

99 News



The Official Magazine of the International Organization of Women Pilots

October/November/December 2010





99 News

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

The 99 News

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

Email:
news@ninety-nines.org

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

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

On the Cover

Pictured on the cover are, from left, Louise Thaden, Gladys O'Donnell and Ruth Nichols shortly after landing at Parks Air College in St. Louis, Missouri on August 23, 1929. The women were flying in the First Women's National Air Derby along with Amelia Earhart, Pancho Barnes and many other accomplished female pilots of the day. *Breaking Through The Clouds*, a new documentary, details the story and the women's journey. This photo, says Heather Taylor, executive producer of the film, captures the camaraderie and joy the women shared throughout the race.

Photo courtesy of Saint Louis University, Special Collections

PERPETUAL CALENDAR

2010

DECEMBER

1 **Amelia Earhart Memorial Scholarship Application Deadline:** ninety-nines.org/index.cfm/scholarships.htm.

1 **Due date for 99 News submissions** for January/February/March 2011 issue.

31 **Deadline for submission of Bylaw/Standing Rule Amendments.**

2011

JANUARY

15 **Deadline for Award Nomination submissions for The Ninety-Nines, Inc. annual Awards of Inspiration, Award of Merit and George Palmer Putnam award.** See page 22 for more information.

29 **Southwest Section Winter Workshop,** Waterfront Hotel, Jack London Square, Oakland, California. For more info go to www.sws99s.org.

31 **Professional Pilot Leadership Initiative Application Deadline.** The link to the application form is on the 99s Website or email mentoring@ninety-nines.org.

MARCH

1 **Due Date for 99 News submissions** for April/May/June 2011 issue.

18-19 **Spring International Board of Directors Meeting,** OklahomaCity, Oklahoma. For more info contact Laura Ohrenberg at 800-994-1929 or hq@ninety-nines.org.

APRIL

8-9 **New England Section Spring Meeting,** Portland, ME. Contact Georgia Pappas at georgia@alongtheway.com.

13-14 **North Central Section Spring Meeting,** New Harmony, IN. Contact Marcia Nellans at manellans99@hotmail.com.

28-May 1 **Southwest Section Spring meeting,** San Diego, California. For more information: ninety-nines.net/swssd.

MAY

19-22 **Joint Southeast/South Central Spring Section Meeting,** Lafayette, Louisiana, Crowne Plaza Hotel. Southeast Host Chapter: New Orleans, contact Lisa Cotham, 225-753-1919. South Central Host Chapter, Lake Charles, contact Sandra Leder, 337-478-5974, SLeder99@yahoo.com.

JUNE

1 **Due Date for 99 News submissions** for July/August/September 2011 issue.

21-24 **Air Race Classic 35th Anniversary – Celebrating ARC Heroes & History.** Iowa City, Iowa to Mobile, Alabama. Visit www.AirRaceClassic.org for more info.

JULY

13-17 **Ninety-Nines International Conference, Ninety-Nines Fly Home 2011,** Oklahoma City Marriott, 3233 Northwest Expressway, Oklahoma City, Oklahoma, 73112. For more information, contact Headquarters at 800-994-1929 or hq@ninety-nines.org.

SEPTEMBER

1 **Due date for 99 News submissions** for the October/November/December 2011 issue.

Amendments Due December 31

International Bylaw (BL) and/or Standing Rule (SR) amendments may be proposed by the BL/SR Committee, a Chapter, a Section, the Council of Governors or the International Board of Directors. Hard copies of the proposed amendments must be postmarked no later than December 31, 2010.

Please send to: Ellen Nobles-Harris, 2424 Dorval Rd, Wilmington, DE 19810-3529. Electronic copies of submissions should also be emailed to Ellen Nobles-Harris at emnoblesharris@verizon.net no later than December 31, 2010.

Submittal guidelines will be posted on The 99s website.

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The Official Magazine of The International Organization of Women Pilots

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THE NINETY-NINES MISSION STATEMENT

The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

EDITORIAL AND PHOTO GUIDELINES

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, March 1 for the April/May/June 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). We cannot use photos copied from the web or taken with a camera phone. All photos submitted must be with photographer's permission. Do not send photocopied, newspaper or photos printed on a home printer. Include caption information with all photos and your contact information. 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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99 News is published quarterly by The Ninety-Nines® Inc., the International Organization of Women Pilots, at 4300 Amelia Earhart Drive, Suite A, Oklahoma City, OK 73159-1140. The \$12 price of a yearly subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, OK and other additional mailing offices. Neither The Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein.

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Annual Dues:

U.S. – \$65
Canada and the Caribbean – \$75
Overseas – \$44 (U.S. dollars)
Associate Member – \$35 (\$65 after first two years)

Non-member subscription rates:

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

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

99 News published by

THE NINETY-NINES® INC.

International Organization of Women Pilots

A Delaware Nonprofit Corporation

Organized November 2, 1929

(ISSN 1548-565X)

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AVIATRIX PUBLISHING, INC.

Lake Forest, IL 60045-0911

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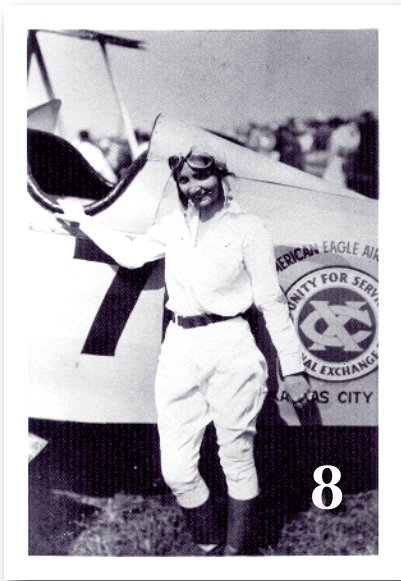
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POSTMASTER: Send address changes to:
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Art and Martha Phillips.



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President's Message

BY SUSAN LARSON, International President

Line Up and Wait. Active fixed-wing pilots have probably heard this new terminology at tower-operated U.S. airports in lieu of the former "taxi into position and hold." Analysis by the National Transportation Safety Board (NTSB) revealed that differences between FAA and International Civil Aviation Organization (ICAO) air traffic control phraseology contribute to runway incursion risks.

The NTSB recommended that the FAA adopt the international standard terminology "Line Up and Wait." With the same goal in mind, the FAA made changes to the standard phraseology regarding "taxi to" instructions. The agency now clearly states that you may not enter a runway unless you have been instructed to cross or taxi onto that specific runway, cleared to take off from that runway or instructed to "Line Up and Wait" on that specific runway.

No longer will you be issued instructions to taxi to a specific runway with the assumed clearance to cross any runway enroute. Aviation is a global business, and we can expect to see further endeavors toward consistency worldwide.

For those of you dreaming of flying for a major airline, Boeing forecasts a global need for 448,000 new airline pilots to enter the industry over the next 20 years. That is 22,500 per year to replace those retiring and to cope with growth in the global airlines fleet. In spite of the current poor economy, this is actually a 25 percent increase over the forecast made two years ago. I have no doubt that our professional pilot members, particularly graduates of the Professional Pilot Leadership Initiative (PPLI), will be in a very strong and enviable position to take advantage of this increase. For more information about the program, contact Torea Rodriguez, Santa Clara Valley Chapter.

Fall is a season for extensive travel by your International Board members. Typically each individual will attend her own Section meeting, serve as the representative from the BOD to another Section's

meeting and also attend the Board meeting in Oklahoma City. There are another three trips like these again in the spring and then the annual Conference, plus perhaps a Board retreat.

We travel not for the love of travel but for love of The Ninety-Nines, our extended family. Meeting our many members, particularly at Section meetings, is a great joy and gives us the best input at the grass roots level, our Chapters. We encourage each of you to make the journey to your next Section meeting to offer your input.

A beautiful reception was sponsored by Jet Aviation, Teterboro Airport, on behalf of Susan Loricchio, this year's recipient of The Ninety-Nines President's Award. Susan single-handedly organized the press conference and PR opportunities for The Ninety-Nines in conjunction with the release of the movie *Amelia* in October 2009.

Unable to attend the Awards Banquet in Hawaii, she accepted the award in New Jersey. Highly regarded in the local aviation community for her activism and passion for aviation, Susan is honored to be a Ninety-Nine.



Line Up and Wait:
Be ready for the new tower terminology



A reception honored Susan Loricchio, seated, for her efforts in organizing events to promote the movie *Amelia*. From left, Susan Larson, Bev Weintraub, Cathy Vajtay, Marilyn Patierno, Mary Wunder, Jeanne Kent, Lorna Mack, Phyllis Kohler and Joanne Campbell.



PILOT CAREERS: Gratitude

BY DONNA MILLER
International Careers Committee

If you have known me for any length of time, you know that I am forever grateful to The Ninety-Nines, which allows me, every single day, to live my dream.

This year, San Antonio Chapter member Sherry Walker, knowing my fascination with everything in the cosmos, included me on her daughter Shannon’s guest list to witness her launch into space to her new home for six months at the International Space Station. Shannon, also a Ninety-Nine, had been training in Star City in Moscow for the last five years to launch on the Russian Soyuz rocket. So in late June, pinching myself all the way to Moscow, I joined Sherry and five other Ninety-Nines to become part of Team Shannon. I felt truly blessed by Sherry’s kindness and grateful for such an incredible opportunity.

After arriving in Moscow, I learned that my father had suffered a heart attack and was in the hospital. Thanks to NASA, I was able to call his direct line in the emergency room to let him know I was making arrangements for the first flight home. “Don’t you dare,” he told me. “You stay there and don’t miss a thing!” His

Navy Commander voice sounded tired. “My dream is for you to live yours,” he said, lovingly. What an amazing gift that was. My father began to feel better, and I was able to tell him the details of each day’s amazing activities. The group traveled to Kazakhstan where the Soyuz was to launch.

And then, peacefully in his sleep, my father died. I received the news at about 10 p.m. in Kazakhstan. NASA gave me the keys to the kingdom in the form of after-hours access to the computer room and telephones to reach my family back home. When I finally shut down the computer, it was well past 2 a.m. And this is the part that truly touches my heart. One by one, my sister Ninety-Nines who had been lovingly waiting outside the computer room for hours to give me privacy, came in to give me strength. They had never left. They allowed me to cry in their arms and comforted me like my own family who were 6,500 miles away.

Determined “not to miss a thing,” we rallied around Shannon like bridesmaids, watching her every expression through the glass that kept her quarantined as she prepared for her big day. “She looks nervous!” “No, that’s excitement!” “Wow!” “Look at her all in white! Okay, it’s a space suit but she *does* look amazing!”

I watched Shannon blast into the night sky, the Ninety-Nines by my side. We traveled back to Moscow to the Cosmonaut Training Center in Star City and to Moscow’s Mission Control to watch, live, the crew dock with the International Space Station.

I am so very grateful. For my father’s selfless gift to not miss a thing. For Sherry’s gift of a once-in-a-lifetime, bigger-than-life experience. And to my Ninety-Nines sisters who shared with me both the joyous thrill of adventure and the sudden sadness of loss, I can’t tell you how grateful I am.

PRO 99s PROFILE: Linda Berlin

BY BETSY DONOVAN, International Careers Committee

Linda Berlin was a struggling freelance writer in the San Francisco Bay Area trying to make a living after 9/11 and the dot.com bust. She really enjoyed flying airplanes as a GA pilot and had a female flight instructor who encouraged her to consider aviation as a career.

Linda became a flight attendant for Southwest and learned of the Mesa PACE program (a Mesa first officer program) from SWA pilots. She graduated from the program and got hired at Mesa. “I flew my fanny off in Grand Junction, Colorado and upgraded in Denver two years later. My timing was good because I never sat reserve at Mesa.”

Since December 2009, Linda has been a first officer on the MD-80 at Allegiant Air, based in Las Vegas, Nevada. Linda holds an ATP and type ratings in the B-737, DHC-8 and DC-9 (SIC only).

A Ninety-Nine for nine years, Linda is an Ambassador Chapter member. She won the Amelia Earhart scholarship for the B-737 type rating, plus scholarships that helped with her



commercial rating and multi-engine checkride.

Linda’s advice: “Even in the worst economy, there are jobs to be had. If you are passionate about flying and patient, you will get where you want to go. Enjoy the journey - that is what it is all about. Even if your timing isn’t good, perhaps it really is. Things have a way of working out.”



"Pilots in Vogue," featuring flying fashions, is one of the new exhibits at the 99s Museum of Women Pilots.

A Grand Reopening

BY CAROLYN SMITH, Oklahoma Chapter

After being closed for several months due to construction on the Headquarters building, the 99s Museum of Women Pilots reopened its doors to the public on Saturday, June 26. The sunny day was a success with over 150 people in attendance.

The highlight of the day was when NASA astronaut Randy Bresnik presented a wonderful program on his shuttle mission of November 2009. Randy's grandfather was Albert Bresnik, who was Amelia Earhart's personal photographer. To honor the memory of both his grandfather and Amelia, Randy requested a small memento of Amelia's which he could carry into space. The result was that one of Amelia's scarves, held in the permanent collection of the Museum, went with Randy into space and circled the globe over 220 times. The scarf is now featured in a new exhibit at the Museum, along with some other photos and patches that



The "DreamFlyer" flight simulator is popular with museum visitors.

journeyed into space on Randy's mission.

During the re-opening, the Museum also unveiled some refurbished

and new exhibits. The WASP exhibit has been redone and expanded. "Pilots in Vogue" is a new exhibit which shares the story of women's flying fashions. One of the most popular new exhibits is the "DreamFlyer," a flight simulator designed to give the pilot a real sensation of flight. These new exhibits attracted a great deal of interest from the visitors.

Thanks to all of the members of the Oklahoma Chapter Ninety-Nines who came out to support the Museum and lend a hand. And thanks also to the patience of our visitors who waited so diligently for the Museum to reopen. The Museum truly appreciates all of your support!



Carolyn Smith and astronaut Randy Bresnik hold Amelia Earhart's scarf that Randy took into space.



From left, Louise Thaden, Bobbi Trout, Patty Willis (not in race), Marvel Crosson, Blanche Noyes, Vera Dawn Walker, Amelia Earhart, Marjorie Crawford (not in race), Ruth Elder and Pancho Barnes. Photo courtesy Thaden Family Archives

The Inspiring Women of the 1929 Women's National Air Derby

BY HEATHER TAYLOR
Guest Author, Filmmaker

Thirteen years in the making, the documentary, *Breaking Through the Clouds: The First Women's National Air Derby*, debuted in June at the terminus of the 2010 Air Race Classic.

Motors rang out in a symphony of anticipation as 19 women sat at the starting line of the First Women's National Air Derby on August 18, 1929. Twenty well-known pilots of the day, including Amelia Earhart, Louise Thaden, Bobbi Trout and Pancho Barnes, were revving their engines as they prepared to fly to San Bernardino, California, the first stop along the way to the Cleveland Air Races in Ohio, the terminus of the derby.

The lead-up to the race had been exhilarating as many of the women scurried to find planes and sponsorship along with a myriad other preparations associated with flying a cross-country race. Throughout the chaos, there were meetings to be had, entrance requirements to meet and banquets to attend. It became obvious that a special bond was developing between the women pilots early on as excitement grew for the event.

The camaraderie the women shared made a strong impression on me when I started researching the derby in 1997. I felt drawn to the story and knew that part of my journey was related to these women, that they had something to teach me almost a century later. I distinctly remember two strong reactions when I began uncovering footage and reading articles by and about the women.

One, they had a passion and determination to fly. They were going to find a way to make it happen and prove that they could do it no matter what. This was no “flight of fancy.” The women were serious about aviation and had the grit and determination to prove to the world that they could fly. There was no shortage of people telling them they couldn’t do it, but the women turned that around, each in their own way, and collectively showed how they could do it.

Two, the women supported one another even though they were competitors. The collaborative spirit they developed during the derby struck me as an excellent example of how women can help each other while still doing one’s best independently. Archival footage from the opening day of the derby encapsulates this feeling by showing two of the race’s entrants, Pancho Barnes and Marvel Crosson, exchanging pleasantries. Pancho is shaking hands with Marvel, saying, “Well, Marvel, I’m certainly going to try to win this race, but if I don’t, I hope you do.”

There are numerous examples throughout the derby of the women helping one another, from waiting a few extra hours in Yuma, Arizona, while Amelia Earhart installed a new propeller to all the women signing a petition allowing Mary Haizlip to start the race a day late because her plane was not in Santa Monica in time.

The more I uncovered about the women and learned of their very strong yet very different personalities, the more I knew I had to learn as much as I could about what motivated them and how they managed to get along, while genuinely caring about one another’s success.

These questions led to a 13-year journey for me and resulted in a documentary about the race entitled *Breaking Through The Clouds: The First Women’s National*



Louise Thaden.

Air Derby. I completed the film this past June and premiered it at the terminus of the current Women’s Air Race Classic. With family members of several of the pilots from 1929 in attendance, the film felt like it was coming full circle in bringing relevant messages forward today.

I still grapple with the initial questions from the beginning of my journey, but as I

look at the footage of the women, I never tire at seeing how they stood arm in arm, often giggling and/or smiling from ear to ear. It is obvious the women were in their element and savoring the moment.

Of course, when things went wrong for anyone during the race, everyone was concerned. They were a united group; when one cried, they all cried. When one

I was amazed at the number of similarities in the race from 1929 to 2010. But what is more amazing is how the film captured the spirit and the feeling of sharing this incredible experience with some really awesome women — that part, and the friendships and bonds that are made are something that touches all of our hearts.

I especially appreciated the feelings expressed by Louise Thaden at the conclusion of the race: she was thrilled to have taken part in such an awesome adventure and to have won, but saddened at the same time because the race was over.

I am truly honored to have achieved something that less than 200 women — living or dead — have accomplished, and every time I watch the film, I am in awe of the pioneering spirit of our sisters before us and greatly appreciative of the trail they have blazed for all of us to follow. Thanks for the journey!

— Terry L. Carbonell, 2010 Air Race Classic winning team, Wild Mama



1929 Derby racers in St. Louis, from left, Mary Von Mach, 'Chubbie' Miller, Gladys O'Donnell, Thea Rasche, Phoebe Omlie, Louise Thaden, Amelia Earhart, Neva Paris, Ruth Elder and Vera Dawn Walker. Photo courtesy of Saint Louis University, Special Collections

It has taken 81 years to produce a documentary of the amazing women who founded our organization, The Ninety-Nines.

The film captures the spirit of camaraderie, the boldness, the sense of adventure and independence that defined women pilots of that time and remains completely relevant for women pilots today.

It received standing ovations at the premier viewing during the Air Race Classic Terminus in Frederick, Maryland this past June and again at the Mid-Atlantic Section meeting in September as a sense of unity emerged. By reminding us of our heritage and roots, it gave real meaning and inspiration to the living spirit of The Ninety-Nines in 2010.

— Pat Manos Kraemer
Washington DC Chapter

laughed, they all did. It became a group effort all the way through. Bobbi Trout and Pancho Barnes even continued flying the entire route to Cleveland just to show their support for the rest of the women when it was obvious they were not going to win.

Even at the end of the race, Amelia Earhart is on film saying, "There's one thing about this race and that is that all the girls are good sports. It's been a pleasure to be in it to meet the other girls." Louise Thaden is also on film saying that all the women in the race deserved first place.

Was it just a different time and place in 1929? After all, the world was united after World War I, and many saw aviation as a new way of serving and protecting the country. Or were we more naïve? The 19th amendment allowing women the right to vote passed nine years earlier, aviation was only a quarter of a century old and people were feeling good as the bubble had yet to burst bringing about the Great Depression.

While all of these reasons may have contributed to the congenial atmosphere for the first women's air derby, I think it was more than that. I truly believe that we each have gifts to offer this world. Some of us are lucky and find that gift right away. Others struggle their entire lives and never find out what it is.

My observation is that if we go towards a calling, a passion or a path we know we have to follow, no matter how illogical, it allows us to become more compassionate. The women in the derby followed the energy they had for flying. They exuded self-confidence, enabling them to share in the unique experience that allowed them to be pioneers in the new field of aviation. This does not mean that there weren't conflicts at times or difficulties along the way. It does mean the women did not let these conflicts or individual desires override their joy in another's success.

Sitting under the bleachers at the National Air Races in Cleveland, Ohio after the derby ended, several of the pilots gathered together to talk. The women were riding the currents of success and wanted to find a way to share this passion for flying with other female pilots. They knew that the camaraderie that had developed during the derby was unique. In discussing how to harness this feeling and share it with others, the meeting turned to developing an organization for women pilots to get together, share ideas and support future pilots. This meeting is credited as the genesis of the idea that eventually formed into The Ninety-Nines. Nearly all the women in the derby became charter members of The Ninety-Nines and remained friends with one another while supporting aviation the rest of their lives.

Eighty-one years after the women

from the derby acted on their vision, The Ninety-Nines still exists. As I have been traveling around the country promoting my film, I have had the joy of meeting many people in local Ninety-Nines Chapters along the way. I can say without hesitation that the spirit the women in 1929 had is still very much alive and well today. When I look at archival footage of the women of the derby, I see that passion for flying, and when I meet today's women flyers, I notice that same passion as they proudly introduce themselves as a member of The Ninety-Nines and tell me all about their love of airplanes and their desire to promote the women pilots of today and of tomorrow. I hope this spirit will continue for generations to come and that we will always remember the women of 1929.

In the words of Marvel Crosson, "May your landings all be slow and low."

If you ever wondered about women's air racing, Heather Taylor's movie, *Breaking Through the Clouds*, gives you the flavor, romance and excitement of the early and present day air racing. I left the showing of her movie feeling that she had captured the spirit and challenges that those of us who are addicted to air racing feel and experience each time we race. She captured our world.

— Marolyn Wilson, President Air Race Classic, Inc.
Central New York Chapter

For more information about the film, visit breakingthroughthecLOUDS.com.



Blanche Noyes promotes the City of Cleveland at the 1929 Derby start.

The Professional Pilot Leadership Initiative (PPLI) is a structured mentoring program that offers women pilots a unique forum to network, share ideas and accelerate their careers. The program involves one-on-one mentoring and leadership challenges that are designed to help participants broaden their experience and strengthen important career skills.

The PPLI was founded in 2004 by airline pilots Jenny Beatty and Laura Smith. Their vision of a formal mentoring program in which women pilots learn from each other and help each other has morphed into an incredibly dynamic curriculum with innumerable benefits. Those involved with the program are often recognized for their achievements. Notably, eight out of the 33 Amelia Earhart scholarship winners this year were PPLI participants or graduates. The ambitious and versatile participants in this program are cultivating skills they will use as future airline check airmen, captains for major corporations, chief pilots and CEOs.

The PPLI program is divided into

three sessions. Each session lasts approximately five months and is guided through online newsletters chock-full of career wisdom and instructions directing each step of the process. The first phase is the Captain phase in which each participant is mentored by a professional pilot. During the second phase, the Captains transition to a Captain's Circle where they engage in online peer mentoring workshops. When the Captain transitions to the role of Navigator in the third and final phase, the program comes full circle and the mentee becomes the mentor to a new Captain starting the program.

During the first phase, each Captain works closely with her mentor to create a plan of action to help transform ideas into tangible goals. The Captain breaks each goal down into manageable tasks and is accountable for making quantifiable progress. Because there is a vital connection between developing leadership skills and succeeding in an aviation career, Captains are also required to conceptualize their own community service projects. These projects are usually highly personalized and designed to augment the pilot's skill

P P

The official mission statement:
"accelerate the advancement of women pilot professions, facilitate leadership role in the industry"

BY JULIA
Carolinas



Beth Polcari.

set and resumé while making a significant contribution to the aviation community.

Recent graduates have worked with Girl Scouts on their aviation badges, created websites to promote their local aeronautical organization and planned and moderated panel discussions at aviation conventions. Kendra Burgin, a program participant, volunteered her time at her flight club, and her hard work is being recognized. Burgin said, "This has proven to be very beneficial to me as I have built a rapport with several key company members. The president and I have even talked about converting this into a full-time flying position." In the process of carrying out their projects, the Captains will have the chance to practice teamwork, resource management and planning skills that are useful in and out of the flight deck.

Phase two of the program is called the Captain's Circle because the Captains from phase one join together in an online forum to learn from each other. In phase one, the mentoring is strictly one-on-one, but in phase

PPLI

mission of the PPLI is to
advancement of women in all
facilitate mentoring among
professionals and enhance our
aviation community.”

REINERS
Chapter

In the third and final session of the PPLI, the mentee becomes the mentor, known as the Navigator. In her book *Women, Work, and the Art of Savoir Faire*, Mirielle Guiliano points out that, “Mentoring isn’t only opening doors, it’s also reaching back and pulling people through them.” The Navigator guides her new Captain by serving as a sounding board and sharing what she’s learned.

Navigators often gain fulfillment or a sense of purpose by sharing their own stories, offering advice and watching their Captain’s career progress. Beth Polcari, a program graduate, realized she had a lot to offer when her Captain looked to her for advice. “I was tossing out ideas based on my personal experiences, and my Captain was making decisions that allowed her to grow in her job. It was quite rewarding.”

When Captains work with someone who has reached their career goals, they learn from their insights. Mentors often share unwritten rules and offer feedback when their protégées stumble, and of course, the importance of networking cannot be underestimated.

Leja Noe, a former Leadership Coordinator for the PPLI, believes that, “Regardless of where participants are in the program, they tend to be focused.” She says that kind of drive is contagious. Participants who are proactive about their career progression begin to see real results. They learn to embrace and promote their talents, and their careers advance accordingly.

Pilots are required to use all available resources when gathering preflight weather data or resolving an in-flight emergency. The same logic applies outside of work. Think of the PPLI as another type of tool that highly motivated pilots should take advantage of.

If you’re looking to build new skills, form meaningful relationships and advance your career, then apply for this program. The application form is located on The Ninety-Nines website. Access the Pilot Careers Center link under the Resource Center tab. The next application deadline is January 31, 2011. We hope to see you in the next session of The Professional Pilot Leadership Initiative!

two there are a variety of personalities and perspectives to learn from. Peer mentoring is an effective way to ask questions, share experiences and receive feedback in a safe environment.

Captain’s Circle members take turns moderating online discussions on a variety of topics. Topics have included how to overcome setbacks, how to make a great first impression and how to manage stress in daily life and at work. The Captains have such diverse backgrounds, therefore the personal anecdotes and techniques discussed are often enlightening.

The women in the Captain’s Circle may look quite different on paper. One may be a bush pilot, another a CFI, and a third may be working at a regional airline. They may be from geographically far-flung locations, and their lives may be in very different stages, but you only need to scratch the surface to see the commonalities. The dreams and struggles of pilots are universal; every pilot out there has been persistent and no one has “made it” on their own.



Leja Noe.



International Treasurer Martha Phillips: A Woman of Many Skills

BY DIANE PIRMAN
Santa Maria Valley Chapter

Martha, a middle child in a family of four siblings, was born in Cooper, Texas. At the time, Cooper was a small town of about 2,500 people where Martha's grandparents were established as cotton farmers. Martha's father, being the town barber, always knew everything that was going on, so his four children couldn't get away with anything. Martha's mother was mostly a homemaker with some part-time work in a flower shop. Both parents were extremely supportive of their children and believed they could be anything they wanted to be.

Martha, her older sister and two younger brothers worked their way through college with the help of their parents and scholarships. Although their parents are gone, the siblings remain close, often sharing vacations. The four couples even enjoyed the Hawaiian cruise together that followed the 2010 International Conference.

In high school, Martha was an achiever. She played a mean game of basketball and was named to the All-District team.

She took piano lessons for many years and played flute in the high school band. Martha was a Senior Girl Scout and was selected to attend the first Girl Scout Round-Up in Dearborn, Michigan. And she was honored to be chosen as Valedictorian of her high school class.

In college, Martha double-majored in Psychology and Sociology for her Bachelors at East Texas University, which is now Texas A&M University at Commerce. Her graduate courses in education and business followed at Texas A&M University at College Station and Southern Methodist University in Dallas.

Martha says she always envied people who knew just what they wanted to be when they grew up. She wanted to be everything, usually inspired by the latest, most exciting career she had just learned about. She was a secretary and bookkeeper in college, then employment counselor, high school teacher, sales representative, director of marketing support, business trainer and, finally, business owner.

Although she is officially retired,

today she still dabbles in part-time book-keeping and project work for several businesses. She says she is happiest handling the organizational and financial aspects of business and, by continuing to support other businesses, she keeps her brain engaged.

Knowing Martha's business background, it is no surprise that she and Co-Chairman Carol Vautin were so effective and so inspirational to their committee chairmen and members from Southwest Section Chapters in the planning of the 2010 International Conference in Kona, Hawaii.

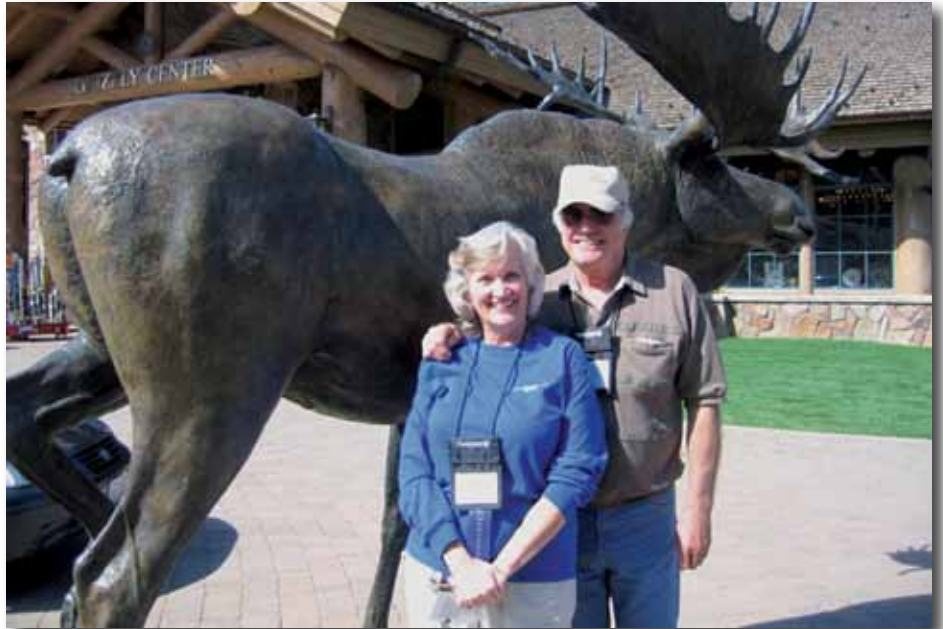
When asked what drew her to aviation, Martha explains that her uncle flew the Martin Mariner and the PBY Catalina in the Navy's Black Cat Squadron in the South Pacific in WWII. He later became a corporate pilot and shared his experiences with Martha. Flying seemed exotic and glamorous but completely out of reach for her. Still, she harbored a secret ambition to fly and filed it in her "maybe someday" file. Later, she and her small children flew

penny-a-pound rides with the pastor of their church, who was a pilot. Martha was more excited than her children.

After flying with soon-to-be-husband and pilot, Art Phillips, she was inspired to learn just enough to take the controls in an emergency. But once behind the yoke, she refocused on becoming a full-fledged pilot. Finding time to fly was a challenge with children at home and a full-time job. But three instructors later (at three airports – Van Nuys, Camarillo and Santa Paula), she earned her private certificate in 1987. Art was her constant supporter and cheerleader during her training.

Martha and Art really enjoy flying to Section meetings, a great opportunity to get acquainted with new airports. Since two of their children moved to Oregon, they made several trips there and have enjoyed longer trips to different areas of the U.S. Their 1969 Cessna Skyhawk, which they've owned for the past 30 years, has transported them on many adventures including trips to the East Coast.

Art knew first about The Ninety-Nines, and the couple made friends in the



Martha and Art Phillips at Snowbasin, Utah during the 2008 Southwest Fall Section meeting.

San Fernando Valley Chapter. Attending a seminar co-sponsored by the Santa Paula Ninety-Nines and another Camarillo Airport pilot group, Martha noted that The Ninety-Nines brought cookies while the

other pilots were the presenters. She told Art that she didn't want to belong to a flying organization that just made cookies.

However, at a later seminar, Pat Thomas introduced herself and invited Martha to a Santa Paula Ninety-Nines meeting. She was amazed at all that the Chapter was involved with and also embarrassed that she had misjudged the organization. The story became legend, and when she was installed as Southwest Section Governor, Jeanne Fenimore of San Fernando Valley and Jan Gageby from Martha's Chapter presented her with a box of cookies as part of the installation.

At Martha's first Southwest Section meeting in Santa Maria in May, 1997, she heard about a backpacking/hiking trip to be held that summer in Yosemite Park. It was to celebrate the 100th anniversary of Amelia Earhart's birth and the 60 years since her disappearance by climbing a 13,000-foot peak named for Amelia. It sounded like fun to Martha, who signed up with fellow Chapter member Marie Fasano. After a strenuous four days, monsoon rains, ravenous mosquitoes, food-stealing bears and boulder-strewn inclines, the group reached their goal. After meeting the challenge, these Ninety-Nines were firmly bonded and looking forward to meeting again at future Section Meetings.

Martha has served in her Ventura



Martha and fellow student were voted "Most Witty" in their class.



Coincidentally, both the tail number of Martha's C-172 and her hangar number contain double nines.

County Chapter as Secretary (1996-1998) and Chairman (1998-2000). When she became Chairman, they had 26 members, and by 2000 membership had grown to 58. Currently, there are about 94 members. When asked what contributes to a growing vibrant Chapter, Martha believes there are several factors:

1) Standard meeting places and times. They began having both a monthly Chapter Business Meeting on a weeknight and a monthly breakfast which is mainly social. Some members can only attend one or the other, but having a choice and regular meetings keeps members involved.

2) Giving scholarships. Their Chapter began presenting scholarships to women student pilots. Recipients were not required to become members or even attend meetings. But many of them did join the Chapter, and quite a few have contributed with their time and have become officers and Committee Chairmen for the Chapter.

3) Selection of Chapter Name. Initially they were the Santa Paula Chapter. However, there are four airports in close proximity in the Ventura County area (Camarillo, Oxnard, Santa Paula and Pt. Mugu), and some women pilots thought the Chapter invited only women who flew from Santa Paula. So in 1999, the Chapter was renamed to the Ventura County Chapter with good recruitment results.

4) Pilot Proficiency Classes. The Chapter started the classes in 2002, and the curriculum is varied and interesting. Pilots participate from near and far, making it possible for the Chapter to expand its scholarship program. Of course, it's also a great opportunity to introduce the Ventura County Chapter to local women pilots and to encourage women who fly in from other areas to learn more about The Ninety-Nines in their areas.

As Governor of Southwest Section, Martha began attending meetings of the International Board of Directors in Oklahoma City. She was amazed at the scope

of what the Board oversees with volunteers who are very dedicated. She was pleased to learn that the Board officers were interested in ideas and comments from every individual at the meeting. In the process of planning the Hawaii Conference, she continued to attend and was encouraged to run for International Treasurer.

As Treasurer, Martha says she is honored to be able to take back to her Section and Chapter the feeling of being connected with Ninety-Nines all over the world. She sees each of us as being, first and foremost, members of the International Ninety-Nines sharing kinship with fantastic women all over the world. Sections and Chapters are wonderful ways to become close to fellow Ninety-Nines in each member's area. But we can also be proud to belong to an entire organization that celebrates the unique history and activities of women pilots.

For Martha, the number "99" shows up in interesting places. The tail number of their C-172 is N79904 and their hangar is C199. So Art made a sign for the hangar that reads "See one 99." Those who meet Art will immediately recognize that Martha has his unfailing support as she serves our organization, never begrudging the time and effort she contributes to The Ninety-Nines.

Both Martha and Art Phillips were honored by the Ventura County Chapter in 2009 as they sponsored them into the Forest of Friendship. A meaningful and perfect tribute to a couple for whom flying is a way of life, and The 99s is a high priority.



Martha, second from left, played a mean game of basketball in high school.

Welcome New Ninety-Nines Members!

Alabama Chapter
MCFARLAND, Jodi (Assoc)

Alaska Chapter
ANDERSON, Amy

All-Ohio Chapter
SUMMERS, Pamela L
JACKSON, Tamara

Aloha Chapter
NAKANELUA, Elena (Assoc)

Ambassador Chapter
KEENAN, Jennifer (Assoc)

Antelope Valley Chapter
RAMOS, Mildred M (Assoc)
HALIM, Nadia (Assoc)

Arkansas Chapter
DAVIS-BRADLEY, Elizabeth (Assoc)

Australian Section
CANNON, Jessica

Bakersfield Chapter
MARTIN, Lynnda (Assoc)

Bay Cities Chapter
MALERICH, Sophia (Assoc)
FIALA, Terry L

British Columbia Coast Chapter
O'DONOGHUE, Caitlin (Assoc)
GOYER, Mireille
SOBOTKA, Petra (Assoc)

British Section
RIZZI, Claudia Fosca Maeva
MCGURK, Ciara
YAMMINE, Simone

Central New York Chapter
REAPE-SCHWAB, Christine Lea

Chicago Area Chapter
DRUMMER, Carlee R (Assoc)

Coachella Valley Chapter
CINDRICH, Genevieve Marie (Assoc)

Columbia Cascade Chapter
ABPLANALP, Kelly
BARNES, Rachelle D

Connecticut Chapter
PHELPS, Jennifer (Assoc)
GREEN, Rebecca

Cook Inlet Chapter
PERKINS, Dee

Delaware Chapter
FORTE, Sarah

Eastern New England Chapter
SIMMONS, Sarah

Eastern New England Chapter
WRIGHT, Jamie

Eastern Ontario Chapter
VORNWEG, Petra (Assoc)

Embry-Riddle Daytona Chapter
BUNK, Evelyn Christina (Assoc)

Finnish Section
HEIKKILA, Mari Johanna

Florida Firstcoast Chapter
ENGELBRECHT, Donna Marie

Florida Goldcoast Chapter
ASHLEY, Linda
SPIEWAK, Danielle
BUGBEE, Myra J

Georgia Chapter
MOCK, Amy (Assoc)

Greater Kansas City Chapter
CLARK, Deborah

Greater Kansas City Chapter
INDERWIESEN, Nancy A

Greater Seattle Chapter
JENKINS, Carol L
HOLLINGSWORTH, Christine (Assoc)
HILLER, Emily

Greater St. Louis Chapter
ZWEGO, Sabrina
ROSSINI, Nina

Houston Chapter
STAVINOHA, Sydney (Assoc)
CAPLEN, Vanessa

Idaho Chapter
MOE, Teresa
HENRY, Cathy R

Imperial So-Lo Chapter
STEWART, Diana (Assoc)

Indiana Chapter
SCHLICHTENMYER, Carrie A
HENKE, Kristen

Intermountain Chapter
YAMAMOTO, Monica Rae

Israeli Section
SSIS, Ruth

Kansas Chapter
GAJEWSKI, Summer (Assoc)

Kentucky Bluegrass Chapter
BOGARDUS, Amy Jane

Kitty Hawk Chapter
BOEGEL, Veronica (Assoc)
MOORE, Katherine Elaine (Assoc)

Long Beach Chapter
KANDO, Leah Jeanette

Maryland Chapter
WEIKERT, Christina (Assoc)

Memphis Chapter
STURGIS, Briana Nicole (Assoc)

Michigan Chapter
HASSELBRING, Cindy L

Mid-Columbia Chapter
HARBINSON, Lynn M (Assoc)

Military Internet Chapter
BUEHN, Cheryl N

Minnesota Chapter
BRINK, Brittnie
BLASCHKO, Amanda
CURTIS, Sarah
OYOUBA, A Marise (Assoc)



New Michigan Chapter member Cindy Hasselbring.

Mississippi Chapter
MORRIS, Rachel

Montreal Chapter
GENEREUX, Suzanne

Nebraska Chapter
VANLENT, Eileen M

Phoenix Chapter
HOBSON, Carol Lee

Redwood Coast Flyers Chapter
LOCKE, Lindsay T (Assoc)

Reno High Sierra Chapter
GLASER, Lila Bliss

Rio Grande Norte Chapter
PEROVICH, Patricia
LISOWSKI, Marilyn

San Antonio Chapter
MACKEY, Katherine (Assoc)
ROCKHILL, Michelle (Assoc)
EARWOOD, Meredith E (Assoc)

San Diego Chapter
CHASE, Meadow K (Assoc)

San Fernando Valley Chapter
VALDES, Salvador Angelica (Assoc)
ARMOUR, Kresse

San Gabriel Valley Chapter
DARWIN, Katherine Kate

Santa Rosa Chapter
BARRETT, Heidi

Tucson Chapter
BAX, Casimiera (Assoc)

Tulsa Chapter
KOONS, Lindsie

Ventura County Chapter
LANGLEY, Yolanda (Assoc)
CHIERUZZI, Maria (Assoc)
PIPER, Terry (Assoc)

Virginia Chapter
PAPARONE, Carrie

West Virginia Chapter
FRANKLIN, Margie

Wisconsin Chapter
ZUEGE, Wanda

26 Days 46 Hours with Intensive Training

BY CATHERINE WOODS
British Chapter

“That’s Long Beach Airport.” It was almost midnight, and the hangars were dark blocks against the lights behind. I had arrived in LAX from Hong Kong and was on my way to my hotel. My objective was to get my private pilot certificate within the next four weeks. Would this be a place of disappointment or where dreams came true?



Catherine Woods with her flight instructor Nik Gaalas of Angel City Flyers.

Getting my pilot certificate had been an ambition since I visited the flight deck of a 747 as a teenager, but early setbacks had led me to focus on other goals. I spent 10 years working in Australia, London and Hong Kong and had travelled through Europe, the Middle East and Asia. But the ambition to fly was always there. It was not going to be possible to learn in Hong Kong, so I looked for other options.

I had always wanted to visit California, and the American aviation industry seemed to be on a scale that does not exist in other countries: many flying schools,

many airports, and a GA-friendly environment. As I would not be living in the U.S., my training would have to be done intensively.

What did I look for in a flying school? First, it needed to have experience with intensive training. The program needed to be structured to allow a student (me!) to learn at an accelerated pace, which would require a different approach from training one lesson each week. A realistic estimate for the private pilot certificate seemed to be four to six weeks depending on the student.

In addition, I wanted to find somewhere that offered good weather, multiple aircraft and full-time instructors. An aircraft being out for maintenance for a week, an instructor being unavailable or poor weather would not be an issue if I were taking one lesson each week, but it would create significant delays for intensive training. My preference was also for a smaller flying school where I hoped to receive a more personal approach to training.

And so, I found myself at Long Beach. Four weeks passed quickly. I was flying twice a day, six days a week and absolutely

loved it. My usual schedule was ground school, first flight, debriefing. Lunch break. Ground school, second flight, debriefing. Home to study theory, prepare for my written, learn checklists and fly my armchair. It required focus and self-motivation, but after many years of waiting for this to happen, I was getting to do something I enjoyed all day, every day.

Of course, there were setbacks. My landings took a very long time to reach the standard where I could go solo, and still I see room for improvement. Sometimes I had to re-learn the same content multiple times, which frustrated me. But, overall, I exceeded my own expectations. My first lesson was on April 5, first solo on April 15 and first solo cross-country on April 19. I passed my written test (with 100%) on April 21 and my checkride on April 30, with a total time of 46 hours.

I had arrived unsure whether I could fly, determined to try but not really sure it was possible and had sometimes heard the voice of doubt along the way. It was only when the examiner said, “You passed” that the doubting voice was silent. Clearly, I could fly!

Would I recommend intensive training? The answer would be a definite yes. Of course, it requires a commitment of time for several weeks which might not be possible with family or other obligations.

For me though, it was the best way to learn. Frequent flying meant less time re-learning and more time for new skills. It also built my confidence because if one lesson did not go well, it was only a few hours and I would be flying again and having another chance to get it right. Similarly, being able to focus completely on my ground school meant I was able to retain more of what I learned.

Intensive training requires a large amount of money at once. However, often the number of hours required to obtain a private certificate is lower, so the total cost would be less than taking it slowly, one lesson each week.

And so, what next? I am now living in London and am considering the options for flying here, or possibly returning to the U.S. to enjoy flying for fun.

99s Have Busy Week at 2010 EAA Oshkosh

Fourteen new members were signed up and 86 expressed interest in The Ninety-Nines. International Director Fran Strubeck was there the entire week working closely as International Membership Chair. Many thanks to my usual crew of Meigs Adams, Ellen O'Hara, Ruth Frantz and Kris Herron-Irvin, along with the nine other new volunteers.

The tent provided a home base for the WASP again this year.

At the annual breakfast on Thursday, a special presentation was made. Major Tammy Duckworth, Chicago Area Chapter, was presented her certificate of induction into the Forest of Friendship from several years ago. She



Margaret Brennan, Mary Wunder and Rita Adams.

had not been able to attend at that time because she was recovering from serious injuries (loss of both legs) sustained when her Blackhawk helicopter was shot down in Iraq. She is now an assistant secretary with

Veterans Affairs in Washington D.C. Tammy was very excited about passing her private pilot checkride in fixed-wing aircraft just a few weeks prior to this year's Oshkosh. She used to say that she had "only" a helicopter rating.

Another activity at the tent was the Vicky Cruse Memorial Scholarship raffle.

The very busy and exciting week was climaxed by a night aerobatic light show complete with fireworks. With our great new location near Aeroshell Square, we could watch the show seated in front of our tent. A terrific end to a wonderful week!

— Rita Adams

High School Girls "Soar" at EAA Oshkosh

The Ninety-Nines new partnership with Women Soar this year was a resounding success at EAA AirVenture, Oshkosh. The theme focused on finding your passion, achieving your goals, hard work and determination.

Forty accomplished women mentors, representing many areas of the aviation community, joined 97 high school girls to start them on charting their life's course. This dynamic three-day program brought many talents and expertise together to tap the interests of all who attended. The girls, who came from the U.S. and abroad, were grouped according to their career interest areas.

The career track groupings were air show pilot, aviation ops, business, commercial pilot, education, engineering/science, flight instructor, journalism, maintenance and safety, medicine, and military/government.

Themed mentor sessions, designed to motivate and expose the girls to women who have achieved excellence in their career paths, were interspersed with activities and workshops. Every girl flew a simulator, participated in a navigation course, made a rocket and flew it, learned how to rivet in the maintenance shop and performed an engine maintenance check for optimum performance.

Eight of the top acrobatic pilots, with their airplanes, met with the girls and discussed their goals, careers, achievements and the airplane's performance. The keynote speaker, Captain Bethany Torma, told of the obstacles she faced when she wanted to fly and join the US Air Force. A standing ovation culminated the theme that perseverance will get you to any goal you want to achieve in life.

On the last day, the girls toured some of the EAA exhibits and enjoyed the air show. This was followed by an awards program where outstanding participation awards were given and scholarships awarded for future aviation training. Also, all girls who had never ridden in a plane were asked to come up on stage. When about 15 girls gathered, the message was, "We do not want you to leave before you all have an opportunity to have a plane ride. We have arranged for each one of you to have your first plane ride." This announcement cemented the theme to dare to dream and then set your goal to achieve it.

— Fran Strubeck



Air show legend Julie Clark speaks with Kayla O'Leary and signs her shirt. Kayla's grandfather served on the iconic World War II B-17, Memphis Belle. Photo by Amy Gesch

LETTERS

A HUNDRED AMELIAS

Unfortunately in my country, Amelia's movie was not exhibited in cinemas, and only a few days ago I found the DVD to rent. I waited until today to see it because today is my birthday. Of course, I began to see it yesterday at 23 o'clock because it was not possible to wait anymore! And I cried a lot with the phrases of Amelia Earhart and to remember her spirit is still with today's Ninety-Nines.

It is not possible to describe the honor I feel when I remember Joan Kerwin, Bobbi, Kerstin, Laura, Jenny, Marina, Peggy, Patricia, Andrea, Simone, Sonia, Tereza, Kalina and all marvelous women I saw at the Washington meeting and here at the Brazilian meetings. And many that I know only through the Internet, Michelle Basanesi, Leja Noe, Vivien Tosin, who helped me a lot last year with the example of their lives. A hundred of Amelias throughout the world.

Thank you my friends, you are the happiness of my life.

— *Flavia Padilha da Silva*
Brazilian Section

Oh, Flavia! I believe you have touched the heart of every Ninety-Nine who reads your letter! I'm very glad you were finally able to watch the movie, *Amelia*. I think AE would be proud to know that you, with your determination and warmth, are part of our worldwide sisterhood of pilots. May angels always lift your wings,

— *Marion Nauman*
Ventura County Chapter

CONFERENCE RETROSPECTIVE

I thoroughly enjoyed my first International Ninety-Nines Conference. The setting was beautiful, of course, and the weather and length of time perfect.

Registration was clear and relatively easy to follow. The hotel was a good choice as to location and was very pleasant. The staff was very nice. Getting around the hotel did take some getting used to.

The events were well planned, especially considering the distance between

the island and the mainland. The presenting Chapters did a wonderful job with the arrangements. The food choices were so different and fitting for the location. And there was plenty of it, too.

I enjoyed the seminars, although some overlapped or conflicted with each other on times. I wanted to attend more of them.

The tours were good choices, although somewhat pricey for flying. All very enjoyable, however. I especially enjoyed the Leadership Training Meeting that beautifully explained, in a Power Point presentation, the online accomplishments and future goals of The Ninety-Nines. Everyone should attend these in the future, and they could be longer.

The business meeting was short by

reported standards and nicely run. I learned so much about the International Ninety-Nines that I didn't know before.

The most fascinating part for me was the interesting women from all over the world and their incredible stories. I met so many, and each one was genuine and unassuming, taking you for who you are...a pilot who loves to fly no matter what your level. Each woman was glad to be there to listen to and share her story.

All in all, it was an interesting meeting and a great week in a spectacular place, with wonderful women. Well done, Ninety-Nines.

— *Nancy Wood*
Lake Erie Chapter

TRAINING MILESTONES

Natalie Anaston – Commercial Multi-engine
Bay Cities Chapter

Jackie Bock – Complex Endorsement
Alaska Chapter

Candice Brown-Elliott – Multi-engine
Santa Rosa Chapter

Amy S. Davis – Private ASEL, ASES
Hampton Roads Chapter

Sandra (Fox) Feliciano – CFI
Sugarloaf Chapter
AE Scholarship Award

Lorena Knapp – Captain/ATP
Helicopter
Alaska Chapter

Heather Kunkel – Instrument
Hampton Roads Chapter

Heather Marchese – Instrument
Hampton Roads Chapter

Neita Montague – CFI-G
Reno High Sierra

Beth Polcari – Hawker 800XP
Dallas Chapter
AE Scholarship

Kira Swerdfeger – Private
Orange County Chapter

Paula Wilson – Private
Coyote Country Chapter

Krystene Zehnder – Instrument
San Diego Chapter

WINGS

Sandra (Fox) Feliciano – Master Level
Sugarloaf Chapter

Glynis Kehoe – Wings Phase I
Wisconsin Chapter

SCHOLARSHIPS

Susan Van Matre, Greater St. Louis Chapter, an Aviation Management Scholarship by Women in Corporate Aviation (WCA) for a Flight Safety Operational Training Course in St. Louis, Missouri.

Annie Marie Radel, San Fernando Valley Chapter, a WCA scholarship to the Universal Weather and Aviation, Inc. FAA Dispatcher License Training and Certification Course.



Winning 2010 ARC team, from left, Ellen Herr, Laura Ying Gao and Terry Carbonell.

THE ALLURE OF AIR RACE CLASSIC

BY DENISE WATERS
Central New York Chapter

Why fly the Air Race Classic? Ask one of the 55 all-women teams that entered the Air Race Classic 2010, flying from Fort Myers, Florida to Frederick, Maryland, and their answers will be as varied as their backgrounds and flight experience.

Some might enter to review the basics to improve their flight and cross-country skills or build more hours, others might want to explore beyond their normal flight patterns or understand their airplane's performance and maintenance. For some, it's being a part of aviation history, facing new challenges, accomplishing goals and sharing the experience.

The Air Race Classic is a unique flying event with a history like no other. The 1929 First Women's Air Derby, Santa Monica, California to Cleveland, Ohio, started women's air racing at a time when women's rights were far from what we know today.

Aircraft, engine and instrumentation were still new, developing and being tested. Manufacturers showcased their best and fastest. Aviation records across the country being set, challenged and broken

were headline news. Will Rogers, pilot and commentator, playfully called it the Powder Puff Derby as he watched the 20 women start.

The All Women's Transcontinental Air Race (AWTAR), 1947-1976, continued women's air racing. Following those races, seven Ninety-Nines, Pauline Glasson, Esther Lowry Safford, Mary Pearson, Marion Jayne, Velda Mapelli, Helen McGee and Harriet Booth, picked up the baton racing forward as the *Air Race Classic (ARC)* (1977-present). The tradition of transcontinental speed competition for women pilots continues today as a non-profit 501(c)3 organization. Central New York Chapter Ninety-Nine Marolyn Wilson, currently ARC president, leads the race toward the future to preserve this experience for every woman pilot.

Pilot experience this year ranged from nine collegiate teams to two Wright Brothers Master Pilots. Ninety-Nines Chapters were well represented in the over 100 entrants. Volunteers, many Ninety-Nines, make this race happen and move it forward through sponsorship, ground/air assistance, timing, officiating and as spectators.

This year, first place went to ARC 11, 99s Terry Carbonell, Ellen Herr and Laura Ying Gao of Florida flying a Cessna R182; 2nd place to ARC 24, Joyce Wilson and Laura Berry, Cessna Skylane 182; and 3rd place ARC 55 Linda Street-Ely and Elizabeth Kummer, Grumman Cheetah.

The ARC continues to fly new routes annually each June with competition and non-competition categories. Up to 50 teams plan, are briefed, preflight and fly their airplanes safely over the 2,400 statute mile transcontinental routings. A minimum of two pilots is required. Additional teammates are optional. Airplanes are general aviation stock or modified stock able to run continuous maximum horsepower with no limitations. Contestants have four days, flying daylight VFR, to reach the terminus and fly the finish line. The objective is to fly the "perfect" cross-country.

Join the ARC in June 2011, Iowa City, Iowa to Mobile, Alabama. Entry Kits available December 2010. Applications accepted January 2 through April 15, 2011. Whether a racer, volunteer or sponsor, be part of the 2011 Air Race Classic. Follow airraceclassic.org.

Nominees Invited to Apply for 2011 International Awards

The International Awards Committee is accepting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2011 International Conference in Oklahoma City. The deadline for submitting nominations is **January 15, 2011**.

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.



Madeline 'Mimi' Tompkins, 2010 Award of Achievement for Contributions to Aviation recipient.

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, 2011.



BARBARA FRICKE WINNER OF THE AMERICA'S CHALLENGE GAS BALLOON RACE

Albuquerque Chapter member Barbara Fricke and Peter Cuneo are the unofficial winners of the America's Challenge Gas Balloon Race, which lifted off near midnight on October 8 during the Albuquerque International Balloon Fiesta.

Barbara is the second woman in the history of the race to win as the primary pilot. The top three distances in the race this year were all achieved by female primary pilots: Barbara, Danielle Francoeur and Cheri White.

Barbara and Peter flew 1,350 miles in about 57 hours and 30 minutes, landing on the east shore of the Detroit River in Windsor, Ontario, Canada. This urban landing was unusual since gas balloons usually land in more rural or remote areas.

The object of the race is to fly the greatest distance from Albuquerque.

The final results are posted on the America's Challenge website, balloonfiesta.com.

— *Albuquerque International Balloon Festival*

the exchange of information; To strive to enhance the status of air pilots and air navigators; To assist air pilots and air navigators in need through the Benevolent Fund.

— *Susan Larson*

AMELIA EARHART MAKES HISTORY AGAIN



There are giant parade balloons of Olive Oyl and Miss Piggy, but until now, no one has ever produced a balloon of an actual historic woman. All that changed on October 2 when a 45-foot helium balloon of Amelia Earhart in her red Lockheed Vega made its first test flight in the 2010 Circle City Classic Parade in Indianapolis.

The Amelia Earhart balloon was the brainchild of Equal Visibility Everywhere (EVE) founder and president Dr. Lynette Long. She was frustrated by the lack of balloons of female characters in parades across the country. The result is a joint venture between EVE and StarBound Entertainment, a leading balloon supplier, to introduce a new line of balloons honoring great American women.

Funding for the balloon was raised from individual donors, each of whom became a member of "EVE's 99 Club," named after the original Ninety-Nines founded by Amelia Earhart.

— *Jennifer Lee*

VI BLOWERS STAMM HONORED AT THE AIR AND SPACE MUSEUM

Vi Blowers Stamm was honored and sponsored by Jeane Wolcott (LTC Ret) to receive a certificate for the Wall of Honor at the Air and Space Museum, Dulles International Airport, on August 6, 2010. Vi is a member of the All-Ohio Chapter and turned 91 on October 15, 2010.

She is pictured with Bob and Marty Neitman who presented the certificate on behalf of Jeane Wolcott.

— *Beverley Hirzel*

EMILY HOWELL WARNER HEADS INDEPENDENCE DAY PARADE IN COLORADO

Aviation legend Emily Howell Warner, Colorado Chapter, was invited by the Greater Granby Colorado Area Chamber of Commerce to be the Grand Marshal in their Independence Day Parade because of her deep roots in the Granby area.

The celebration theme was "Planes, Trains and Automobiles." Planes? Who better than Captain Emily, America's first woman pilot to be hired by a scheduled, jet-equipped airline, Frontier.

She has been inducted into the National Women's Hall of Fame and also Colorado's Women's Hall of Fame. She was the 1983 national Amelia Earhart Woman of the Year. Her airline pilot uniform is enshrined in the Smithsonian National Air & Space Museum in Washington, D.C.

— *Penny Hamilton*

DOROTHY POOLEY ELECTED WARDEN OF GAPAN

British Section member Dorothy Pooley was recently elected to the position of Warden in the Guild of Air Pilots and Air Navigators (GAPAN). She is the first woman elected to any position in the organization.

The Guild was established in 1929 and was granted the status of a Livery Company in 1956. The Guild is responsible for advising the government on air safety and aeronautics.

Its objectives are: To establish and maintain the highest standards of air safety through the promotion of good airmanship among pilots and navigators; To maintain a liaison with all authorities connected with licensing, training and legislation affecting pilot or navigator whether private, professional, civil or military; To constitute a body of experienced airmen available for advice and consultation and to facilitate



Santa Clara Valley 99s at Pine Mountain Lake: Martha Schriener, Jeanne McElhatton, Joyce Willis, Mayetta Behringer, Carol Munch, and Debby Cunningham.

SANTA CLARA VALLEY CHAPTER

At our Awards Banquet, we honored Susan Tilley, our web-mistress who maintains our great website from afar; Brittany Sabol, Pilot of the Year; Jan Johnson, Outstanding New Pilot of the Year; and Sue Ballew for her three years as Chapter Chairman.

Our program speaker was Chris McKay, a NASA planetary scientist (Marcie Smith's 49½), who spoke about the search for life on Mars and

the planes that take him to strange places here on earth to conduct his research. Pat Gregory, our multi-term Chapter Chairman and past Southwest Section Governor, was inducted into the Forest of Friendship.

Odds & Ends: We hosted another Flying Companion Seminar, we celebrated our 56th birthday with a poolside potluck at Sharon and Frank Sweeney's, and we had several great fly-ins: one to visit long-time member Martha Schriener at her Pine Mountain Lake home, a mountain fly-in to Bridgeport following our June program about mountain flying techniques, and a trip to Jonesy's in Napa.

— Judy Stark

CHICAGO AREA CHAPTER

The 2010 Chicago Area Chapter Air Meet was held at DeKalb Airport. This was the first year the rally was opened to non-Chapter members, and participation doubled. The rally route was about a 200 nautical mile round-robin course starting at DeKalb Airport, with fly-bys at two other airports and terminating back at DeKalb. All winners received trophies and cash prizes. The rally winner also received the Joan and Walter Kerwin perpetual trophy to be engraved with the winner's name and displayed in her home for the next year.

Winners of the air rally were: First place, Dr. Peter Kerwin with mom Joan Kerwin. Second place, John Reinert and Norma Freier. Third place, newcomers John McConnochie and Dan Swanson. The Rookie Pilot Award also went to John McConnochie. Winner of the spot landing contest was another newcomer, Dan Rubino flying with his wife, Annette.

A luncheon followed the race. Mary Panszyszyn received a certificate in recognition of her 45th anniversary as a Ninety-Nine.

— Diane Cozzi



Race Chairman Rita Adams presents trophies to Peter and Joan Kerwin.

SUGARLOAF CHAPTER

On September 10 and 11, the Sugarloaf Chapter painted a compass rose on the east ramp of Hagerstown Regional Airport (KHGR), Hagerstown, Maryland. This was originally planned to occur last fall, but the weather did not cooperate. One of the major reasons for painting this new compass rose was the change in magnetic north.

The airport authority had a licensed surveyor mark the magnetic north points. The airport authority also provided the paint and many of the supplies.

The compass rose used the Mt. Shasta compass layout. Its N/S/E/W points are 35 feet long, which makes it a 70-foot long compass rose. Airport markings prevented anything larger. The painted area was more than 1,768 square feet.

We used highway traffic paint in white, "handicap" blue and black. Sandra Fox, Sugarloaf Chapter, organized the project, which was her first compass rose.

— Susan Passmore



From left, the marking crew: Sue Passmore, Old Dominion Chapter, and Sugarloaf members Jann Thompson, Sandra Fox, airmarking chairman, and Marvine Hamner.

FLORIDA SUNCOAST CHAPTER

Linda Kaufman took a group of 15 pre-kindergarten children from the Dunedin Montessori School on a field trip to Clearwater Airpark on July 14, 2010.

Congratulations go to Michelle Raines, who just completed her emergency mission training with the Sarasota Civil Air Patrol, and to Gao Ying, who flew in the 2010 ARC as a passenger with the team that placed first.

— Sophia M. Payton



Pre-kindergarten children line up on the wing of the airplane with their teacher standing by.

ORANGE COUNTY CHAPTER

The Orange County Chapter is honored to recognize WASP Violet ‘Vi’ Cowden with our 2010 Pilot of the Year Award. Not only is she still flying at age 93, there’s no limit to her energy and spirit.

Vi’s interest in aviation began as a child in rural South Dakota. Her flying lessons began in her early 20s, taking her lessons daily before teaching school in a one room school house. Beginning her flying lessons in a J-3 Cub, Vi soloed in an open-cockpit Waco. She earned her private pilot certificate in 1940. Soon after December 7, 1941, she sent a telegram to the War Department in Washington, D.C. volunteering her services as a pilot. By March, 1943 she began her WASP flight training at Avenger Field in Sweetwater, Texas. Besides her beloved P-51 Mustang, Vi has flown 19 different warbirds including B-24s, Douglas A-20 Havocs, Douglas C-47 Skytrains and BT-13s.

Vi continues to make presentations to a variety of civic organizations and is a contributing member to many philanthropic organizations. She is a very vital member of our Chapter.

— Mary Van Velzer



Vi Cowden with Ensign Kristine Volk, USNR.

SAN DIEGO CHAPTER

Compass Rose Painting

The San Diego Chapter has finally caught up with a lot of our sister Chapters in the painting of compass roses. This spring we completed two of them, one at Gillespie Field (SEE) in El Cajon, the other at Ramona Airport (RNM) just over the hump to the north.

Who would have thought it would be so much fun! And, oh, how proud we are of our beautiful work. In the case of Gillespie, it was a re-do necessitated by the repaving of the runways and taxiways. As for Ramona, the old one was long gone, and this new one, which required even creating the blank area on which we painted it, is lovely to behold.

Wings Over Gillespie

We didn’t exactly dominate it, but we were more than just a footnote in this year’s Wings Over Gillespie, an air show put on by the Commemorative Air Force at Gillespie Field (SEE) in El Cajon in June.

Four of our members flew four quite different aircraft as a fly-by on both Saturday and Sunday, while one of our members sat in the announcer’s booth and gave details about the pilots, their planes and The Ninety-Nines for the crowd of 800 to 1,000.

With Tracy Ramm in the lead in her T-34 laying down

smoke as she zoomed by, Fran Bera in her Piper Comanche in second place, Natasha Stenbock in a Piper Warrior in third place, and Heather Gamble in her Citabria in fourth place, they brought cheers from the audience and ear-to-ear smiles to their sister Ninety-Nines on the ground.

We all were thrilled to have our pilots participate in this well-loved show, ecstatic to have the opportunity to show that women fly and delighted to tell about The Ninety-Nines.

— Constance Charles



San Diego Chapter painters show off the new compass rose.

NEBRASKA CHAPTER

On June 12, the Nebraska Chapter of The Ninety-Nines, along with hundreds of others, gathered at the Veterans Memorial Garden in Lincoln, Nebraska. It was the site for the dedication of a monument to honor the 19 Nebraska Women Airforce Service Pilots (WASP) who had served our country during WWII.

Recently appointed to the Veterans Memorial Garden Committee was Ninety-Nine Diane Bartels, an aviation historian instrumental in establishing the memorial.

Mary Williamson from Omaha, a trainee in the last class, was the only one of four WASP with Nebraska ties still living and able to attend the dedication. When Diane presented her with the Congressional Gold Medal, everyone spontaneously stood and offered their appreciation for her service with resounding applause.

Mary acknowledged all her sisters in the sky, saying, "I wish they could be here."

— Diane Armour Bartels

Nebraska Ninety-Nines, from left, Cristi Higgins, Patsy Meyer, Kathy Spahr, Susan Biba, Diane Bartels and WASP Mary Williamson.



High Country Chapter members and friends with students who experienced their first flight.

HIGH COUNTRY CHAPTER

During our scrapbook meeting in March, the High Country Ninety-Nines of Grand Junction, Colorado decided we needed a new project. We decided to invite four or five girls to go for a first flight. One of our members knew the administrator of Riverside Educational Center, Mary Gonzales. This is an after school tutoring and enrichment program. The project soon blossomed into 20 kids who wanted to fly.

We decided to make it a memorable day and organized a lunch at the local Commemorative "Confederate" Air Force Museum with pizza and drinks. On June 18, we picked up the kids and took them to the Colorado Flight Center, our flying school at Grand Junction Regional Airport run by Ninety-Nine Marisa Fay and her husband, Collin. All 17 students able to come flew in both an airplane and the helicopter.

— Deborah Gaul

INDIANA DUNES CHAPTER

Indiana Dunes Chapter members played at having an air rally in June when members Janice Welsh and Christine Murdoch put on an entertaining and informative skit. The script was designed to teach our newer members how to fly in a proficiency rally. Many of those same members will practice what they learned in the real thing at our Chapter air rally in September.

Also in June, our Chapter spent several busy days helping to staff the Elkhart, Indiana, stop in the Air Race Classic. Chapter Chairman Diana Austin was the organizer for our group. Many hours were spent in planning and executing a smooth stop for all competitors.

A visit to the Kalamazoo Air Zoo was the highlight of our July Chapter meeting. *Fly Girls of World War II* is currently on display at the museum, and all of us were in awe of the accomplishments of the WASP. A visit to the museum's restoration center was also a highlight of the trip.

In August, we met at the Laporte Aero Club Pancake Breakfast Fly-In. This is an annual event that draws many aviation enthusiasts in the area. We always set up an information booth with toy airplanes and other small items for sale.



ALAMEDA COUNTY CHAPTER

Above, Alameda County Chapter members Billie Spseto, Gen Solorio, Judy Barker, Lynne Allen and Liz Sommers worked the registration desk and were responsible for the air race starts for the 2010 Hayward Air Rally held June 11-12.

— Liz Sommers



Front row, from left, Anne Honer, Liz Lee, Cynthia Basamania. Back row, Eileen Malan, Reva Carpenter, Beverly Mirman, Sylvia Harris and Chrissy Colver.

CAROLINAS CHAPTER

Carolinas Chapter members met June 19 at Anne Honer's home to celebrate the 70th birthday of the chapter.

The Carolinas Chapter was chartered on June 19, 1940, in the Charlotte area soon after the fifth woman pilot in the area received her pilot certificate. Carolinas Chapter members served their country in World War II as members of the Civil Air Patrol, Link Trainer instructors, instructors in the Civilian Pilot Training Program and joined the WAFS, WASP and the armed forces. Not all was serious, though, as the women enjoyed social get-togethers from the beginning.

In April of 1949, Jewell Bailey set an altitude record, flying to almost 27,000 feet in a 65 hp Piper Cub. Another member married a parachutist and wore a wedding dress made from his parachute material. Later, the fabric was recycled and became a christening dress for the couple's first child.

Today, members meet monthly throughout the Carolinas, supporting scholarships, painting compass roses on airports and providing educational workshops for adults and children alike.

— Anne Honer

WISCONSIN CHAPTER

The Wisconsin Chapter 99s painted a compass rose at Palmyra Municipal Airport (88C) on Saturday, October 9.

Pictured front row from left, Darcy Kulesha, Julie Hartlaub, Elizabeth Motley, Laurie Probst, Dee Becker and Glynis Kehoe. (back row, 49½s Keith Hartlaub, Jim Becker and Vance Kehoe.



ARABIAN SECTION

A member since April, 2010, Arabian Section member Alia Atwal is already actively recruiting members from Jordan into The Ninety-Nines. She met with Arabian Section Governor Yvonne Truman this summer in Bahrain during an event to promote interest in aviation. She presented Yvonne a friendship trophy.

Alia, a flight instructor, has already recruited a commercial airline pilot and is hoping to introduce more women pilots to The Ninety-Nines.

"My aviation dream started when I was in a high school and we had a career day. I joined the aviation class, and the way the captain was standing and talking about aviation, I knew immediately that I belonged to that world. I knew that I wanted to be standing in his shoes one day and giving other people a chance to know about aviation," Alia said.

"The happiest day in my life was when I obtained my PPL," she adds. After earning her commercial instrument rating, she obtained her CFI and then passed the DLR exam for Royal Jordanian Airlines. She currently works as a flight instructor at the Mideast Aviation Academy and has just been accepted into Royal Jordanian Airlines. Next up is her basic course and type rating with Royal Jordanian Airlines.

"I consider the day I was born was the day I joined aviation. My soul is in the sky!

"Because Bahrain is virtually a non-flying environment, we do depend on the surrounding Arabian countries for our flying activities. Jordan is emerging as a wonderful pioneering training country for private but, most of all, for commercial and airline pilots," Yvonne said. The Arabian Section now has 19 members within its geographical area from Egypt to Oman.

— Yvonne Truman



Yvonne Truman and Alia Atwal.



Colorado Ninety-Nines at Granby-Grand County airport identifier painting project, from left, Margot Plumm, Roxie Juul, Natalie Corrao, Jan McKenzie, Linda Horn, Cheryl Ann Hanssen and Emily Howell Warner.

COLORADO CHAPTER

The Colorado Ninety-Nines were at Granby-Grand County airport June 26 and 27 to paint new airport identifiers. They did a terrific job of airmarking “GRANBY 123.0” facing south and “GNB 123.0” facing to the east.

Many members of AOPA, Colorado Pilots Association, EAA Chapter 1267 and the Friends of the Granby Airport, along with community volunteers and local high school students, turned out to help The Ninety-Nines. The high mountain weather was perfect for the project. Everyone had a great time working together.

South Central Section Governor Jan McKenzie chaired the project. She expertly assisted local volunteers in laying out the new identifiers on the brand new airport tarmac. Also, Colorado aviation legend Emily Howell Warner was there to help paint. Granby-Grand County was her home airport.

The Colorado Pilots Association named GNB as an “Airport of the Year” for 2010.

— Penny Hamilton

REDWOOD COAST FLYERS CHAPTER

Redwood Coast Chapter Flyers welcomed Lindsay Locke, their newest associate member. Lindsay soloed on her 16th birthday in a Piper Cub and has been flying since she was 12, with most of that time in a Cub. She flies out of Garberville (O16), which is a small mountain airport in which you have to do a dog leg on base to final to even see the runway.

Lindsay invited the Redwood Coast Flyers and about 50 of her friends and family to see her solo. Talk about pressure!

— Rita Limmer

FINNISH SECTION

The Finnish Section celebrated its 40th anniversary this summer on July 14 at the Rayskala airfield where the section was founded 40 years ago. We had the honor to have one of the founding members, Anneli Kokkola, to celebrate with us. We also had an exhibition at the airfield telling about the history of our Section and women in aviation. — Leena Niemi



From left, Finnish Section founding member Anneli Kokkola, Mari Heikkila, Irene Ihme and Kaisa Mollari.

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NEW HORIZONS

ELIZABETH ALEXANDER Eastern New England Chapter

Elizabeth 'Betsy' Alexander, 91, flew to New Horizons on September 20, 2010 at New London Hospital after a period of failing health.

She graduated from The Winsor School, attended Vassar College and was a graduate of New York Institute of Photography. In 1942 she married Guy Alexander. When her husband returned from the Pacific, they raised a family in Sunapee, New Hampshire. After her children grew, she was employed by George E. Alexander & Son as office manager until the late 1980s.

She was active in many organizations, including The Ninety-Nines, the Aircraft Owners and Pilots Association, the Aviation Association of New Hampshire, the DAR Reprisal Chapter of Newport and the Sunapee Historical Society.

A memorial service was held on September 25 at St. Andrew's Episcopal Church, New London, New Hampshire. In lieu of flowers, donations can be made in Betsy's memory to The Ninety-Nines, Inc., 4300 Amelia Earhart Road, Oklahoma City, Oklahoma, 73159.

— Guy Alexander, Jr.



Elizabeth Alexander.

KATHRYN JEAN BLAKE Santa Clara Valley Chapter



Kathryn Jean Blake.

Jean died at home in Gilroy, California on August 29, 2010.

It is not everyone whose fondest memory of a friend celebrating her 65th birthday is of sharing a burro and tent for the climb of Amelia Earhart Peak in Yosemite. The 1987 climb commemorated the 50-year anniversary of Amelia Earhart's disappearance. (Jean made the climb all the way on the third day. I stayed behind to take care of the burros.)

Jean started flying in 1943 at Reno Sky Ranch in a Taylorcraft and continued as student/copilot with her husband who managed the airport in Gilroy during WWII. She joined The 99s as an active member of the Santa Clara Valley Chapter in 1973 and was instrumental in forming the small Gavilan Chapter in Gilroy and Morgan Hill in 1980 and serving as Chairman for many years. She was one of the women who participated in the 1981 NASA "Bed Rest Study."

If you made a list of all the important things The 99s were do-

ing in those years, you would find her name among those involved in airmarking; airport tours; Direct Relief Foundation flights; Pacific Air Race Terminus, Reid Hillview and Provo, Utah; Air Race Classic Start, Salinas; Gilroy Airport Ad Hoc Committee; student projects at local schools; International Conference in San Francisco 1977; and the 1982 U.S. Precision Flight Team meet in Hollister.

A private family memorial was held September 1.

— Verna West

MARGARET ANNE COOK Alaska Chapter

Charter member of the Alaska Chapter, World War II pilot and longtime Anchorage resident Margaret Anne Cook flew on to New Horizons September 18, 2010 after a life that embraced friends, family and adventure in equal measure.

Margo was born June 23, 1918, in San Antonio, Texas. Her family moved to the Los Angeles area in 1925. After graduating from Occidental College in 1939, she began her teaching career. She came to Alaska in 1953 to work as a teacher and then as counselor at Anchorage high schools until her retirement in 1982. She taught at Alaska Pacific University as well.

Always up for challenges, she began learning to fly. As soon as the Women Airforce Service Pilots (WASP) was organized to help in the war effort, she joined. An ear injury forced her to leave the WASP, so she joined Stinson Aircraft Corp. as a test pilot. After the war, she continued flying for Stinson and also did stunt flying for movies.

While working for Stinson, she landed an L-5 at an unfamiliar field. Since she was in a military aircraft, she had to wait for clearance to take off again. Stinson receive a call and confirmed that "Cookie" Cook was indeed authorized to fly the L-5. When she returned to base, the crew met her with a sign saying "Property of Stinson Aircraft. If found, please return to Wayne, Michigan."

Margo continued her flying in Alaska. She was a charter member of the Alaska Chapter and was also active in the WASP, the Pioneers of Alaska, the Retired Teachers Association, the Salvation Army, APU President's Forum, PEO Chapter K, First Presbyterian Church and the Alaska Republican Party.

We will all miss Margo's indomitable spirit, sense of adventure and fun.

— Mio Johnson



Margaret Anne Cook.

NEW HORIZONS

ELOISE GREENLEE Northwoods Chapter

Eloise Greenlee, 88, of Hancock, Michigan, passed on to new horizons on June 26, 2010. She was a charter member of the Northwoods 99s and served as the Future Woman Pilot Guardian Angel Coordinator.

Her enthusiasm for The Ninety-Nines was evident, as she traveled sometimes four or five hours by car to attend a Northwoods function. She loved talking to flyers and was a World War II veteran, proudly serving her country traveling with the U.S. Army Band as trumpet player. Eloise achieved a mid-life dream by earning her private pilot certificate and owning her own Grumman Tiger.

After 53 years of marriage, she lost her beloved husband and devoted considerable energy to volunteer service at the Calumet Hospital, the Red Cross, Little Brothers, the Civil Air Patrol and the Swedetown Ski Club. She enjoyed being a part of the Northwoods 99s, EAA, the Hancock Methodist Church and the residents of the Scott Hotel where she lived the past two years. She sewed countless aprons and knitted hats for family and friends.

In her last six months of life, she was diagnosed with leukemia but still found time and energy to correspond with friends and travel to be with loved ones.

Eloise will be greatly missed by her sister 99s of the Northwoods.

— Pam Trask



Eloise Greenlee.

in over 100 air races. She came in first place in 10 races, including the 1977 All Women's International Air Race (Angel Derby), and in all others her name was usually found among the top 10 finishers. She usually flew solo, but when race rules required, she would have a co-pilot or be a co-pilot, which was how she met Sophia Payton in 1964. From then on, they often flew together or were competitors.

Pauline was devoted to her family. She met her husband, Pete, when they were both fledgling pilots: she a new instructor/charter pilot and he a crop duster. They were married in 1966. Pete became a captain with Eastern Airlines and Pauline focused on air racing.

In 1971, Pauline purchased a Beech Custom Musketeer, N7666R. It was not a fast airplane, but with a handicap and Pauline's expertise, they were a formidable competitor in both proficiency and speed races.

In 2000, Pauline wrote her memoirs, *Racing in the Skies; a Pilgrimage to the Past*. In her book, she gave credit to the many friends and pilots who helped her on her journey through life and aviation.

Pauline's last race was the Air Race Classic in 2002. The route was Silver City, New Mexico to Chesapeake, Virginia. Phyllis Wells was her co-pilot, and Von Alter was a passenger. One of Von's duties was to watch for traffic and obstacles. With Pauline flying low to take advantage of the winds, Von was often heard to exclaim, "Rising terrain, rising terrain!" Pauline persevered, and the threesome came in 8th place.

Unfortunately, Pauline lost the race with cancer, but what a wonderful and exciting life she led "racing in the skies." Her family and the many friends she made during her life will long remember her and echo the sentiment Pauline shared when Sophia's husband died: "Be sure to take on plenty of gas and may the weather be clear and the visibility unlimited."

— Sophia Payton and Phyllis Wells

PAULINE MALLARY North Georgia Chapter



Pauline Mallery.

Pauline Mallery, long-time racing pilot and life member of The Ninety-Nines, passed away on August 16, 2010 at her home in Statesboro, Georgia.

Pauline was also a charter member of the International Women's Air & Space Museum, where she had been sending her air race memorabilia and archives. They have been a valuable research resource.

Well known in air racing circles, Pauline was very competitive. She flew

SOPHIA SINGH Nepal Chapter

Sad news comes from Nepal about the August 25, 2010 crash of an Agni Air Dornier turboprop aircraft. One of our Nepal Ninety-Nines, Sophia Singh, first officer on the flight, died in the accident. Three crew members and eleven passengers lost their lives in the downed flight, which was returning from the Lukla area in bad weather and had a reported generator problem. A Nepal government team is investigating the cause.

The whole aviation community in Nepal mourns the loss of their colleagues. As you know, the Nepal Section is a Sister Section to the Southwest Section.

— Catherine Houghton

NEW HORIZONS

LINDA LEE SWISHER

Greater Seattle Chapter

Linda Lee Swisher passed away peacefully in her sleep on August 12, 2010. Her passing was sudden and unexpected.

Linda was born in Michigan on February 19, 1948. She and her husband Keith settled in Port Townsend in the 1980s. Linda was active in the community as treasurer of the Port Townsend Noon Rotary Club and a volunteer and supporter of Jumping Mouse Children's Center.

She was a loving mother to Lydia Kimball and loving grandmother to Evan and Gale Kimball of Michigan, as well as Tamra Swisher of California.

We will miss you every day, Linda.

— Donna Sommer

EVELYN VAN KESTEREN

Florida Suncoast Chapter

Evelyn 'Ginny' Van Kesteren died peacefully at home on July 9, 2010. Ginny was a lifetime Ninety-Nine and member of the Florida Suncoast Chapter. For many years, she led a storied life of adventure, travel and friends.

She is survived by her husband of 67 years, Henry Van Kesteran, and her two daughters and their families. She will be missed by many who knew her.

— Sophia M. Payton

SHIRLEY WILLIAMS

Antelope Valley Chapter

Shirley Williams moved on to New Horizons on March 10, 2010, with her husband George and other family members by her side.

Shirley learned to fly in a Cessna 150 in 1974 in Lancaster, California. She and George flew their Cessna 150 to Canada/Alaska five times over the years. Later, they restored a Stinson and enjoyed flying that also. They retired to Orosi near Woodlake, California in the early 1990s.

Shirley was an active member in the High Desert Chapter and in 1988 helped establish the Antelope Valley Chapter. She was inducted into the International Forest of Friendship in Atchison, Kansas in 2006.

She loved flying and participating in Chapter activities. She and George often flew to Southwest Section meetings.

— Rosemary Jensen Coonrod

WILLIAM P. (BILL) LEPORE

49½ of Rose Lapore Houston Chapter

The Houston Chapter lost a longtime friend and supporter when Bill Lepore, husband of Rose Lapore, passed away on March 17, 2010, following a valiant struggle against leukemia and related complications. Bill was a proud 20-year veteran of

the U.S. Marine Corps, serving in two combat tours in Vietnam as a Radar Intercept Officer in F4 Phantoms. He went through the U.S. Navy Top Gun School at Miramar, California, and spent his last five years in the service teaching fighter tactics at MCAS Cherry Point, California.

During his second career as a stock broker, Bill enjoyed flying around the country with Rose in their Mooney 201, competing in air races, attending South Central Section meetings and International Conferences, participating in Houston Chapter flying events and taking great pride in Rose's own aviation accomplishments, such as her top-10 finishes in several Air Race Classics. Although he maintained that he preferred to be known as a "198" rather than as a 49½, Bill greatly admired the women pioneers of aviation and was a true supporter of The 99s. He will be greatly missed.

— Cathy Wappler

FLOYD E. MATHEWS

49½ of Dolores Mathews San Fernando Valley Chapter

Longtime aviator and husband of San Fernando Valley Chapter member Dolores Mathews, Floyd has taken his flight to New Horizons. He was 90. He died as the result of an accidental fall at his home on Rosamond SkyPark.

Floyd learned to fly when he was 16 by picking apples and pears in the family orchards in Chelan, Washington for 10 cents an hour. Airplanes were his passion all his life, and he worked in every phase of aviation from making fabric wings to working on engines to flight-testing and engineering.

Floyd served in the U.S. Army twice between 1937 and 1945 and worked for Lockheed for a while and then as a pilot for commercial companies, including Bill Lear's. He worked for Pacific Airmotive in Burbank, California for 16 years and just prior to his retirement managed their FBO in Long Beach. He demonstrated the T-28 to the French and the Algerians in Europe and Africa for their governments' use.

— Jeanne Fenimore

LEROY NELSON

49½ Margaret Nelson Houston Chapter

Leroy Nelson, 49½ of Margaret Nelson, passed away in Houston, Texas on December 25, 2009. Following heroic military service during WWII, Roy began a career with Shell Oil that ultimately spanned 41 years. Roy and Margaret were active participants in the Houston 99s for many years, regularly attending FAA Safety Meetings and flying their Cessna 182 out of West Houston Airport until shortly before his death at the age of 91.

Following his retirement from Shell, Roy led an active life as a highly-regarded tennis official and also a well-respected pilot who conducted every flight with meticulous professionalism. Roy was a true gentleman who will be missed by many who knew him in the tennis and aviation communities.

— Cathy Wappler

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