easy to fall into a false sense of security. As a student pilot, you’re afraid. You think of everything that can go wrong. As your skills get better, you sometimes skim over the process, pay less attention and think that “ease” is what makes a good pilot. I agree to a point. I like ease. Who wants an uptight pilot? I also believe that a little nervousness is helpful. When I used to perform on stage, it was common knowledge that if you were to relax, your performance was not going to be as good as it could be. I realized this is what Vern was talking about. It’s not as apparent that things can go wrong in places with more stable environmental conditions. In Alaska, though, anything can happen, and if you aren’t ready, it knocks you sideways.

Knowing Your Environment

Moose Pass is an amazing place to fly, with so many hidden lakes, colored



Cynthia, center, with the crew at Alaska Float Ratings. From left Bill, Jim, Darlene and Phil.



The flight school's dock mascot.

deep vibrant blue to milky glacier white and green. The mountains come out at you, and the earth seems to rise and drop beneath you in extremes. I like to say the place is like a mix of Hawaii and Yosemite on steroids. There is green all around, with countless waterfalls and lily pads on lakes. Every once in a while the landscape below is punctuated by a lone cabin for hunters and fisherman, accessible only by plane.

The tops of the mountains are so high they are barren and majestic. Glaciers and ice caps can be seen for miles behind this backdrop. The wildlife come out to view you with quiet curiosity, like the time we did a slow pass past a black bear that then decided to sit down and watch us pass. Or the eagle that perched alertly in a tree top, its head following our path as we turned from downwind, base, then final on what had to be our seventh confined area landing.

One day it can be sunny and warm, the next freezing. The winds travel along these valleys and peaks with unpredictability, and overcast skies can cloud the mountaintops for the better part of the day. This was my experience at least, and what I learned quickly is that you have to be ahead of your plane. Know where you are going to land and which ways the wind

may be coming, because it's usually not just in one direction.

There are many ways to observe the environment. Reading the water is one way to do this. You can see a gust coming, its speed and if it is likely to dissipate by recognizing its pattern on the water surface. Same goes for downdrafts, and if you know the area well, you can utilize the updrafts for extra lift on climb out.

In order to focus your attention outside for terrain and possible landing spots, though, you have to know that your checklists are finished and that you're not flying with your water rudders down, for instance. There are strategies to keep you focused, like talking through every movement, what you see, what your intentions are and at what point you'll switch strategies should things change. This is especially important and gives the creative process of seaplane flying systematic structure to handle the flying part with precision.

Plane Monogamy

As a pilot who rents planes, I've been quite non-committal. I liked this freedom, and flying different planes is, well, exciting. However, from now on, I am going to try to stay monogamous. Some of the maneuvers that are commonplace to most

Alaska pilots are a much more extreme form of flying than I am used to. Frankly, a Super Cub can do amazing things in the air well – tight turns, great power, etc. It's how they are meant to fly. This made me very uncomfortable. I barely push the limits, especially in aircraft I don't fly often. Now I was doing steep banks, and this was considered normal! I got used to this once I started to realize how Super Cubs are meant to be flown. Knowing your plane and what it can do is probably one of the most important skills a pilot can develop. It'll be hard as a pilot looking for the least expensive rental to stay current, but it's definitely worth it.

Seaplane Pilots Have "Attitude"

Probably the most practiced behavior of every seaplane pilot is attitude! And yes, I mean this in both ways. As a seaplane pilot, you have to be scared but can't rush the process either. I found this out the hard way when trying to deal with my anxiety during my check ride. Vern said, "Cynthia, stop and take 10 breaths."

Over and over the instructors said, "Slow down, don't rush." You can't be observant and rush at the same time. You miss crucial steps. My problem is that when I'm nervous, I may calmly manipu-



Cynthia in front of the school, happy to be in Alaska and working toward her seaplane rating.



Cynthia flew over stunning scenery in Alaska, including this ice cap and glacier.

late the aircraft but my mouth is going a mile a minute! Both the mental and the physical need to be in sync to function safely. Patience is hard when all you want to do is feel the water on the floats. It's easy to try to pop it down and be done with it. Especially when weather is bad or water conditions are changing out of your favor. You must be patient, though, to set the optimal pitch angle/attitude and ease the plane to touchdown with power. Patience and observation are key. It's a practice and a mindset.

The second part of attitude that a seaplane pilot must have is never giving up. Seaplane flying is an art form, one that requires precision similar to instrument flying but creative and interpreted visually outside the aircraft. This can be hard for any pilot, especially when environmental factors are so different and the risks of making a mistake have a much dimmer outcome. It's easy to lose patience with yourself. Darlene, chief flight instructor at AFR and my other amazing instructor, helped me through a very frustrating moment saying, "You can't get mad at yourself. You just have to ask yourself what you can do better next time." The second part is easy, the first part was not. I've heard that sometimes students think

of giving up or taking a less demanding course. But it wouldn't make you a better pilot. This thought is what kept me going, and I'm glad I did.

At the end of it all, the "glee" did come. Especially when I took a scenic flight with Darlene to bear watch and see the glaciers. This was one of my favorite times flying ever. I never would have imagined this after my first flight. Having to embrace my fear every day was a hard lesson to learn.

It was especially difficult after Vern sat us down to watch the Red Asphalt version of seaplane training videos a few days into training! Vern does this because he wants us to be scared, or at least cognizant of what could happen if we get complacent. He has spent decades flying passengers and students in Alaska. He has seen many people die. As pilots, we have a responsibility to ourselves and those we carry to be a little scared sometimes – especially if it keeps everyone safe.

I made a dream come true in Alaska and found an amazing aviation family that I will never forget. What's more, I survived! And I can thank everyone at Alaska Float Ratings for helping me and "The Bomb" to finally land on water and for all the life lessons that come from risking your life on floats!

We are gaining altitude in our climb to the One Million Dollar mark thanks to your generous donations.

Please continue to help us reach the assigned flight level!





Cynthia Madsen

Pen or Plane – New 99s Secretary Prepared

BY SARAH BYRN RICKMAN
All-Ohio Chapter

“Camaraderie and support are what The Ninety-Nines are all about. We are the world’s biggest sorority.”

Photo above, Cynthia in September at a meeting of The Chicago Area Chapter in a member’s home. She’s sharpening pencils in preparation for Girl Scout Badge Day, an event that drew 100 girls to DuPage Airport in West Chicago, Illinois.

“If anybody is looking for a copilot for a flight to Alaska, call me,” Cynthia Madsen, newly elected Ninety-Nines International Secretary, said — most emphatically — when being interviewed for this article.

“Prepared” aptly describes Cynthia’s approach to flying and to life — whether it’s a cross-country flight to Alaska, exposing kids to the wonders of aviation or becoming Secretary of this 4,800-plus-member organization of women pilots.

Aviation entered her world early. Growing up in the shadow of Chicago’s Midway — “the world’s busiest airport” — Cynthia watched the nighttime arrivals, landing lights shining on her house, her street, her neighborhood. “When my sister and I played records, sometimes we

could hear the tower transmissions coming through the record player. I used to pretend I was a controller.”

Actual flight came some years later when Cynthia, married and the mother of a 10-year-old son, found a \$10 coupon good for a 20-minute airplane ride at nearby Howell Airport. “The three of us went up, my son in the copilot’s seat. We flew over our house. Afterwards, I told my husband I wondered what it would be like to do that by myself.

“Ralph said, ‘You’ll never know if you don’t try it.’ So I began lessons, and from then on he would prod me when I needed it. I call him ‘the wind beneath my wings.’”

On Easter Sunday, 1985, Cynthia received her private certificate. Her first passenger was Ralph. Soon after, she

bought the Piper Cherokee 140 in which she had just logged 40 hours. The Madsens began flying, making trips to both coasts and northern Canada, competing in, and sometimes winning, air races. Ralph turned out to be a great navigator and copilot. In 1989, he got his pilot certificate, but “that’s as far as he wanted to go.” Cynthia remained the primary pilot.

Secretarial jobs were her forté through much of her working life. Cynthia types 75 words per minute, takes 100 wpm shorthand and is computer-program-and-applications fluent. Among her accomplishments, she earned her paralegal certificate (with honors) in 1992 while working for Amoco in downtown Chicago. After that, she joined Amoco’s Human Resources team.

Cynthia joined The Ninety-Nines in 1986, and since then she has, unselfishly, volunteered her considerable skills by taking on ever greater Chapter and Section responsibilities.

Bringing the marvels of aviation to young people is important to Cynthia. She was a charter member of, and secretary to, the Advisory Board of the two-year Project Higher Ed through South Suburban College (SSC) in South Holland, Illinois. She also served as project liaison during its two-year duration.

“Four of us, including the professor who created the program and obtained the Project: Higher Ed congressional grant, went into grammar schools, some of them inner-city. We taught sessions touching on all facets of aviation — aerodynamics, careers, math, figuring fuel, airspeed, track on a sectional chart.”

Illinois Congressman Jesse Jackson Jr. secured the grant for the college. “Kids need to know that the world is bigger than the block you live on and you are not confined to that block.”

Cynthia has flown more than 100 Young Eagles. When Meigs Field was operational and the Tuskegee Airmen ran the Young Eagles flights there, she flew for them. “The kids listened when those guys talked to them.”

She well remembers the excitement of one young girl who, while they were flying south along the shore of Lake Michigan,



Cynthia attending a screening of the movie Amelia.

recognized the housing development she lived in and spotted her apartment. “Those kids didn’t have cameras. I sent them photos taken from the air. I used to get Christmas cards from some of those Young Eagles.” Cynthia considers it significant that her Young Eagle Number 99 was a girl.

In December 2011, Cynthia found it necessary to sell her beloved Cherokee — by then greatly modified due to her TLC.

Her heart breaks a little every time she talks about it. She had hoped to fly it to Alaska. That’s why the interest in making such a flight with a fellow Ninety-Nine. She hasn’t given up hope. She stays prepared.

“I’m the queen of long distance flying in a small airplane. I take it one leg at a time. I plan as much as possible on the ground before I ever take to the air. Everything covered while still on the ground means less chance of a surprise in the air.”

As an International officer, Cynthia wants to see The Ninety-Nines advance technologically “to where we really should be.” She has the skills to lead us there. She also wants to make a concerted effort to find out and address what women pilots of today need.

“It’s changed. In the past, we had many women who flew because their husbands flew. Flying was social. Now so many women are commercial pilots. Aviation is their business. We need to provide help for them. How can we, The Ninety-Nines, be of value to them? What can we do to make it easier for them to do what they do?”

“Camaraderie and support are what The Ninety-Nines are all about. We *are* the world’s biggest sorority.”



Cynthia with her husband Ralph and her son when she graduated from South Suburban College last year.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

ALSABER, Dima Omar, Arabian Section
BATEMAN, Edna, Georgia Chapter
BODIE, Pamela, Central Oregon Chapter
BONNAR, Jean-Marie, Fresno Chapter
BRYNGELSON, Renee, Iowa Chapter
CRANE, Pamela, San Antonio Chapter
DOWNING, Pam, Monterey Bay Chapter
FAILING, Joyce, Long Beach Chapter
GOLLIN, Joanna Mary, Paradise Coast Chapter
GREEN, Karen, Central Oregon Chapter
HANSEBOUT, Diane, Maple Leaf Chapter
HARTL, Giselle, Kitty Hawk Chapter
HILL, Marnie, Colorado Chapter
HIVERT, Amandine, French Section
HROMEK-SAWYER, Diane, Chicago Area Chapter
KIKUKAWA, Haruko, Aloha Chapter
LOCKARD, Lisa, Iowa Chapter
MAYER, Celeste, Kitty Hawk Chapter
MELLAS, Ann Marie, Connecticut Chapter
OLSON, Jimmie Clark, Minnesota Chapter
REYNA, Elaine Anne Laynee, Monterey Bay Chapter
SLOTSKY, Ilana, Florida Goldcoast Chapter
SMITH, Christina, Kansas Chapter
SRIKURUWAL, Pornthip, India Section
STEWART, Kathryn, Eastern New England Chapter
STORM, Patricia, Ambassador Chapter
SWETT, Jennifer, Eastern New England Chapter
TORUNO, Nastassia, San Gabriel Valley Chapter
TYLER, Laura, San Antonio Chapter
VYETCHNOST, Rebecca, Colorado Chapter
WILDMAN, Belinda, Coyote Country Chapter

Welcome New Members

ABEL, Melanie Marie, Indiana Chapter
ADAMS, Susan Naylor, Central Pennsylvania Chapter
ALDERMAN, Carol, Mid-Columbia Chapter
ARCAMUZI, Stephanie, Memphis Chapter
AULT, Kimberly, Michigan Chapter
BARTO, Tamara (F), Aloha Chapter
BASS, Lindsey Gamell (F), Florida Spaceport Chapter
BOUDREAUX, Rachel (F), Fort Worth Chapter
COLEMAN, Christine, Kentucky Bluegrass Chapter
COLEMAN, Gloria Auditor, Aloha Chapter
CONTE, Stephanie, Long Island Chapter
COX CHAMBERLAIN, Jessica, Tucson Chapter
DAVIS, Marjorie (F), Eastern Pennsylvania Chapter
DENOBLE, Sarah (F), Hampton Roads Chapter
DIENSTBIER, Chantal, Manitoba Chapter
DIGRAZIA, Jordan, Chicago Area Chapter
ELLINGHAUS, Miranda (F), Dallas Chapter
ELLINGHOUSE, Carol, Colorado Chapter
ELUWAWALAGE, Damayanthie, New York Capital District
GARNICK, Nan, Central Oregon Chapter
GATHMAN, Laura Beth, San Diego Chapter
GOLINOWSKI, Marina, Maple Leaf Chapter
GORDON, Dallas (F), Alberta Chapter
GORDON, Jenifer, Ventura County Chapter
GRAHAM, Julia Astra, Aloha Chapter
GREENWOOD, Kaitlin (F), Greater Kansas City Chapter
GRIEPSMA, Anna (F), Bakersfield Chapter
HARVEY, Mary, Wisconsin Chapter



Rachel Boudreaux
Fort Worth Chapter

It's all in the family. Rachel is the great-granddaughter of Mary Elizabeth Owens, a member in the early 1930s.

HECKER, Penelope (F), Orange County Chapter
HLYNKA, Daniella, British Columbia Coast Chapter
JETTE, Aimee, Connecticut Chapter
KOHN, Dale, Carolinas Chapter
LEWIS, Sue, San Luis Obispo County Chapter
LONGSTRETH, Helen, Tulsa Chapter
LORESCH, Stephani, Utah Chapter
LOUIS, Rachel, British Columbia Coast Chapter
LUNIN, Elina Azcurra, Paradise Coast Chapter
MATAR, Houda, Arabian Section
MATTONI, Christine Eve (F), Ventura County Chapter
MCBRIDE, Heidi, Central Oregon Chapter
MICHAEL, Erin, Houston Chapter
MICHAEL, Holly, Greater Kansas City Chapter
MIGHELL, Cathy, Intermountain Chapter
MILIAN RODRIGUEZ, Emma, Ambassador Chapter
MORRIS, Mary (F), Fort Worth Chapter
NICHOLS, Beverly (F), Ventura County Chapter
ODELL, Janice, San Luis Obispo County Chapter
ORAN, Samar, Arabian Section
ORR, Amelia (F), British Columbia Coast Chapter
OYRES, Heidi, Ventura County Chapter
PAYA, Anne, Central Oregon Chapter
PIBERNUS, Zasha, Embry-Riddle Daytona Chapter
PINNIX, Ashley (F), Kitty Hawk Chapter
POTIER, Rossana Cortes Ferraresi, Brazil Section
RANDAZZO, Meredith, Kitty Hawk Chapter
RATLIFF, Taylor (F), Oklahoma Chapter
RHUDY, Emily (F), San Antonio Chapter
RICHARDSON, Lindsey, Oklahoma Chapter
ROBERTS, Elizabeth, Central Pennsylvania Chapter
RUIZ, Mary Ann (F), North Jersey Chapter
SCHULZ, Karen, German Section
SCRIVER, Sarah (F), British Columbia Coast Chapter
SMITH CHUNG, Courtney, Phoenix Chapter
SMITH, Anne Laure (F), Marin County Chapter
SMITH, Margaret Ann (F), Ventura County Chapter
SMITH-BRETON, Nadine, British Columbia Coast Chapter
SMYTHE, Laura, Dallas Chapter
STAPLES, Brenda, Brazos River Chapter
STAUNTON, Melissa, Reno Area Chapter
SUDDUTH, Arlene, Antelope Valley Chapter
TIETJEN, Cynthia (F), San Joaquin Valley Chapter
TOME, Keli, Brazil Section
WANG, Nora (F), Antelope Valley Chapter
WATSON, Keely, San Diego Chapter
WHITEFORD, Colleen (F), Old Dominion Chapter
WOLF, Lacey, Columbia Cascade Chapter
YAN, Li (F), Arabian Section
ZEIGLER, Kristine (F), Bay Cities Chapter



The Vulture Strikes

KIMBERLY J. HERZING
Kitty Hawk Chapter

My flight on September 1 was not exactly what you'd classify as normal. My best friend (from middle school) and her family came down from upstate New York to spend Labor Day weekend with me. Her husband *finally* agreed that I could take the boys on their first flight in a single engine airplane. Jacob is 10 years old and Bruce is 13 years old. Jacob wanted to go first. I am *so* grateful he was the first passenger as he is much shorter than his older brother.

I preflighted the plane and briefed my young passenger. Since it was Jacob's very first flight, I explained we would remain in the pattern and then assess if he liked it. As we departed runway 02 in the Cessna 152 at Causey (2A5) airport in Julian, North Carolina, I looked over to gauge his response. He had his camera in hand and began taking pictures. I pointed out some birds above us as we turned crosswind to keep him engaged.

I had just announced our turn to downwind when suddenly a turkey vulture hit the prop and went through the windshield. I immediately looked over at Jacob and saw part of the windshield in his lap and saw that his face was covered in blood. The vulture flew over his head and landed in two pieces in the back of the plane.

Instantly, the emergency procedures I had been taught more than 15 years ago kicked in. I turned the aircraft towards the runway as I spoke in a calm and confident voice to him. I instructed Jacob not to move as I reached over with my right hand to remove the pieces of windshield and place them in the back. We landed on runway 20, pulled onto the taxiway, and I motioned for his parents. They had no idea what had happened but assumed we had returned so suddenly because he had gotten scared during take-off.

I am so happy to report that Jacob did not have one scratch on him! All of the blood (and guts) belonged to the turkey vulture



The turkey vulture took its last flight.



The impact of the turkey vulture destroyed the windshield of the Cessna 152 that Kimberly was piloting.

(I can't even begin to describe how terrible the smell was!). I am a mental health therapist by profession, and my focus was how to prevent any long-term psychological effects to Jacob from this traumatic event.

We spent the next 48 hours with his family processing the event, playing games, giving lots of hugs and cooking together. (We unanimously voted against eating the chicken we had marinating for dinner). Jacob gave names to the two vultures: Larry was the one not paying attention to where he was flying, and Frank was his buddy. According to Jacob, Frank is still flying around trying to figure out what happened to Larry. Jacob's mom reports he is doing very well and wrote his "What I did this summer" essay on his first flight in a single engine plane.



Jacob and Kimberly, happy to be safe back on ground.

I contacted Jennifer Ward and thanked her for being such an amazing flight instructor. I expressed my deep gratitude for all of the fundamental skills she taught me and the emphasis she placed on practicing (and practicing and practicing) emergency procedures. I am glad I learned to fly out of a very small airport (May Airport (NC01) is no longer in existence – the runway was 2400 x 30 feet). In addition, less than a week earlier I spent an hour practicing takeoffs and landings. I think it was a combination of these things (along with some good fortune) that I can share this story. I am happy to report that this experience has increased my confidence in my skills as a pilot, and I can't wait to get back in the air!



Artist Sunni Gibbons.

A 28-foot mural painted by Santa Maria Ninety-Nine Sunni Gibbons is the focal point of a new Memorial Garden created at the Santa Maria Museum of Flight, Santa Maria, California. The mural and storyboards depict women throughout aviation history, from the first licensed woman pilot in America to today's space explorers.

While the garden, with its meandering path outlined by memorial bricks and benches, had been complete for some time, the mural was created in the past eight months. A dedication celebrating the completion of the project was held on September 8 in conjunction with the Fall Southwest Section Meeting in Santa Maria.

Former astronaut Lt. Gen. Susan Helms, who now leads 14th Air Force and Joint Functional Component Command for Space at Vandenberg Air Force Base, spoke during the dedication ceremony. Helms was the first U.S. military woman in space.

The mural features seven 4-by 8-foot panels of aluminum sheeting, each panel depicting a different era of women in aviation and titled according to the general time-frame represented in aviation history: The Pioneers (the earliest women fliers who opened up the field of aviation to all women); The Record-Setters (women who flew in the era of Amelia Earhart, Pancho Barnes and Louise Thaden — the so-called “Golden Age” of aviation); The National Heroines (women aviators of the Women Airforce Service Pilots); The Standard Bearers (women airline and commercial pilots); The Risk-Takers (women aerobatic and test pilots); The Warriors (present day women military pilots); and The Explorers (women astronauts).



The Celebrating Women in Aviation Memorial

BY SUNNI GIBBONS, Santa Maria Chapter



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ration of a l Garden

PHOTOS BY LILIAN DARLING HOLT, Ventura County Chapter (excluding the mural above)

A group that received special attention in the mural is The Warriors, women military pilots, beginning with the Women Airforce Service Pilots (WASP). The WASP will also be recognized in a display organized by The Ninety-Nines inside the museum. Four original WASP uniforms will be on display along with an original WASP patch bearing Fifinella, the WASP mascot created by Walt Disney.

Sunni created computer layouts of the photographic images of historic women aviators she collected with help from Diane Pirman and Cheryl Cooney of the San Luis Obispo Chapter. Signs of Success, a Santa Maria sign company, turned those files into the vivid mural that now adorns the garden wall.

The dedication marks the end of two years of work that turned a weed-filled eyesore at the airport into a focal point. The idea to create the Garden actually began about five years ago when Ninety-Nine Wilma Poage and Santa Maria Museum of Flight Director Mike Geddry were discussing what to do about the unsightly empty lot in front of the western-most hangar on the Museum property.

Wilma presented the idea of a Memorial Garden to honor women's role in the history of aviation to the Santa Maria Valley Chapter, and the first seeds of excitement began.

In the ensuing year, Wilma flew to New Horizons, yet the idea had taken root. It was several months before the Chapter was able to reorganize around the project without Wilma's leadership. Yet the idea had momentum, and soon they formed a small committee to lay out plans and resources.



Storyboards in the Garden provide details about the woman pilots shown in panels.



Lt. Gen. Susan Helms and Sunni Gibbons at the unveiling of Sunni's mural.

By the summer of 2010, a landscape plan was donated by local landscaper Nishimori Landscape and Design. With Jim's plan in hand, they began fundraising and grant writing activities. Soon financial support was provided by professional air show pilot Clay Lacy, as well as funds raised from Chapter raffles and sales at the Thunder Over The Valley Air Show.

As the Chapter's dream started to become a vision, they were faced with the realities of clearing the site of all the overgrown ice plant and weeds. Local Boy Scout Troop 87 volunteered, and on one hot August day in 2011, the project was officially underway. The Scouts prepared the way for the landscaper to begin the grading, lay in the irrigation system and install the decomposed granite walkway.

Additional financing came from two grant awards, one from the Santa Barbara Foundation for the installation of the garden's furniture, the other from the Woods Foundation to cover all of the landscaping.

In November and December, they installed the table and bench sets and the first of the landscaping. Scout Andy Cardinal earned his Eagle Award by building and installing the five presentation stands in the garden. The storyboards on the presenta-

tion stands, along with the 28 foot mural illustrate the Garden's theme: Celebrating Aviation's Heroines.

The mural project was funded in part by the Santa Barbara County Arts Commission. The stories of the individual women represented in the mural will be the subject of the continuation of this project.



Honored WASP Dorothy Rooney (Class 44-3), left, and Elizabeth Dinan at the Santa Maria Museum of Flight.



Marta Peterson sings the National Anthem at the Memorial Garden dedication.

MILESTONES

Maria D'Amato – ATP
Bay Cities Chapter

Rachel Boudreaux – Solo
Fort Worth Chapter

Carin Castillo – Private
Bay Cities Chapter

Elizabeth Collins – 757 Captain,
National Airlines
Reno High Sierra Chapter

Caroline Cranfill – Private
Santa Clara Valley Chapter

Marita Dragten – G-100 & IA-1125
Type Rating
Pikes Peak Chapter

Amanda Faulkner – Solo
Eastern Pennsylvania Chapter

Luci Galgano – Commercial
Ventura County Chapter

Regina Hoffman – Solo
Iowa Chapter

Karen Johnson – Commercial
Multiengine Instrument
Ventura County

Emma Justis – Solo
Reno High Sierra Chapter

Barbara Kirmsse – Private
San Gabriel Valley Chapter

Kjersti Kittelson – Float plane
Minnesota Chapter

Marybeth Martin – Tailwheel
Endorsement
Ventura County Chapter

Deb McGee – Instrument
Iowa Chapter

Beverly Nichols – Solo
Ventura County Chapter

Lori Parker – Multiengine
Ventura County

Nalena Rieder – Tailwheel
Endorsement
Ventura County Chapter

Margaret Smith – Solo
Ventura County

TIME TRAVELS



Gretchen Fraser, Olympic Gold Medal skier and Ninety-Nine, on the slopes at Sun Valley, Idaho. Photo courtesy Sun Valley Resort.

GRETCHEN'S GOLD

The Idaho Ninety-Nines were privileged in years past to fly in to Sun Valley to dine at Gretchen's Cafe with our fellow Ninety-Nine Gretchen Fraser. Gretchen passed away in 1994 at age 75.

Gretchen, a member of the Idaho Chapter, was the first American to win an Olympic gold medal for skiing. She was a member of the 1940 Olympic team, but the games were cancelled due to WWII. Gretchen spent the war years skiing in military training films and rehabilitating wounded and disabled veterans through skiing.

In the 1948 Olympics, she won a gold medal in the women's slalom and a silver in the women's combined event at St. Moritz, Switzerland. Gretchen's home was in Sun Valley, Idaho, where she worked with disabled skiers, mentored aspiring female ski racers and was the skiing movie stand-in for ice skater Sonja Henie.

Gretchen's Gold is a ski run at Sun Valley named for her, as well as Gretchen's Cafe in the Sun Valley Lodge. Her gold medal is on display at the Lodge, and we were proud to receive a replica of that medal, which is located in the 99s Museum of Women Pilots.

— Gene Nora Jessen

For advertising information, specs and rates, or to place an ad, please contact advertisingmgr@ninety-nines.org

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MASTERING THE MOUNTAINS

BY JENNIFER TREESE

In August, Jennifer Treese, one of this year's AE Scholarship recipients, completed her Mountain and Backcountry flight training in Colorado.

Photo above, Jennifer with her instructor Larry Duane.

My training was with Colorado Backcountry Fliers with instructor Larry Duane out of the Vance Brand Airport (LMO) in Longmont, Colorado. I arrived in Denver on Friday, August 10, and that afternoon we met at the airport for the mountain ground lesson. The next day we got an early jump start on our flying because we wanted to be out of the mountains by noon.

We filed our flight plan and departed LMO (Elev. 5,055) in our Cessna 172XP with 210HP and headed for the Granby Airport (GNB). The hardest part of the whole trip was that first leg when we had to cross the Continental Divide. The winds were strong, and at times we were descending despite every attempt to climb. So we'd

turn away from the mountains and head south a bit to see if we could find any lift.

While we were doing this, we saw another small airplane a couple thousand feet above us, crossing the mountains, and we thought, "If they can get up there, so can we!" So we kept trying and trying. At one point we hit the worst turbulence I have ever experienced, and we both flew up and hit our heads. We both promptly tightened our seatbelts!

Finally we found an area of decent lift, and we started to climb at 500 fpm. Woo! Once we got to 12,500 feet, we kept going to 13,000 (but we weren't there for more than 30 minutes, of course!).

We made it over the mountains and started our descent for GNB where the

pattern altitude is 9,000 feet. We did a full stop with a taxi back. Let me tell you, after flying mostly taildraggers for the last year and a half, and usually doing wheel landings, my landing was a little rusty.

We took off behind a beautiful Cessna 180 and headed to McElroy Airfield “Kremmling” (20V), but we already knew we were not going to be landing. When we checked the NOTAMs the night before, the airport was going to be closed due to construction work at the time we were supposed to be landing there.

Next up was Glenwood Springs (GWS) at 7,000 feet. This was probably one of my favorite approaches because the airport is tucked in a valley and you don’t see it until you swing around a mountain (at least from northeast, the way we came in). You have to make a tight downwind-base-final turn, and you don’t see the airport on downwind because of a hill. I only wish we had video or pictures, but I was a little busy trying to focus on landing the airplane, which by the way, was a much better landing!

We departed GWS in the opposite direction and headed to Aspen (ASE), elevation 7,800 feet, pattern altitude 9,000 feet and only 27 nautical miles away. Another very cool approach through the mountains. We made a straight in for RWY 15 and didn’t see the runway until we were about a three mile final. Once we landed, we taxied to RWY 33 for takeoff, dodging line service who wanted us to taxi over and pay what I’m sure was a nice landing fee. We smiled and waved and continued on our way.

After departing ASE, we headed to Leadville (Lake County, LXV), our final stop on our round robin. Leadville has the reputation of being the highest paved airport in North America, so of course I was super excited to check this off my bucket list. The elevation at LXV is 9,927 feet. On the day we were there, density altitude was well over 12,000 feet. We landed there without trouble and taxied to parking. The assistant airport manager came over and met us and walked us to the new terminal building, which was very nice.

I, of course, had to buy a T-shirt saying “I’ve been to Leadville,” and since it was about 65 degrees there, this Arizona girl

decided she also needed a sweatshirt. In addition, I got a certificate saying I indeed made it to Leadville.

We took off from LXV around 11:30 with our purchases and a snack in our bellies and headed for home. As we were climbing out, we experienced some turbulence as the wind was starting to pick up. About the time we got out of the mountains, it was really starting to get bad — right about noon. My instructor knew what he was talking about! We got to dodge some storms on the way back to Longmont.

Once back at LMO, we quickly tied up the airplane as we watched the impending storm start to roll in. That completed day one of flying. I logged just over four hours that day.

The next day started the backcountry flying that would take up the remaining four days. For this part of the training, we would be flying an 180HP Aviat Husky A-1C with 26-inch tundra tires. The first day I had a heck of a time flying the airplane because I could hardly reach the rudder pedals. I used a cushion the next day, and what a world of difference that was. I could actually taxi and see.

We went to quite a few places, including some not listed on a sectional. We landed on dirt, gravel, and for the first time, grass. I loved landing on grass! Some were short, less than 2,000 feet, others a



Jennifer at Leadville with her souvenirs.

Leadville has the reputation of being the highest paved airport in North America, so of course I was super excited to check this off my bucket list. The elevation at LXV is 9,927 feet.



Approaching Glenwood Springs, elevation 7,000 feet.



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little longer, but I don't think any was over 4,000 feet. Some had obstacles at one end, a few had them at both. It was so great to experience the real world situations for all those times I practiced them during private/commercial training. Spot landings were key!

One of my favorite places, probably because it was the most challenging/rewarding, was a private strip. We went there on the last day because it combined all the skills I had learned on the previous days. We flew over the strip first to check out what the wind was doing and noticed it was pretty much right down the runway. At this strip it was land one direction, take off the other, so this meant we'd have a headwind for landing but a tailwind for takeoff.

We decided to land, and on downwind and base you can't see the runway. Once you turn final you are committed. No go-arounds. Fortunately we didn't need a go-around. We did one landing, taxied down to the other end and took off. We then came back for one more landing and made this one a full stop.

We shut down and went and said hello to Steve, the owner, who was watching us. After a short conversation, we were back in the airplane and took off towards Longmont. I have some great video of us landing and taking off there. We had the Drift camera mounted on the wing strut capturing it all. On the way back we practiced "canyon turns," though not in actual canyons. That Husky can turn on a dime!

Overall, this was such a great experience. I learned so much and would not have traded it for anything. Thanks so much to The Ninety-Nines and the AE Scholarship judges and trustees. I'd highly recommend this training to anyone who wants to expand their skills. I feel more confident flying in the mountains and landing off airport.

Now I'm busy studying for my CFI certificate and working on lesson plans. It's so much work, but I know it will all pay off in the end. One day I hope to be teaching the skills that I learned during the training. Until then, I get to have fun practicing them and learning as much as I can.



Approach to Aspen, elevation 7,800 feet.



With the help of family and friends, Pat Crocker takes a rare flight, this time a new adventure in a glider.

Soaring – a Return to Freedom

BY PAT CROCKER, Maple Leaf Chapter

I went flying today. “No biggie,” some of you might say. Believe me though, it was a very big deal. The last time I climbed into an aircraft, a Cessna 172, was in 2008 and, at that, I barely managed it.

My CMT disease, the neuro-muscular dystrophy disorder that I contend with daily, made it an almost insurmountable effort. Climbing up the wheel strut to get into the cockpit was a bear of a challenge, requiring the assistance of my pilot’s 49½. The last time I flew PIC, pilot in command, was 1993. It’s been a long journey since.

My daughter and son-in-law drove me to The London Soaring Club, where they use golf carts to ferry pilots and passengers from the parking lot across the field to the sailplanes. All I had to do was get out of my wheelchair and into a golf cart. I had two strong club members help me into the plane. My personal cushion was positioned on the seat for my comfort. I also sat on a sheet that would be used to pick me up for a smooth egress afterwards.

As a long-time, fixed-wing, powered flight-pilot, I was about to embark on a whole new adventure. Luckily, I had a good

experience right from the moment the tow roll started. I loved the gentle take-off from behind the tail-dragger Champ aircraft. I didn’t mind the vibration noise from the tow rope, but I did note the silence when it disengaged.

I enjoyed the journey doing circuits to gain altitude. It helped that my pilot kept me informed as to what was going on, for instance when the tow rope would be released, around 3,000 feet, that we’d peel right and the tow plane would go to the left.

Then there was southwestern Ontario spread out below me. The clouds were low, around 3,000 feet, but insubstantial for garnering lift. I admit that under such circumstances I rather preferred straight and level flight that does not promote lift.

I was constantly marveling at flight without power. Time was not a factor; time was suspended.

As a pilot used to being able to adjust elements of flight such as engine power and flight surface, I did marvel at the smooth, gradual, controlled descent. I’m sure my pilot deserves credit for this. I quite enjoyed the final turn and approach. And

then it was over, just the final roll left to experience.

I might have benefitted from a Hoyer Lift to get me into and out of the L23 Blanik model of glider. Still, the very kind, accommodating people at the club did a splendid job of hauling me out. I could not get the grin off my face. At no time did I have doubts or apprehension. I felt so comfortable, I was positively serene. It was glorious, every millisecond, every scintilla of the experience.

My capable glider pilot made all the difference. How appropriate the pilot was female. I dedicated my flight to the accumulated Hilda Mickle Tribute Flights that members have made in memory of our dear Ninety-Nine member who died last February.

I knew going in that this memory of flight was going to have to last me the rest of my lifetime. It will.

I wish others may have as wonderful a day as I had. You may have to work for it, sacrifice for it or just be open to let the good days come your way. Here’s to as many glorious flights as each can manage.



Eva Parks, left, Greater Seattle Chapter, and Christine Runte, Registrar at the Museum of Flight holding the only portion of Amelia Earhart's Lockheed 10E Electra to survive after her ground loop in Honolulu.

AMELIA'S GARDEN PARTY AT THE SEATTLE MUSEUM OF FLIGHT

Eva Parks and Bobbi Roe, Greater Seattle members, represented The Ninety-Nines at "Amelia's Garden Party," a kick-off fundraiser sponsored by the Museum of Flight to raise funds in order to purchase a Lockheed 10E for the museum. The restored Electra will be the centerpiece of a permanent Amelia Earhart Exhibit.

— Eva Parks

BECOME A PILOT FAMILY DAY

Become a Pilot Family Day is a fun way to get children interested in aviation. On June 16, Dave and I flew into Dulles airport and taxied to the Udvar-Hazy Air and Space Museum for our second Become a Pilot Day event sponsored by the National Air and Space Museum.

Our aircraft was one of about 45 aircraft parked for display on the ramp. Throughout the day, children climbed onto the wings, peeked inside to see the cockpit, manipulated the stick to move the ailerons, and asked some good questions.

I am already thinking about registering for next year. Applications for next year will be posted on becomeapilot.si.edu/ around February 1.

— Marge Shaffer

ANOTHER HONOR FOR NANCY-BIRD WALTON

The first Qantas Airbus A380 was named *Nancy-Bird Walton* when it was delivered in September 2008, just a few months before the great aviatrix died. Nancy, an Australian Section Ninety-Nine, was recently honored again with NSW Air Ambulance naming the first of its five Kingair 350s after her. The flight nurses chose the name.

"Yet another great honor, so well deserved, especially as Nancy and her Gipsy Moth were the forerunner of the air ambulance, and Nancy was doing this several years before the service was set up in New South Wales (NSW)."

— Christine Robertson and Michael Nelmes



NSW Air Ambulance honored the late Nancy-Bird Walton by naming five Kingair 350s after her.

AMELIA AND THE 99S AT THE FRANKFURT BOOK FAIR

With more than 7,300 exhibitors from over 100 countries, the Frankfurt Book Fair in Germany is the largest and most important book show in the world.

There were notable people in attendance, including a famous personality from the USA — Amelia Earhart. The new, extended edition of her biography, written by Marion Hof, German Section Ninety-Nine, was introduced and savored with a reading by the author.

"It was wonderful to encounter so many visitors who are interested in Amelia Earhart as a person as well as her story. Amelia Earhart and The Ninety-Nines were exceptional and much-admired guests of the book fair."

— Amanda Johnston



Nivedita Bhasin

NIVEDITA BHASIN REACHES HER DREAM IN THE B-787 DREAMLINER

India Section member and senior Air India pilot Capt. Nivedita Bhasin has become the first Indian woman to command the B-787 Dreamliner.

"It was the most beautiful and surreal experience of my life, which I will cherish forever. It was awesome to fly the mint-fresh, brand new B787 from Boeing's Delivery Center at North Charleston, South Carolina," says Nivedita.

"It was also very special, as I got a chance to fly her into Delhi, my home where all my dreams have taken shape, and I was reminded of my first solo in 1979."

— Chanda Budhabatti



Jeanné Willerth and Martha Phillips.

JEANNÉ WILLERTH FAASTEAM REPRESENTATIVE OF THE YEAR

Greater Kansas City Chapter member Jeanné Willerth was named the 2012 National FAAS Team Representative of the Year at Oshkosh by FAA Administrator, Michael Huerta. International President Martha Phillips congratulated Jeanné at the General Aviation Awards luncheon.

— Jeanné Willerth

The Jordanian Skies Welcome International Women Pilots

BY ALIA TWAL
Arabian Section Governor

Women pilots had an epic meeting this year over the Jordanian skies — the first one ever. The Arabian Section, currently consisting of over 30 members and growing, is set to mark their spot in the Arabian map as an empowered team. Gathering all the female pilots out of their extensive schedules across the geographical area that stretches from Lebanon down to Oman was not an easy task.

The event, held September 6-8, was arranged by Arabian Section Governor Alia Twal. The women pilots came for a wonderful flying experience and for the opportunity to network and share views about the role of female pilots in the region.

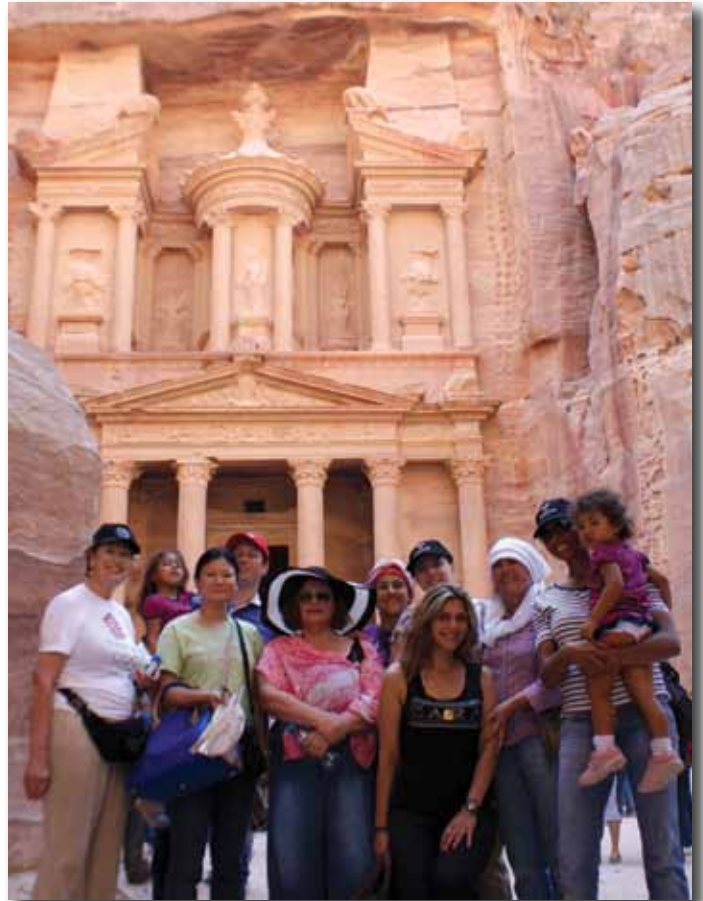
The participants represented a broad spectrum of airline, private and glider pilots who operate in the region. Alia Twal, Yvonne Trueman, Captain Carol Rabadi, Captain Vanessa Umba, Samar Oran, Teressa Quemada, Adelle Nahhas, Hadeel Khamash, Li Yan and Houda Matar attended.

It was a great opportunity to introduce the Arabian Section pilots to Jordan and allow them to experience what this country has to offer from natural beauty, brilliant weather, wealth of history and character, generous hospitality as well as superb flying conditions.

The adventure started in Amman, the Capital of Jordan, where the group met the association's sponsors and ". Throughout the event, the pilots enjoyed a taste of the Jordanian flying experience



A balloon carries several Arab and American members of the Arabian Section aloft over Wadi Rum, the Jordanian Desert also known as the Valley of the Moon. Pictured from left are: Vanessa Umba, Teresa Quemada-Vives, Samar Oran, Yvonne Trueman and Alia Twal.



Touring Section members, Yvonne Trueman, Li Yan, Samar Oran, Houda Matar, Hadeel Khamash, Alia Twal, Teressa Quemada Vives and Vanessa Umba pose in Petra, one of the Seven Wonders of the World.

in two of the most exquisite locations in Jordan – Wadi Rum and Aqaba. In the magical desert of Wadi Rum they enjoyed a hot air balloon ride as well as flying microlights. In Aqaba, hosted by Ayla Aviation Academy and Royal Aerosport Club of Jordan, the women enjoyed flying over the Red Sea in a single engine DA40 and an ultralight aircraft.

For a true taste of hospitality, the participants enjoyed stays at the Dead Sea, Aqaba, Wadi Rum and Petra, one of the world new seven wonders, in a variety of leading hotels and resorts.

"I am very proud of each member of the Arabian Section. Each one has achieved something momentous in the aviation world," said Alia Twal. In addition to the accomplished women in the Arabian Section, two female pilots have been recruited. Samar Oran, is the second female pilot in the history of Jordan and the first Arab Muslim female pilot to cross the Atlantic. Houda Matar, a Lebanese pilot, has just successfully secured her commercial instrument rated licence.

Everyone worked very hard to organize this event with enthusiasm, and now we look forward to making this an annual meeting. The next suggested venue would be in a different Arab country. Everyone was so inspired with the success of this first meeting that they are infused with positive ideas for the next one.

ORANGE COUNTY CHAPTER

On the evening of June 15, the Orange County Chapter celebrated their 50th anniversary with a special banquet held at the Costa Mesa Country Club attended by over 70 people, including current and past members and guests. A tremendous amount of work behind the scenes in preparation for the party produced an invitation that duplicated the original invite to the Chapter's first meeting; a wonderful slide presentation depicting the history and personality of the Chapter; a special keepsake program and a gift of a wine glass featuring our Chapter's logo for each guest.

In addition to the awards table that displayed trophies, plaques and certificates from past years, there were many special tributes to members who have dedicated years of service and support to our Chapter.

We also enjoyed beautiful table decorations, a fabulous dinner and delicious 50th anniversary cake followed by live music and dancing. It was a wonderful way to celebrate our Chapter, our members and The Ninety Nines!

— Carol Bennett



From left, Thon Griffith, Barbara Ward, Bev Allen, Mary Van Velzer and Eleanor Todd were honored at the Orange County Chapter's 50th anniversary celebration for their many years of dedication to the Chapter.

NORTHWOODS CHAPTER

The Northwoods Chapter hosted the Fall meeting for the North Central Section. We had a great turnout, and those who came enjoyed seeing the beginning of some really beautiful fall colors. Trips were made to one of the local breweries, a local lighthouse and a museum, while meetings and meals were enjoyed in the historic Landmark Hotel, where our own Amelia Earhart once stayed. Speakers gave presentations on Air Lifeline and the ongoing Honor Flights around the country.

One of our newest members, Wendy Huey, soloed in July towards her private pilot certificate and bought into a half ownership of her very first airplane, all on the same day.

As scheduled, we completed our annual airmarking at Iron Mountain Airport in Michigan. Iron Mountain is home to major ski jumping competitions, so our compass rose incorporated a skier icon. Sheryl Rains always does such a fabulous job planning, mapping out and preparing every compass rose we paint. The people in Iron Mountain were so impressed with our compass rose that locals and others are still coming out to the airport to check it out.

Two years ago we painted our annual compass rose at Luce County Airport in Michigan. This year many of our Air Race Classic participants were able to see this compass rose, which has a moose icon in its center.

One of our members, Dee Dreger, helped out with the Air Race Classic in Ashland, Wisconsin in June. She said it was so fun to meet all of the women and see how the race operated. She might even have the bug to enter!

— Dee Dreger

SANTA CLARA VALLEY CHAPTER

Gorgeous flying weather this summer made for good turnouts at our fly-ins: June to Fresno Chandler, July to Santa Barbara, and August to the Paso Robles Olive Festival, with local 99s joining us in Fresno and Santa Barbara.

We also sent seven people to International, had a booth at RHV Airport Day, celebrated the Chapter's 58th birthday with a picnic in July and had a terrific talk by member Torea Rodriguez, COO of Coradine Aviation, about iPads in the cockpit.

Best of all was a 94th birthday party for Mayetta Behringer, who flew her own plane to Harris Ranch for the celebration.

A warm welcome to Nancy Sliwa on her return to our Chapter.

— Judy Stark



Jeanne McElhatton, Mayetta Behringer and Pat Gregory (and N899F) at Harris Ranch for Mayetta's 94th birthday.

MINNESOTA CHAPTER

Thirteen Minnesota 99s and four 49½s spent a busy June weekend at the Minnesota Air Spectacular in Mankato (KMKT). The Air Spectacular drew about 35,000 fans to see many great performers, including Nine-Nine Julie Clark, the Blue Angels and the AeroShell team.

A highlight of the show was Julie's amazing tribute to the USA in her Beechcraft T-34 that included a shout-out to the Minnesota 99s from her microphone during her performance. After the air show, Nadine Sugden hosted a group of the Minnesota 99s, 49½s and other friends and family for dinner at her home with Julie Clark.

We also held our summer meeting at the New Ulm airport (KULM) on July 21.

After the meeting, we enjoyed a wonderful German dinner hosted by member Kathleen Berg and her husband Tom, followed by a tour of the brewery and gardens at the Schell's Brewery.

Finally, on September 22, the Minnesota Chapter hosted a Poker Run with stops at the airports of KSTC, KHCD, KULM, KMKT, KFBL, KOWA and KAEL. While the winds were a bit gusty, 12 planes finished the run, and the winning hand walked or flew away with \$68 (25% of the gross). The rest of the monies raised went to the Chapter's scholarships. The three runners-up received prizes of an airplane wash and conditioner.

— Melissa Aho and Johanna Bischof

GREATER SEATTLE CHAPTER

Members of The Greater Seattle Chapter attended the Northwest Section meeting in Walla Walla, Washington in August. They had their annual Friday Harbor fly-out on Aug. 11, holding their meeting in Dodie Gann's hangar. The meeting was hosted by the San Juan Pilots Association.

— Andrea Chay and Marion Hartley



Enjoying a fly-out to Friday Harbor are, from left, Eva Parks, Kim Torres, Andrea Chay, Beverly Franklet, Dodie Gann, an Orcas Island pilot, Eva Parks and Linda Morrison.



From left, Laureen Nelson, Award of Excellence Chairman, presents the First Canadian Chapter's Award of Excellence to Nanci Soldo.

FIRST CANADIAN CHAPTER

The First Canadian Chapter was pleased to award its annual Award of Excellence to Nanci Soldo from Brampton Flight Centre, based out of the Brampton Airport, Ontario.

Nanci won a one-year membership to The Ninety-Nines, a cash award plus an individual plaque. Nanci's name has been added to our ongoing list of previous winners.

This award is presented annually to a female pilot who has achieved academic excellence and flight proficiency in her private pilot or commercial rating in the region of the First Canadian Chapter. The award is a special project of the First Canadian Chapter, intended to promote women in aviation. For further information visit www.firstcanadian99s.com.

— Laureen Nelson

LAKE ERIE CHAPTER

On June 14, Carol Stocker flew her Grumman Tiger to Atchison, Kansas for her induction into the Forest of Friendship.

Carol has been a member of the Lake Erie Chapter for five years, starting as a student pilot in 2007 and earning her private certificate and instrument and advanced ground instructor ratings.

In the short time she has been with our Chapter, she has served on several committees helping wherever she was needed. She served two years as secretary, two years as treasurer and will now be serving as our Chapter Chairman. In 2010 she received the Lake Erie Pilot of the Year Award. Carol is also a First Lt. in the Civil Air Patrol Squadron in Lorain, Ohio.

The Lake Erie Chapter would like to congratulate Chicago Chapter member Cynthia Madsen on being awarded the 2012 North Central Section Governor's Service Award.

— Evelyn Moore

SCIOTO VALLEY CHAPTER

Our Chapter originally painted a compass rose at the Raton Municipal Airport in 2001. The airport is close to the historic Casa del Gavilan inn, whose proprietors include Scioto Valley member Jo-Ann Prater and 49½ Jim. They provided the impetus behind the original painting and our recent new rose in October by inviting members to join them at the Casa and enjoy northeast New Mexico.

Knowing the combined effects of weather erosion on the painted surface and gradual shifting of the local magnetic variation westward by about one-eighth of a degree per year in that region, Jo-Ann inquired if the compass rose needed replacement. FBO owner Ty Clinesmith was eager to have a new compass rose.

Ty's first inclination was to apply asphalt sealer to obliterate the old compass rose and then repaint the new one in the same location. However, a better plan emerged, relocating the compass rose to a new ramp and parking area nearer the administration building. This provided more maneuvering space around the compass rose.

During the week leading up to the painting date, Chapter members drove, took an airline flight or flew themselves to Raton. Jo-Ann and Jim drove, toting the Chapter's painting equipment and supplies out from Columbus.

The editor of the local newspaper visited us for pictures and a story that appeared in the October 19 issue.

— Paula Rumbaugh



Counter-clockwise from North are Jim and Jo-Ann Prater, Vicki Evans, Christine Mortine, Toia Rivera, Amy Yersavich, Mary Biller, Sara Clinesmith (12-year-old daughter of FBO owner), Connie and Ray Copeland, Jann and George Bowne, Paula Rumbaugh and Hallan Noltimier, and Nancy Dings. Members purposefully left one point unattended in honor of our missing charter member Marilynn Miller, who had helped paint the first Raton compass rose. Marilynn died October 11, two days before we painted this one.

RIO GRANDE NORTE CHAPTER



Histaerical Treasure Hunt winners Art and Joyce Woods, also the newest additions to the Rio Grande Norte Chapter family.

As part of New Mexico's centennial celebration, the Rio Grande Norte Chapter hosted an airborne "Histaerical Treasure Hunt" across northern New Mexico on September 15. The treasures highlighted the state's rich history and diverse cultural and economic makeup.

Clues to the treasures were released the night before, and each of the six competing teams had to first decipher them, then locate them on a sectional chart and fly to take aerial photographs. One team managed to solve all of the clues and photograph all of the treasures

for the full 100 points; the second-place team missed by just one clue: "FTI 030 @ 15 NM: What is it?" (The Santa Fe Trail).

Other treasures included ancient cliff dwellings and pueblo ruins, a gold mine, a ghost town, old Route 66, and the northern end of the Camino Real that stretched from Mexico City. Joyce and Art Woods won the competition, and then Joyce joined The Ninety-Nines!

— Elizabeth Hunke

FLORIDA SUNCOAST CHAPTER

Our "season" kicked off on September 8 at the Tampa International Jet Center with speaker Jeff Anderson, Air Traffic Controller/Staff Support specialist at KTPA. Jeff brought us up-to-date on flying VFR in the Tampa Airspace.

Our members have not let any grass grow under their feet. In September, Cynthia Smith Hardeman attended the Continental Motors (CMI) first factory training class for Beech Talk owners, pilots and mechanics. Linda Kaufman and Cynthia, both members of the local EAA 282, are involved in the Chapter's current project, building an Acroduster Too.

The Girl Scouts of West Florida will be hosting the Girl Scouts Fest on October 27 with Jeanne Burkland, Marilyn Shaffer, Denise Rosenberger, Cindy Hardeman and Nancy Wright teaching the girls about the science of flight, sharing their experiences and having fun building airplanes, learning the phonetic alphabet and launching rockets along with a slide presentation and film clips of aviation and pilots throughout the years.

Our own NASA astronaut Nicole Stout presented awards for the space-theme blast off exhibit, giving a presentation and signing autographs at the Dunedin (Florida) Fine Arts Center Kids' Air Fest. Denise Rosenberger received her five-year pin at Allegiant Air, and Marilyn Shaffer and Babara Yeninas volunteered at NIFA.

What is 99 upside down? Sixty-six years for Sophia M. Payton as a member of The Ninety-Nines.

— Sophia Payton



Ventura County Chapter 99s in the gondola of Starlite, Peggy Watson-Meinke's balloon at the 2012 Fifth Annual Citrus Classic Balloon Festival in Santa Paula in July. Back, from left, Lori Parker, Karen Johnson and Peggy Watson-Meinke. In front, Mary Beth Martin.

VENTURA COUNTY CHAPTER

Our monthly General Business meetings usually include an educational presentation by a member or a CFI. Recently, member Peggy Watson-Meinke, balloon pilot, gave us a thorough presentation on what it takes to become a balloon pilot, to own and maintain a balloon, and how, when and where to fly a balloon. Her slide show and tales of her prestigious adventures were inspiring.

At our annual scholarship fundraising activities at the Camarillo Airport Airshow in August, our Pancake Breakfast served over 1,900 pancakes, and our Silent Auction and Raffle did a brisk business with big draw items like the DC-3 ride with Clay Lacy. We were honored to host a visit by Jessica Cox, who was available in our information booth both days of the airshow for interviews and autographs.

The Chapter has already paid out \$6,300 in local scholarship awards this fiscal year, and we are encouraging more AEMS applicants by offering an application workshop. The Chapter will award our winter EMT, one advanced rating and two additional FWP scholarships at our Holiday Party in December.

The Ventura County Chapter just added our 101st member. We also have a large number of Future Women Pilots in our support program organized by 2011 National CFI Judy Phelps, a past Chapter Chairman.

— Karen Johnson

WEST VIRGINIA CHAPTER

The West Virginia Chapter Ninety-Nines showed over 200 children the inside of a Cessna 152 at the Wood County Airshow on October 14, 2012. The children were excited to get inside a plane and many girls were surprised the women could fly.

Those helping were members Evy Bryant, Donna Born, and Jean Pickerington. Member Donna Rusche was the organizer of the airshow.

Senator Joe Manchin stopped by our table to chat.

—Evy Bryant



Senator Joe Manchin with West Virginia Chapter Chairman Evy Bryant.

MID COLUMBIA CHAPTER

The Northwest Section meeting hosted by the Mid Columbia Chapter at the historic Marcus Whitman Hotel in Walla Walla, Washington, was a big success. Over 70 people attended with 24 planes flying in. The meetings were educational and the speakers enjoyable.

To prepare for the event the Chapter airmarked the Walla Walla Municipal airport in June. The project took 60 gallons of paint with 15 people helping. Even the airport manager came out to help, and we hear she is now thinking about flying lessons.

— Terry Hagan



The Mid Columbia Chapter airmarked the Walla Walla Airport in preparation for the Northwest Section Meeting.

NEW HORIZONS

LA VONNA 'VON' SCOTT ALTER Pikes Peak Chapter

The Pikes Peak 99s are sad to report that La Vonna (Von) Scott Alter passed away on October 10, 2012. Von grew up in Colorado Springs but was living in Illinois when she obtained her pilot certificate. She was multi-engine rated and worked early in her career as a charter pilot and aerial photographer. She joined The Ninety-Nines in 1969.

Von flew in the Powder Puff Derby and was proud to be a part of the Powder Puff Alumni. In recent years she flew in the Air Race Classic. When Von moved back to Colorado in 1984, she joined the newly formed Pikes Peak Chapter. She served the Chapter in many capacities, including Co-Chairman and Treasurer. Von loved all forms of aviation, learning to fly gliders, balloons and ultra-lights. She was also active in the Silver Wings organization, serving as secretary in the Colorado Chapter.

Von is survived by her husband, Bob Simon, and her grandson. She was a dear friend and will be missed and remembered by many, many people.

— Phyllis Wells



Von Scott Alter.

ELYNORE ROSE RICKABAUGH San Fernando Valley Chapter

Elynore Rose Rickabaugh flew off to New Horizons on September 10, 2012, her 87th birthday.

Ely had been a longtime member of the San Fernando Valley Chapter and was much-loved by 99s throughout our organization. She first joined The 99s in 1975, and was, from the first, an active and enthusiastic participant in our activities.

She served as Chairman of our Chapter, as well as serving on many committees throughout the years. Ely was everyone's favorite and was inducted into the Forest of Friendship. She loved to air race and go to 99s conferences, making an adventure of everything she did. Ely was well-known and made friends wherever she went. Even the controllers at Van Nuys Airport, where she hangared her plane, referred to her by her first name when in the pattern rather than her N number.

She had a dry sense of humor and loved to party. Yet she was also devoted to her two daughters and her husband Ron, a fellow pilot and business partner.

She was one of those special people who cannot be replaced, and those of us who knew her will always remember her fondly.

— Michele Albiez

SARAH NABORS FLANAGAN Lake Charles Chapter

Sarah Nabors Flanagan, a longtime member of the Lake Charles Chapter (Louisiana), died on September 23, 2012.

She graduated from Rice Institute at age 19 and worked in Houston for Humble Oil before moving to Lake Charles.

Sarah had wanted to fly from an early age, and after her children were grown she realized her dream and earned private certificate and instrument ratings. She enjoyed flying throughout southwest Louisiana and Texas. She was active in the community and her other interests included golf and bridge, at which she also excelled.

— Sandra J. Leder

MARILYNN LUCILLE MILLER Scioto Valley Chapter

Marilynn Lucille Miller, age 90, flew to new horizons on October 11, 2012, in Lebanon, Ohio, with her family by her side.

She was born November 18, 1921 in Columbus, Ohio, was married to Robert Miller and had two sons, Ron and Tom.

Marilynn joined The Ninety-Nines in 1961 shortly after she and Robert earned their private pilot certificates. Over the years, Marilynn added a commercial pilot certificate, with instrument multi-engine (both land and sea), single-engine sea and glider ratings. She even had .5 hours in the Goodyear Blimp and participated in over 45 air races.

Marilynn served The Ninety-Nines at the Section level as Governor and at the local level in many officer positions, multiple times. She was the driving force behind the founding of the Scioto Valley Chapter in 1981, and not only presented aviation programs for children via Air Bears but also mentored other Chapter members in taking over that program.

On January 28, 2012, members of the Scioto Valley Chapter presented Marilynn with a certificate of her 50 years of membership.

Marilynn was a role model for all Chapter members, giving 100 percent of herself to all Chapter projects. Her inspiration, encouragement, and leadership will be greatly missed in our Chapter. We will remember and think of her often.

— Paula Rumbaugh



Marilynn Miller.

NEW HORIZONS

JAN POCOCK Greater St. Louis Chapter

The Greater St. Louis Ninety-Nines will greatly miss Jan Pocock, who flew to new horizons on October 2, 2012, at the age of 83.

Jan was born August 7, 1929, in St. Louis, Missouri. Several members of her immediate and extended family were pilots or aviation enthusiasts, so it is no surprise that Jan's interests also gravitated toward aviation. She took a job as flight dispatcher for a major locally-based corporation, a position she held until her retirement in 1985.

During that time she became determined to earn a private certificate and soon afterward, in 1964, Jan joined The Ninety-Nines, eventually becoming a Life Member. She was a past Chairman of the Greater St. Louis Chapter and the Chapter correspondent and newsletter editor until electronic communication made her typewriter and snail mail obsolete. She served for many years as the Chapter Scholarship Chairman, administering the Chapter's Del Scharr Scholarship program, as well as helping Chapter members win Amelia Earhart Memorial Scholarships.

She was a regular attendee at spring and fall North Central Section meetings and also attended many of the annual International Conferences. In addition to her activities as a Ninety-Nine, Jan was a life member and long-time member of the Board of Directors of the Greater St. Louis Air & Space Museum.

— Libby Yunger

SANDRA 'SANDY' STOKES Lake Erie Chapter

Dr. Sandra Stokes, 64, of Green Bay, died March 26, 2012, in her home attended by family and friends. She passed away after a six-year battle with multiple myeloma.

A die-hard New York Yankees fan, Sandy was born October 23, 1947, in Queens, New York. She graduated from Ramsey High School, earned her bachelor's degree from the University of Bridgeport, her master's at Fairfield University, and her Ph.D. at Kent State.

Sandy influenced and trained many future teachers and teacher candidates during her 16-year career in the Education Department at University of Wisconsin-Green Bay. A tenured full professor, she was a member of the Graduate Faculty in Education, served as Chair of Women's Studies and served on many university committees and posts before her retirement in 2009.

Sandy was particularly proud of the private pilot certificate she earned in 1985. The daughter of a World War II test pilot, she was passionate about flying and was a near-annual attendee at the EAA fly-in at Oshkosh.

— Evelyn Moore



Jan Pocock.

ANITA WOREL Reno Area Chapter

Anita Conley Worel was born on June 17, 1922, in Vallejo, California. In 1958, she went for a ride in a Swift. It was so much fun that she started taking lessons in a Cessna 120 in which she later soloed. In 1959, she made her second solo in an Aeronca 7AC. In 1960 her third solo was in the PA-12. She immediately bought an Aeronca 11AC with 65 hp and no electrical system. It was pure fun. In 1964 she bought a Cessna 170. In 1966 she and her new husband, Jack Worel, bought a 35 Bonanza which she dearly loved. Over the years she also flew a Culver Cadet, Travel Air, Cessnas, Beech, Musketeer, Piper PA-16, Tri-Pacer, T-6, Navion, Fleet, Eagle and a Bell Helicopter.

Anita joined The Ninety-Nines in 1961 and held all Chapter offices over the years. She was a member of the Redwood Empire Chapter and the Reno Area Chapter. She flew in the 1962, 1964, 1966 and 1971 AWTARS (Powder Puff Derby). She also worked behind the scenes for the PPD as a timer on many occasions.

Working at the Reno Air Races was also a highlight of Anita's life for many years. She came to know many of the pilots and workers though volunteering for the Reno Area Chapter.

She married Jack Worel at Fallon Airport right after the 1965 San Diego/Fallon Fun Race. She was late to her wedding because she had to throttle back due to low fuel and ran out of gas while taxiing, but she finished and didn't come in last.

Anita moved from Reno to Napa several years ago and has been missed at the races. Her daughter, Linda, says she would read the Chapter newsletter to her mom as her eyesight was poor. That would lead to a recollection of many stories and memories of her flying days. She passed away on September 15, 2012. Her warm smile and laugh will always be remembered.

From Anita's biography in the 1996 Ninety-Nines yearbook.

— Kathy Walton

Still needed: Old Copies of 99 News!

The process of scanning all issues of 99 News is underway. When the project is complete, the PDFs will be available on the 99s website. We still need donations of magazines, especially those between 1929 and 1953. For more information, email Bobbi Roe, Bobbi99@comcast.net.



In our first request for magazines in the July/August 2012 issue, we published a 1973 99 News cover (above). The magazine had misidentified the pilot on the cover as Rosemary Merims, but thanks to the Indiana Chapter, we learned that the pilot is actually Betty Hadden Moseley, who recently celebrated her 88th birthday and still has her Cherokee 140 in her hangar.

