

99 News

The Official Magazine of the International Organization of Women Pilots

October/November/December 2009





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

Sacramento Chapter member Nancy Ginesi-Hill is interviewed by Warbird documentary makers at the Golden West Fly-In in Marysville, California on June 6. She was enroute to Eagle Field AAFB, Dos Palos, California in her Stearman PT-17.

Sixty-five years ago the aircraft was stationed at the field. Her fly-in was part of an annual event at Eagle Field that honors its veterans.

The Stearman made its debut in 1936 as a warplane, with more than 10,000 built by the end of 1945. Nancy owns one of the 1,000 Stearmans still flying today.

Photograph by Bill Hill.

PERPETUAL CALENDAR

2009

OCTOBER

24 **“In Search of Amelia Earhart” Exhibit** opens at The Museum of Flight, Seattle, Washington. Features special events and personal artifacts to illuminate the life of Amelia. Runs through May 2010.

NOVEMBER

2 **80th Anniversary of The Ninety-Nines.**

5-7 **AOPA Aviation Summit**, Tampa, Florida. Experience everything general aviation has to offer. This event has something for everyone. Visit aopa.org/summit.

7-Dec 5 **“Celebration of Flight,” Women in Aviation Art Exhibit**, 99s Museum of Women Pilots. Opening reception on Saturday, November 7. The exhibit runs through Saturday, December 5, 2009. Artist Judi Geer Kellas portrays women in aviation from 1910 to the present.

DECEMBER

1 **Due Date for 99 News submissions** for January/February/March 2010 issue.

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

2010

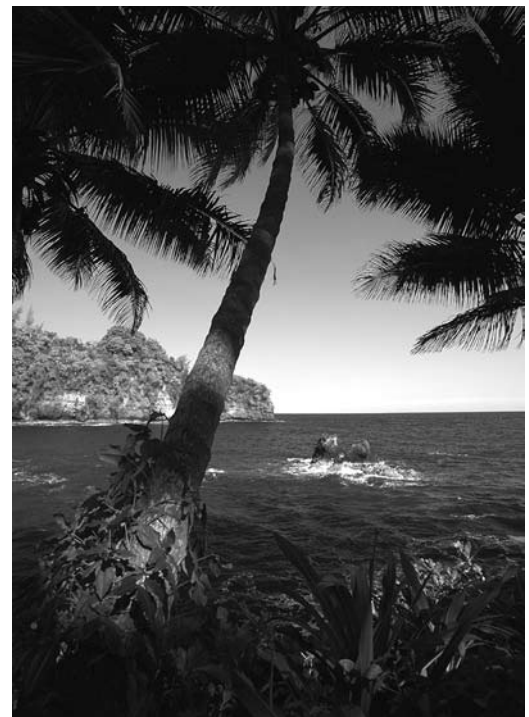
JANUARY

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

AMENDMENTS DUE DEC. 31

International Bylaw and/or Standing Rule amendments may be made by this Committee, a Chapter, a Section, the Council of Governors or the International Board of Directors to be presented to the membership at the 2010 Annual Meeting in Kona, Hawaii. They must be postmarked by December 31, 2009.

Please send to: Ellen Nobles-Harris, 2424 Dorval Rd, Wilmington, DE 19810-3529.



Hawaii's Big Island Visitor Bureau (BIVB)

Visit island paradise while attending the Ninety-Nines 2010 International Conference in Hawaii July 5-9. Above, Twin Rocks at the Hawaii Tropical Botanical Garden on the Big Island.

MARCH

1 **Due Date for 99 News submissions** for April/May/June 2010 issue.

JUNE

18-20 **International Forest of Friendship**, Atchison, Kansas. The focus is on Forests and Flying. Visit ifof.org for more information.

22-25 **Air Race Classic**, Fort Myers, Florida to Frederick, Maryland, www.airraceclassic.org.

JULY

5-9 **Ninety-Nines International Conference 2010, Kona, Hawaii.** Sheraton Keauhou Bay Resort and Spa on the Kona Coast. For more information and registration, visit ninety-nines.net/hawaii2010.

CORRECTIONS

On page 9 of the July/August/September 2009 issue, bottom right photo, Judy Phelps was incorrectly identified as Dianne Cole. On page 11 of that issue, second photo from top on left, Penny Nagy's name was misspelled.

99 News

The Official Magazine of The International Organization of Women Pilots

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THE NINETY-NINES MISSION STATEMENT

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

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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Mesa Air Group's Air Line Pilots Association (ALPA) women leaders, from left, Liana Hart, Leja Noe and Cindy Mencel.

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Joan Mace.



A PT-17 Stearman returns home after 65 years.

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Ninety-Nines at the 2009 Forest of Friendship induction.

President's Message

BY SUSAN LARSON, International President

Value for membership. What is it and how do you get it? It's not the annual directory or a magazine. It's not the monthly Dispatch or access to the three email networks. It's not the newly expanded and improved website. It's not the PPLI or the AEMSF scholarships.

Although each of these is valuable in and of themselves, the real value for membership is getting to know fellow 99s and feeling a part of The 99s family. For most of us, we walk into that first Chapter meeting, excited yet anxious, often full of trepidation. The welcome sets the tone for what can be a lifetime of friendships and fun. When we participate in the group's activities, we get value.

In my opinion, the most enduring value comes when members cross borders and participate in nearby Chapter or Section activities. Exposure to different activities, successful methods of increasing membership, ways to raise funds or fun flying events results in ideas crossing borders. It's in this way that Chapters and Sections thrive.

Traveling with 99s to meet 99s around the world, there's the value of my membership. It's available to all, whether visiting a nearby city, another state or province or another country. In September, I traveled to Ferrara, Italy to participate in the Aviation and Women in Europe conference organized by Ambassador Chapter member Michelle Bassanesi. Meeting and conversing with female pilots from other countries is truly value for my membership. Whenever and wherever you travel, make the effort to contact local 99s. You will never forget the feeling of being part of an extended family.

Meanwhile, back at our OKC Headquarters, fundraising is underway to complete the repairs to the north wall, stairway, museum balcony and concrete plaza between the two buildings, and we expect to start the repairs soon. At our Annual Meeting in Chicago, International Fundraising Chairman Susan Liebler issued a

matching funds challenge and within 10 minutes received \$8,000 in pledges from four Sections and six Chapters. These early pledges are greatly appreciated and further pledges are extremely welcome. For each dollar pledged, matching funds will be contributed.

A big welcome to new International Board member Corbi Bulluck, Kitty Hawk Chapter, Southeast Section, who, along with returning board member Fran Strubeck, was elected at the Annual Meeting in Chicago. The infusion of fresh viewpoints and organizational experience these two members bring to the Board of Directors is a positive step on the path of organizational progress.

The new website is now operating with the on-line renewal page that many of you requested. Ninety-Nines around the world can now renew using Paypal or a credit card, making renewals fast and easy wherever you live. Webmaster Pamela O'Brien has worked tirelessly to get this new site up and operating, and on behalf of all Ninety-Nines, she is whole-heartedly thanked for her efforts.

Here's an update on our organization's

financial status as reported in the May-June issue of the *99 News*. We have contracted with an agent to lease the vacant building adjacent to the Headquarters building. Both of these buildings are wholly owned by The Ninety-Nines, and the adjacent building has been continuously leased until earlier this year. Until a new tenant is found, the organization must operate within considerable cash flow restraints.

In March, your BOD made the difficult decisions to reduce temporarily the *99 News* from six issues per year to four and to discontinue mailing the printed Directory to all North American 99s. As is currently the case with international members, a CD of the directory information will be mailed to all members. A printed Directory will be available for \$15 from Headquarters. Contact HQ by phone, email or you can pay electronically using the 'Donate Now' button on the home page of The Ninety-Nines website.

As your President, I can be contacted by snail mail, phone or email at any time. I look forward to hearing from you about any concern you may have about our operations or our future.



Dorothy Pooley, British Section; Michelle Bassanesi, Ambassador Chapter; and Susan Larson at the Aviation and Women in Europe conference in Ferrara, Italy.



PILOT CAREERS: The Eye of the Storm

BY DONNA MILLER
International Careers Committee

“The winds and the waves are always on the side of the ablest navigators.” — Edward Gibbons

Have you ever looked at the radar images of a hurricane? The center of the storm is clear and calm. However, everything around the eye is whirling in furious motion and wreaking havoc on everything in its path. And so it can be with our lives.

Imagine flying on a beautiful day. Feeling grateful that you became a pilot, you enjoy a perspective of the world few people see or are able to appreciate. Without really noticing, the fluffy clouds that you weave through begin to close in. You sit up straighter in your seat. You take notice of their changing shape and darker color. You give your seatbelt and shoulder harness a tug to make sure they are secure. The little bumps become more violent and start to rock you to the core. Before you know it, you’re approaching the middle of the storm. You’re operating in a level 3 with increasing velocity.

I was talking to my friend Kerri about the airline industry. Uncertainty, furloughs, bankruptcies, mergers, buyouts and pay cuts become the elements of the storm that begin to spin faster and faster around us. She asked me, “How do you stay calm in the midst of the hurricane?” After pondering it, I realized that if I’m in

the middle of it, I have two choices. I can push up the power and try to force my way through to the other side. However, I would risk serious damage and possibly worse. The other option is to slow down and stay in the eye of the storm where it is calm until the storm dissipates around me. However, Kerri pointed out, the storm may not be travelling in the direction I want to go. That’s where the tough decisions come in. Do I fight the storm to “go direct” to my destination or take a new heading for a little while to stay in the calm center?

“What is your internal ‘weather radar’?” she asked. (I love these philosophical talks with Kerri that follow an aviation theme!) I pondered again. For me it has been a trust that whatever happens is part of the plan. The Big Flight Plan as it were. This industry is not always easy. I’ve been vectored off course more times than I care to remember. However, “ATC” always seems to keep me headed in the general direction I want to go, and the journey has been richer because of it. I’ve had to recalculate fuel (read finances) several times and determine how long I can hold if necessary. It’s all part of the preflight plan and knowing that being flexible is a big part of it.

What do you do to stay calm in the eye of the storm? What is your internal weather radar that guides you? Through it all, remember the voice of your flight instructor: Trust your instruments.

PRO 99s PROFILE: Laurence Bonneau

BY BETSY DONOVAN, International Careers Committee

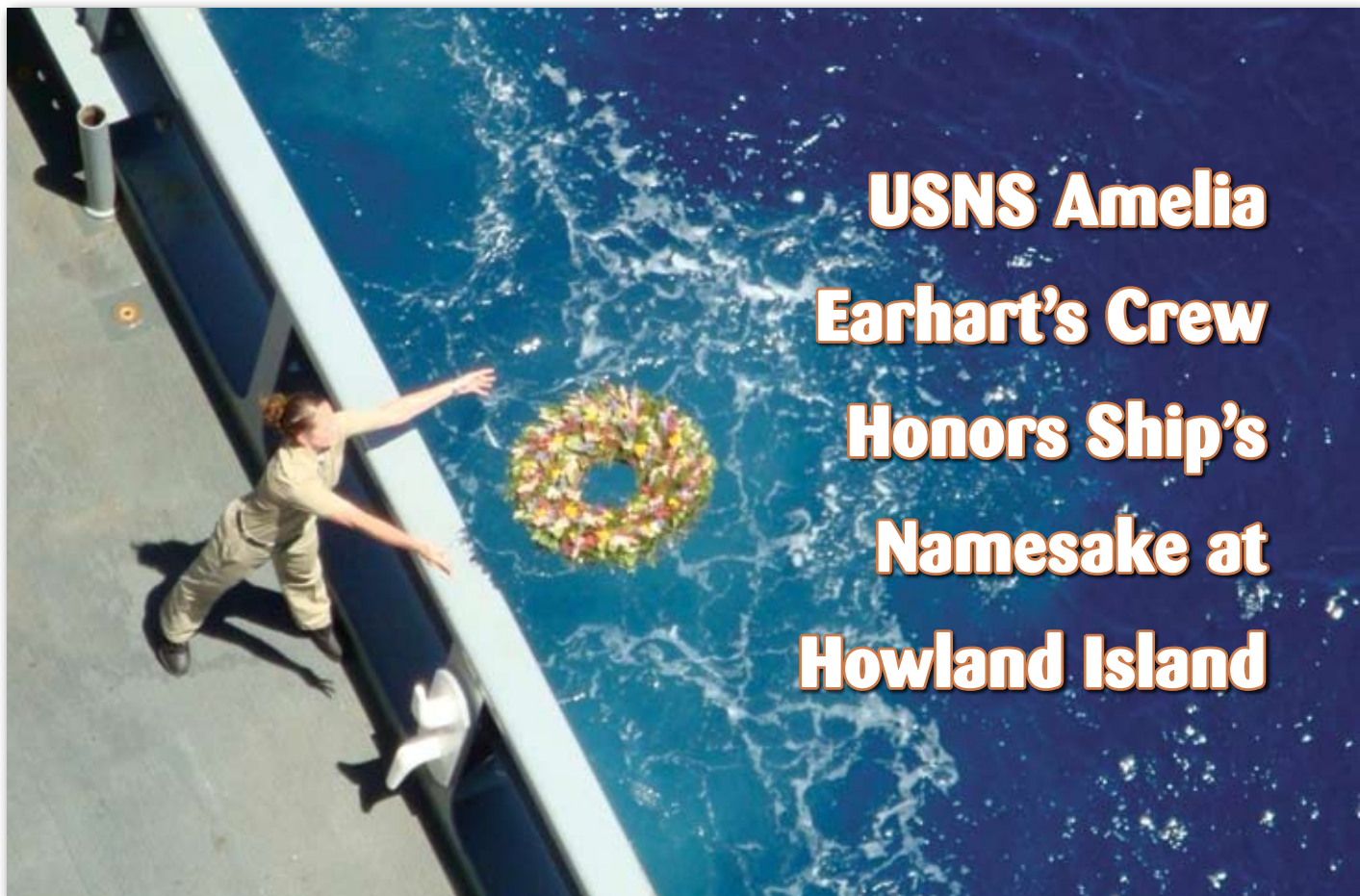
As a young girl, American Eagle First Officer Laurence Bonneau was inspired by reading about French airmail pioneers like Antione de St. Exupéry. Laurence first flew in her early 20s while interning at the Socata (TBM 850) Factory in the south of France, but because of her contact lenses and the expense of flight training, she gave up her dream for a while.

Once in the U.S., at age 35, she decided to become a private pilot, then professional. Laurence attended a flight school that had a bridge program allowing her to gain experience in the ERJ 145 simulator. She was hired in 2006 and is presently based in Dallas. She holds a CFI, AGI, ATP as well as a B737NG and ERJ-145 SIC type ratings. Laurence has belonged to the Eastern Pennsylvania Chapter of The Ninety-Nines since she was a Future Woman Pilot. “This is where I started, and I have stayed



with the Chapter throughout all my five moves in the last three years. Many ladies in the Chapter helped me in many different ways along the journey, and they are like family to me.”

Laurence has now joined the new French Section in order to stimulate the development of more international Sections.



Michelle Stark, second mate/navigator on MSC dry cargo/ammunition ship USNS Amelia Earhart, tosses a memorial wreath into the Pacific Ocean off the coast of Howland Island as part of a memorial for the ship's namesake who disappeared in the area in 1937.

Military Sealift Command dry cargo/ammunition ship USNS Amelia Earhart paused its maiden MSC mission on June 23 to pay respect to the ship's namesake at the site where the famed aviator disappeared on July 2, 1937.

As the sun began to set over Howland Island in the Central Pacific Ocean, the ship's crew took a quiet moment to hold a wreath-laying ceremony in the area where Amelia and her navigator Fred Noonan are believed to have perished during an attempt to circumnavigate the globe.

"Despite all of her accomplishments, Amelia Earhart was known as a very private person," said Capt. John Pope, USNS Earhart's civil service master, of the aviator who was the first woman to receive the Distinguished Flying Cross for flying solo across the Atlantic Ocean. "There was something very dignified about her modesty, and I think our simple remembrance would be just her style."

USNS Earhart, which was accepted into the MSC fleet in October 2008, passed Howland Island while en route to deliver more than 600 pallets of equipment, medical supplies and food to MSC dry cargo/ammunition ship USNS Richard E. Byrd as it prepares to deploy on humanitarian assistance mission Pacific Partnership 2009.

During the mission planning, Earhart's crew discovered that their course would bring them within 70 miles of Howland

Island, and a slight course change provided the ship with this rare opportunity.

"It's amazing how this all came together," said civil service mariner Michelle Stark, Earhart's second mate and navigator. "Howland Island is remote. People work for years sailing the Pacific and never come close to passing by it. Here we are on our first mission, on the ship named after Amelia Earhart, going right by where she was last seen."

Earhart is the sixth of eight ships in the Lewis and Clark-class of underway replenishment ships that deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's underway carrier and expeditionary strike groups. The capability allows combatant ships to stay at sea, on station and in combat ready for extended periods of time.

Earhart has a crew of 124 civil service mariners and 11 sailors who provide operational support and supply coordination. MSC operates approximately 110 noncombatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

— Lisa Cotham from a Military Sealift Command press release



LEJA
NOE

Dreams
Do

Come
True



Boeing Production Test Pilot and PPLI Coordinator Emily Biss flew to Chicago on the spur of the moment to celebrate Leja's 1,000 hour PIC.



BY SABRINA M. RIFFLE
Ambassador
Chapter

How

long have you been waiting for your aviation dream? In a recession, it is not surprising some of us feel discouraged.

Our goals are not achieved fast enough and not according to our own plans and timelines. Despite the lack of movement in the industry, think about this: maybe the best thing to do right now is to give your all to all you've got and have a little faith that your dreams *will* happen.

Captain Leja Noe did exactly that. Her path to becoming an airline captain reveals an inspiring way to think, work and cope until we "get there."

Leja was an excellent student in high school and excelled as an athlete. Interestingly, even before she knew she wanted to fly, she was recruited by the Air Force Academy to play basketball.

While Leja was pursuing recommendations for the Air Force Academy, a recruiter encouraged Leja to apply for a Reserve Officers' Training Corps (ROTC) scholarship, just in case the Air Force Academy didn't work out. Keeping all of her options open, she applied for and was awarded a full-ride, four-year scholarship designed to give her the aerospace knowledge, leadership skills and physical training needed to become an Air Force officer. After much thought, Leja decided she wanted to have a traditional college experience, so she accepted the ROTC scholarship at the University of Portland in Oregon.

While in ROTC, Leja discovered she really wanted to fly. "Once I figured out I wanted to be a pilot, I was focused," said Leja. "I got my private pilot certificate in 1996."

As a junior in college, Leja competed for and received a pilot slot for the Air Force Undergraduate Pilot Training (UPT) program. In 1998, she earned a Bachelor of Science in Mathematics and was commissioned as a second lieutenant in the Air Force.

Now out in the working world, Leja's first uniform was Air Force blue. While awaiting pilot training, she began her Air Force career as an assistant flight operations manager who coordinated flight times, diplomatic visas and crew requirements for global operations.

Nine months later, her dreams took flight. She began UPT training in the T-37 (Tweet), a twin-engine jet, at Laughlin Air Force Base in Del Rio, Texas. After only a few months into the UPT program, life threw Leja some unexpected turbulence.

"While I was at UPT, my mother appeared to have early onset Alzheimer's disease," said Leja. "I knew I had to be around to make memories while her memories were fading. I left the Air Force and moved home."

With an unwavering spirit and heavy heart, Leja returned to the Pacific Northwest to be closer to her mother. However, she still pursued her dream. She took any job to be near airplanes and pilots and gained enough experience in crew scheduling and payroll to land a job with Alaska Airlines as a pilot training scheduler.

While working full-time, she earned her instrument rating, but "progress was extremely slow," said Leja. All she needed was a little inspiration to really get things going again.

In 2000, Leja met her first female mentor, Ninety-Nine Aileen Watkins, who was a pilot for Alaska Airlines. The System Chief Pilot, Captain Majers, walked Aileen over to Leja's cubicle where she was working on some special projects. Aileen was impressed with Leja's perseverance and willingness to do what

was necessary to get the job done. The two spoke at length about scholarships, programs and organizations available to help Leja achieve her goals.

“Aileen was the first big sister who pointed me in the right direction,” said Leja.

Aileen took Leja to her first Ninety-Nines meeting at the 2001 International Women in Aviation Conference. There, Leja was inspired by the other pilots and their stories. She decided to quit her job to work on flight training full-time and soon earned her commercial pilot certificate and multiengine rating. Next, Leja decided she wanted a fast-track program to the airlines. She chose Mesa Pilot Development, a training program where students earn all their certificates and ratings within airline (FAR part 121) standards.

“With one semester of ground training, including Canadair Regional Jet (CRJ) systems, and 10 sessions in a CRJ training device, I was guaranteed an interview at Mesa Airlines,” said Leja. “I got the job and am now a captain on the CRJ.”

Pure perseverance and faith in one goal drove Leja toward her dream, but she didn't stop working after she became a captain. Now, her energy also goes to helping others.

Jason Rice, former Chairman of the Mesa Air Group Central Air Safety Committee, saw how eager Leja was to help other pilots. “After some ‘gentle’ persistence from Leja, I decided I needed some help when I was attempting to match Mesa Airlines’ safety structure with the Airline Pilots’ Association’s (ALPA).”

“Leja has always taken her professional activities seriously,” Jason said. “It’s exciting to see how Leja has directed her volunteers to produce superb products that are engaging and informative for the pilots.”

As a result of her leadership, Leja is now Central Air Safety Chairman for Mesa Air Group. She manages safety projects, hotline concerns and responds to accidents, incidents, safety investigations and pilot deviations.

“I enjoy being involved with the Central Air Safety Committee because it is a proactive means to institute positive change in the operation and the industry,” said Leja. “My involvement has greatly improved my own situational awareness and challenged me to grow as a pilot and leader.”

Her hard work gets noticed. “Everything she does for ALPA she does as well as she knows how, which is exceptionally well,” said Jason. “Mesa is lucky to have her, not only as a captain but also as a strong advocate for the safety of our airline.”

Leja is also a strong advocate for the new pilots at her airline. She is co-chair for the Low Experience Workgroup for ALPA’s Human Factors and Training Council. “We look at the disparities between entry-level experience and the knowledge and capabilities required of a first officer at a regional airline, which is an entry-level airline job,” said Leja.

In addition to her mentorship at Mesa Airlines, she advocates for and educates new and aspiring pilots in The Ninety-Nines. “At first, I didn’t know flying was a career option. I saw pilots, but I didn’t understand the path or that it was an option for me. I want younger, or just less-experienced, women to understand the paths and opportunities to becoming a professional pilot.”

Leja took all of her leadership skills and knowledge from the military, general aviation and the airlines and channeled them into The Ninety-Nines Professional Pilot Leadership Initiative (PPLI). The PPLI is a mentoring program designed to help less experienced pilots achieve their flying goals and dreams by pairing them with more experienced pilot mentors who provide good advice and career guidance.

“When I heard about the PPLI, I wanted to be part of it,” she said. She participated in the PPLI and graduated from the program. She went on to

serve as a Mentoring Coordinator who facilitated relationships between mentors and mentees and made sure everyone’s PPLI goals were on track. Finally, she took the reins as PPLI Team Leader where she ran the PPLI until summer 2009.

“Taking on the role of PPLI Team Leader was a matter of filling a need. I took the job because I believed in the program and the myriad of opportunities it provides. I wanted to see the program strengthened for long-term sustainability.”

And strengthen it she did. “Leja has taken the PPLI from a manually-driven process to one that incorporates automation and technology. This will sustain the PPLI for years to come,” said Toréa Rodriguez, current PPLI Team Leader. “She had a vision and was able to find the right people to help her complete side projects to streamline and simplify the program.”

In addition to making the program itself better, Leja had a positive effect on those she led. “She found a way to motivate people by focusing on their core strengths and encouraging them to take more responsibility,” said Toréa.

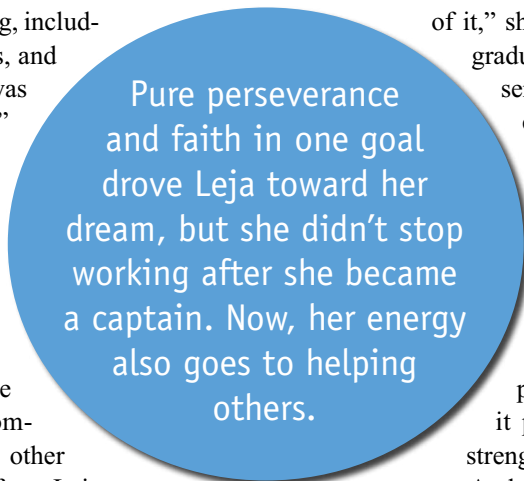
Throughout her experience working with PPLI, Leja grew as a leader herself. “I’ve learned to more clearly communicate expectations. It is sometimes difficult to lead a large group. It requires bringing on the appropriate numbers of team members with the right dynamics to work together for consistent improvement.”

And improvement is really what Leja is all about.

“It has been a true gift for me to see Leja grow in this profession, and I envision her making a huge impact on this industry,” said Aileen Watkins. “As a Ninety-Nine, she has inspired many women to take a chance and go for their dream, to pay it forward, to create their own destiny.”

Leja has always and will always lead herself and others towards personal growth, volunteerism and professional excellence.

“A type of tenacious perfection permeates her character,” said Jason Rice. “And to this day it keeps me motivated to play catch-up with her.”



Welcome New Ninety-Nines Members!

Alabama Chapter
HODGES, Caroline

Alaska Chapter
BOCK, Jacqueline Dawn (Associate)

Ambassador Chapter
BOGGESS, Carla

Antelope Valley Chapter
BALDWIN, Gwendolyn L (Associate)
LENTOWSKI, Marissa (Associate)

Bakersfield Chapter
LECAIN, Elaine

Bay Cities Chapter
BROWN, Melanie (Associate)

Blue Ridge Chapter
PARK MD, Danna (Associate)
SENN, Amber (Associate)

British Columbia Coast Chapter
NEWELL, Gail L

British Section
SEYMOUR, Donna A
WHITESIDE, Siena K S

Carolinas Chapter
LAWSON, Rebecca

Central Oregon Chapter
TYNER, Kimberley A

Chicago Area Chapter
GERVAIS, Charlene

Colorado Chapter
BAILEY, Iva Lou
FLEMING, Elizabeth

Delaware Chapter
DEGRAFF, Susan M

Eastern Idaho Chapter
LLOYD, Lisa M

Eastern New England Chapter
EMERSON, Morgan Rose
KRUSE, Christine
REZENDES, Mary

Eastern Pennsylvania Chapter
BHATNAGAR, Priti (Academic)
CUNNINGHAM, Zoe (Associate)

Finger Lakes Chapter
BLAKE, April
SCHUTTE, Gayle M

Florida Firstcoast Chapter
GOLDONI, Lauren
PUTNAM, Barbara

Florida Goldcoast Chapter
BORTOLIN, Amanda P (Associate)

Florida Spaceport Chapter
WILSON, Samantha

Florida Suncoast Chapter
FOX, Angye (Associate)
RYAN, Shannon M

Fort Worth Chapter
RUSNOK, Laura (Associate)

French Section
TINDON, Helene (Associate)

German Section
SCHAPER, Christina Tineke
SONNENSCHNEIN, Angelina

Georgia Chapter
BISHOP, Tiana F (Associate)
POPE, Keena Ann

Greater Kansas City Chapter
HENSLEY, Ruth

MORRISON, Diane
VANNELLI, Elizabeth A

Greater Seattle Chapter
BURN, Sandra
MCNUTT, Dava M

Greater St. Louis Chapter
STEIN, Shelby Alexandria

Hi-Desert Chapter
WILLIAMS, Annais (Associate)

Idaho Chapter
KANDLE, Sherry

India Section
KARNIK, Tanvi Anup (Academic)

Indiana Dunes Chapter
MACK, Brittany (Academic)
ROPAC, Erin Z (Associate)

Kansas Chapter
MEAD, Ivy (Associate)

Kentucky Bluegrass Chapter
GRABLE, Jill (Academic)
ROESLER, Jennifer L
SHUPE, Frances L (Associate)
SMILEY, Claire Nicole (Associate)
WILLDEBOER, Kathryn A (Academic)

Las Vegas Valley Chapter
RAYL, Randi (Associate)

Long Beach Chapter
ABELING, Erica
MENDOZA, Leah (Associate)
VIVERO, Jennifer (Associate)

Long Island Chapter
WEISS, Donna M

Maple Leaf Chapter
VAN ARENDONK, Caroline (Academic)

Member at Large
PIERCE, Jasmine

Michigan Chapter
BASS, Gabriella (Associate)

Midnight Sun Chapter
FAGRE, Kathleen

Minnesota Chapter
CRAMER-KELLY, Tracey
FRANDSON, Malinda

Mississippi Chapter
ZACK, Kathryn

New Orleans Chapter
BROUSSARD, Ryane E (Associate)
LEJEAUNE, Alicia

North Jersey Chapter
DUNN, Frances P (Associate)

Oklahoma Chapter
BLUNK, Holly (Associate)

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BROWN, Jennifer (Associate)
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CONLEY, Erin
HEIMBERG, Lauren (Associate)
OGDEN, Danielle Elizabeth (Associate)

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WILDMAN, Jeanne L

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CANGARDEL, Chloe D

Placer Gold Chapter
LOCKERBIE, Merrilyn B

Reno High Sierra Chapter
MAKOWSKI, Marisia A (Associate)

Rio Grande Norte Chapter
MORSE, Ali (Associate)

Russian Section
UDACHINA, Julia

San Antonio Chapter
AKEN, Patricia L
PALOMBO, Erin E

San Diego Chapter
BRABANT, Karen Elaine
BURKE, Patricia (Associate)
ELLIOTT, Chelsea Marie (Associate)
GILLESPIE, Wendy (Associate)



Kate Zach, Mississippi Chapter, joined when visiting The Ninety-Nines tent at Oshkosh.

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KESSE, Christine M (Associate)

Santa Clara Valley Chapter
HANLON, Katherine (Associate)
HARTMANNSSON, Amber (Associate)

Scioto Valley Chapter
KARASEK, Monica (Associate)

Sedona Red Rockettes Chapter
EATON, Katherine Alice

Southeast Section
SITTMAN, Mary K

Tucson Chapter
GRIFFIE, Tanya M
PULLIAM, Robin L

Utah Chapter
BENNETT, Joanne

Ventura County Chapter
FABIAN, Lisa (Associate)
MALHERBE, Leni K (Associate)
PETRILLO, Monika
ROVETTO, Katy L
VINCENT, Sharon (Associate)
WATSON, Rosemary (Associate)

Virginia Chapter
SAMLOFF, Alexis (Associate)

Washington DC Chapter
MAURER, Megan M (Associate)
SWAN, Lida

Western New York Chapter
ROUSSELLE, Karen Alene

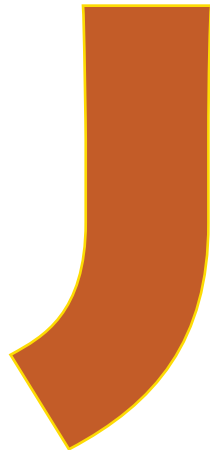
Women With Wings Chapter
WIRICK, Molly Jean



JOAN MACE

Over 1,000 students
have flown
under her wing

BY CYNTHIA MADSEN
Greater Chicago Area Chapter



Joan Elizabeth Rodrian Mace has lived a remarkable life of accomplishments. Although not all her achievements were as a pilot, aviation played a large part in Joan's life and led her to her husband, her career as a flight instructor and academia.

Joan's involvement with aviation began in 1942 in the midst of World War II when, after graduating high school, she worked at the Curtiss-Wright factory inspecting landing gear and wing root attachments. Her typical workday at the factory was from one to eight a.m., which left her remaining daylight hours available to spend at the local airport as a member of its flying club.

Joan flew all she could to earn the requisite 36 hours of flight time to be eligible for an interview with the Women Airforce Service Pilots (WASP). To her delight, Joan was accepted into the WASP program in 1943 and was told to report to class in Sweetwater, Texas. One of Joan's greatest disappointments in life, however, was when the WASP was ordered to disband before she could report for training.

During WWII and post-war, flight instructing was one of the few opportunities women had to earn a living as a pilot. In 1946, Joan applied to the airlines as a pilot but was told they didn't think a woman could do the job, so she became a flight instructor earning about \$2 per hour at Ohio University in Athens, Ohio. Joan was the only woman of a 22-instructor staff at the university's flight school that mainly provided training to war veteran students under the G.I. Bill. A usual class at the university consisted of about 350 students, and all flight operations were conducted on a single, very busy grass strip.

Joan's professionalism earned the respect of her fellow instructors, and she never felt discrimination because of her sex. She fondly recalls their surprise tribute to her, secretly painting "Queen Bee" on her J-3 Cub.

Joan remembers well an incident with a student she was teaching in a Piper Cub. She learned he had told a friend about his "bad luck" to get the only woman out of 22 flight instructors, but she never mentioned it to him. The first time they practiced spins, he became ill. Joan helped him through the rest of the program, and he became a private pilot. Afterward, he approached Joan to apologize for some of the things he said about her to others, adding that he was sorry and glad that she had been his instructor.

Although her fellow flight instructors treated Joan as one of their own, they didn't tell her everything. One morning, Joan saw all the planes taking off and heading in the same direction. She told her student to follow them. When the planes flew to a nearby lake and formed a circle, Joan and her student got in the circle too, and she soon found out the reason for this mysterious behavior. The building that the men were circling was a women's bathhouse — and it didn't have a roof.

When the G.I. Bill benefits ended in 1948, so did the university's flight school. Joan left teaching and soon married Norman Mace, a former fellow flight instructor. For the next 15 years, Joan concentrated on being a wife and mother to sons Mike, Pat and Mark.

In 1963, Ohio University purchased the airport, reestablished flight instruction and asked Joan to join its new aviation program as an instructor. Joan quickly accepted, jumped back into the cockpit and got recertified in about 10 hours. Her husband Nolan, being a former flight instructor himself, understood how his wife felt about going back to instructing. Nolan fully supported her decision and participated in the day-to-day business of keeping the family running smoothly. He would get the boys ready for school while Joan started with her first student at 6:15 a.m. Her final student was scheduled so Joan's working day ended at 3 p.m., allowing her to be at home when her sons finished school.

Uniforms were not required by the university; however, Joan flew as copilot on transportation flights, and the male pilots wore green suits during these jobs. The company that made the men's suits did not make clothes for women, but Joan solved the problem by asking the company to send her the same fabric so she could sew a green blazer for her own use.

Joan and her family lived on a hill in Athens, Ohio, and while flying in the pattern she could see her street and house on the downwind leg. She once saw her sons disobeying her order not to slide down the hill in the snow because of a dangerous

In 1946, Joan applied to the airlines as a pilot but was told they didn't think a woman could do the job, so she became a flight instructor earning about \$2 per hour.

Photo opposite page: Joan Mace with a Bonanza in 2006, the year she was chosen Alumna of the Year at Ohio University.

Below: Joan with 2000-2002 Thunderbird pilot Rick Boutwell and her former student Connie Tobias at the National Aviation Hall of Fame's Learning Center in Dayton, Ohio following the Dayton Air Show in which the Thunderbirds performed.





Above, Joan Mace holds the broken propeller from a Stinson Voyager, which she intentionally 'put on its nose' in 1947 during an aborted takeoff over the Muskingum River near Stockport, Ohio. Mace was 23 at the time.

Below, Joan with Connie Tobias at the International Forest of Friendship statue of Amelia Earhart.



intersection at the bottom. As soon as she was back on the ground, she made a hurried telephone call home to tell them they had been caught by aerial surveillance.

In 1970, Joan earned an Airline Transport Pilot license and became one of only 60 female pilots in the country to hold a multiengine ATP. That same year she also competed in air races and finished second in the Power Puff Derby flying a Cessna 210 with copilot Joanne Stype.

In the early '70s, Ohio University instituted a rule that all teachers must have a degree, so Joan began taking several college classes each semester. She had no problem readjusting to school after such a long absence and graduated in 1978 with a Bachelor of General Science summa cum laude. Her eldest son Mark received a degree in business in the 1978 graduating class as well, and Joan is proud that both mother and son are in the same class picture.

Joan advised her female students to consider getting a second degree in addition to aviation because one never knew how long an aviation career would last. One injury could ground a pilot, and it was prudent to have a backup way of earning a living.

Joan has accumulated more than 12,000 flight hours, most of which were acquired during flight instruction. She estimates she has taught more than 1,000 students during her career, some of whom she has kept in touch with, including some quite interesting encounters over the years. In 2008 she was reunited with Dean Hess, one of her 1946 students, and he recognized her immediately. The 1957 movie *Battle Hymn* starring Rock Hudson was a depiction of the life of Dean Hess. Another student, Dan Keating, was a Blue Angel and is now a captain for Southwest Airlines. Connie Tobias, another former student, flies an Airbus and is the first woman pilot to successfully fly a replica of the Wright Flyer. "Joan

was an excellent flight instructor who held firmly to her fair, no-nonsense approach that also always required the highest standards,” says Connie.

When asked what advice she could provide to flight instructors today, Joan emphasized that the teacher must truly enjoy what she is doing. Joan always enjoyed seeing her former students become successful in their aviation pursuits. She says she never got tired of flight instruction — she just became too old to continue.

Joan’s accomplishments and honors are almost too many to list. Until 1994, she was a designated examiner for the Federal Aviation Administration and gave hundreds of check rides. She worked tirelessly for the Civil Air Patrol and became Chief Check Pilot for its Ohio State Wing. Since 1984, she has acted as a judge for the National Intercollegiate Flying Association and has held all of the highest aviation certificates offered.

Joan continued her work with Ohio University and in 1985 was named chairman of the Aviation Department within the College of Engineering and Technology. Today she is Professor Emerita. She was named Flight Instructor of the Year by the National Association of Flight Instructors (NAFI) and was inducted into the NAFI Hall of Fame. She has been named All-Ohio Top Woman Pilot and was inducted into the Forest of Friendship in Atchison, Kansas.

More information on Joan can be found in the book *Ladybirds II: The Continuing Story of American Women in Aviation* by Henry M. Holden.

TRIBUTE TO A TEACHER

The following is an excerpt from a letter written by one of Joan Mace’s former students, Brent Harmes.

Mrs. Mace did not just teach several generations how to fly; she taught us how to succeed in life.

As a student who had the requirements for the private pilot certificate already in place before I came to Ohio University, I had previous exposure to other flight instructors. When I first flew with Mrs. Mace, I thought she was incredibly tough, constantly demanding much more of me than any of my other instructors and mentors had. To an 18 year old, it seemed unfair and very difficult. She demanded more and wouldn’t let up.

She wasn’t just tough on me. She held the bar high for all of her students. It seemed ridiculously hard at first, but this demand for detail and precision became a way of life for us as time progressed. It is just who her students became without having to think about it. It was a combination that I can now see led to them developing patterns of an unrelenting pursuit of success. When you look at the list of her former students you can see there is an incredibly disproportionate level of folks at the top of our industry ...

When I look back on my days as one of Mrs. Mace’s students and then as one of her employees and to where that has led me, I get a lump in my throat. She wasn’t just giving us flying lessons but lessons in how to demand nothing less of ourselves than the best.



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RATINGS & WINGS

RATINGS

Lydia Baldwin – Private Pilot
Colorado Chapter

Sue Ballew – CFII
Santa Clara Valley Chapter

Peg Ballou – Instrument
All-Ohio Chapter

Michelle Bassanesi – JAA Instrument
Instructor, Ambassador Chapter

Angela Brewer – Commercial Multi-
engine with Instrument Privileges
Georgia Chapter

Sue Brignola – CFII
Suncoast Chapter



Lori Irvin-Connorton

Lori Irvin-Connorton – Private Pilot
Helicopter, Blue Ridge Chapter

Melissa Cook – Complex Endorsement
Fort Worth Chapter

Kathy Crawley – High Performance
Endorsement
San Fernando Valley Chapter

Maria D'Amato – CFII
Bay Cities Chapter

Lisa Fabian – Private Pilot
Ventura County Chapter

Mary Fairbanks – Private Pilot
Sutter Buttes Chapter

Marcia Forcey – Multiengine Instru-
ment, Indiana Dunes Chapter

Sandra Fox – Commercial
Sugarloaf Chapter

Vikki Greenleaf – Airplane SEL
Connecticut Chapter

Tina Hartlaub – Airline Transport Pilot
Wisconsin Chapter

Emily Hendricks – Commercial ASEL
Wisconsin Chapter

Robyn Hinnant – ATP
Phoenix Chapter

Cynthia Kaase – Instrument
San Diego Chapter

Mona Kendrick – Instrument
Monterey Bay Chapter

Maureen Kenney – High Performance
Endorsement
San Fernando Valley Chapter

Kim Kosciusko – Helicopter CFI
Connecticut Chapter

Susan McWilliams – Private Pilot
Rotorcraft, Ventura County Chapter

Molly Meade – Private Pilot
Sutter Buttes Chapter

Karen Ong – Instrument
Bay Cities Chapter

Veena Pillai – Ground Instructor and
Instrument Ground Instructor
Indiana Dunes Chapter

Kandace Rawling – Commercial
Helicopter, Wisconsin Chapter

Linda Robinson – Private Pilot
Coachella Valley Chapter

Coby Sena – Commercial
Santa Clara Valley Chapter

Joyce Willis – Private Pilot
Santa Clara Valley Chapter

Margaret Wint – Instrument
Indiana Dunes Chapter

Terri Wolski – Private Pilot
Northwoods Chapter

Heather Woiciechowski – Instrument
Connecticut Chapter

SOLO

Erika Amir
Bay Cities Chapter

Jackie Bock
Alaska Chapter

Jacki Harris – Cross-Country
San Fernando Valley Chapter

Kelsey Lomen
San Fernando Valley Chapter

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Danna Park
Blue Ridge Chapter

Erin Ropac
Indiana Dunes Chapter

Mika Nagamine
San Diego Chapter

Lisa Turecek
Connecticut Chapter

Rosemary Watson
Ventura County Chapter

Mini Zabala
Ventura County Chapter

PROFESSIONAL PILOT

Anne-Marie Leblanc – ATP/Captain
Dornier 228 for Vision Airlines
Las Vegas Valley Chapter

Traci Leider – B737 Type Rating
Phoenix Chapter

WINGS

Nancy Ginesi-Hill – Advanced Wings
Level 7, Sacramento Valley Chapter

2010 International Conference

*Before, During
and After: Fun All
the Way Around*

BY CONSTANCE CHARLES
San Diego Chapter

Next year's International Conference in Kona, July 5-9, promises to be a fabulous time for all those who attend. Starting before the Conference begins and continuing after it closes, there will be numerous opportunities to enjoy this island paradise.

The following is a quick glance at the tour highlights. You'll read more in the January/February/March issue of 99 News, or if you want to peruse paradise before then, visit ninetyines.net/hawaii2010/ for complete information about each activity and to register.

Pre-Conference Tour

For those who would like to go *Island Hopping* before they arrive in Kona, there will be special pricing at Sheraton hotels on Oahu, Maui and Kauai July 2-5. Select "Island Hopping" on the website for more information.

Conference Tours

Country Waterfall Hike – What could be better than actually stepping into the lush terrain of the Big Island for a 1½ -mile walk? The trail will take you along a stream to waterfalls, ancient Hawaiian terraces and over footbridges to see amazing flumes and an expansive coastline view.

Painted Church and City of Refuge – Explore the culture of the early missionaries and ancient Hawaiians.

Kona Coffee Farm and Historic Area – This is a chance to see close up the workings of a coffee farm as it is today and as it was when operations began many years ago. The tour includes a drive through Kailua-Kona with historical narrative.

Ocean Kayaking – A guide will take you exploring Keauhou Bay in your own kayak, taking in the many sights both in the water and along its edge.

Sunset Cruise – No one will want to miss this classic Hawaiian pleasure, a two-hour sail along the southern coast of the Big Island, with appetizers and the sunset as part of the package.

Snorkel Cruise – Breakfast and Kona coffee are included in this 2½ -hour tour along the coast to Kealakekua Bay on the Fair Wind II. There will be plenty of time to play, swim and explore the waters in this serene cove, followed by a hearty lunch.

Kilauea Volcano Adventure – This all-day tour will take you



A country waterfall hike is one of the Pre-Conference Tour options.

all the way around the Big Island, including Volcanoes National Park at the far southeastern end of the island, the Hamakua Coast on the northeastern side and Parker Ranch in Waimea.

Mauna Kea Observatory – This unique tour takes you where very few have gone: to the over 13,000-foot summit of a defunct volcano that has become what some call the world's greatest astronomical observation site. There will be a picnic-style dinner at an historic ranch outpost.

Select "Tour Details" on the website to learn more about each tour, what to bring or wear, and what the tour includes.

Post-Conference Tour

Island Hopping – For those who have time after the conference for a lingering taste of aloha, the Sheraton hotels on Kauai, Maui and Oahu will again offer The 99s special rates for July 9-11. See "Island Hopping" on the website for costs and details.

Island Ports of Call – A post-Conference cruise that benefits the 99s Museum of Woman Pilots is a grand way to extend your time in paradise: seven days of visiting the four major islands with elegant food, enjoyable entertainment and plenty of laid-back relaxation. See "Post-Conference Cruise" on the website for more information.

The Southwest Section wishes you a wonderful time in paradise. We hope you enjoy it all.



The top 10 winners in the 2009 Air Race Classic are, from left, 1st: Kelly Burris, Erin Recke; 2nd: Jessica Campbell, Victoria Dunbar; 3rd: Sandy St. John and Linda Pecotte; 4th: Joyce Wells and Thelma Cull; 5th: Louise Scudieri and Nicole Boettger; 6th: Kimberly Turrell and Jenna Albrecht; 7th: Jessica Miller, Rivka Irene Chayka Lev, Athina Holmes; 8th: Dee Bond, Gretchen Jahn; 9th: Dottie Anderson, Jean Sloan; 10th: Marisha Falk and Hannah Northern.

Flying a Classic

Women Pilots Continue the Legacy of the Original Powder Puff Derby

BY KAREN WORKMAN
Minnesota Chapter
CAROLINE BALDWIN
El Paso Chapter



The exodus from Atlantic, Iowa on Monday, June 29 marked the conclusion of the exciting 2009 Air Race Classic that had begun on June 23 in Denver, Colorado. The finish line in Atlantic, Iowa was crossed by the last plane before 5 p.m. on June 26. Everyone waited expectantly through Saturday and Sunday as the judges tabulated the results. There were sightseeing tours, downtown shopping binges and salon treatments to occupy the nervous racers while they waited. The winners were announced at the Awards Banquet on Sunday evening, attended by all the racers, family and friends, judges and interested residents of the Atlantic community.

The Air Race Classic, the annual transcontinental air race for women, began in 1929 as the First Women's Air Derby. It was nicknamed Powder Puff Derby by Will Rogers. It included such legendary aviators as Amelia Earhart, Pancho Barnes, Louise Thaden and Bobbie Trout. They flew from Santa Monica, California to Cleveland, Ohio using only maps and calculations. In that race, the prize was awarded to the first plane to fly over the finish line. They had eight days to cross the scorching desert, treacherous

mountains and featureless plains of the United States. Many of the aircraft had open cockpits, and the pilots had only maps and compasses to use for navigation.

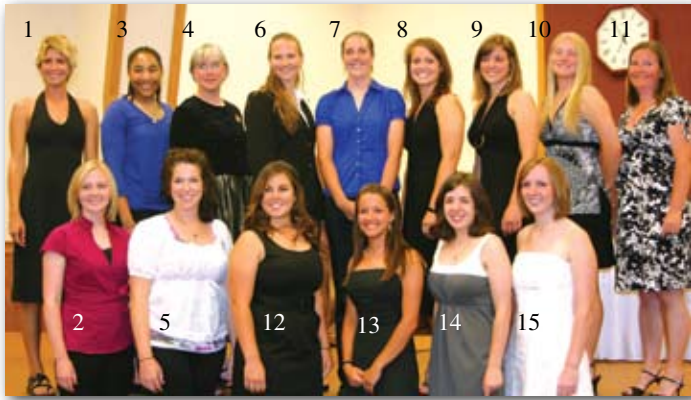
Over the years, changes were made to the rules to make the race safer. Now, global positioning units (GPS) may be used as well as other electronic navigation systems. Racing is done only during daylight hours with certain minimum weather conditions. While the planes are limited to stock or slightly modified stock, the horsepower can range from 145 to 570 with handicap points assigned to equalize the competition. The winning team of the current Air Race Classic is the one that best analyzes the weather and understands their personal aircraft performance specifications. Of course, even the most skilled pilot can use a bit of luck.

The race course is different each year. The 2009 race started in Denver, Colorado. The total course, more than 2,300 nautical miles, took them to Liberal, Kansas; Sweetwater and Lufkin, Texas; Russellville, Arkansas; Grenada, Mississippi; Sparta, Tennessee; Jacksonville, Illinois; Racine, Wisconsin and ended in Atlantic, Iowa.

Sixty-eight women in teams of two or three registered for the race. They came from widely varied backgrounds and experience. The oldest racer, Beatrice Falk Haydu from Florida, flew during World War II as a WASP, and the youngest, Jessica Miller from Minnesota, graduated from high school only weeks prior to the race.

ARC organizers conducted youth outreach activities at both the Start and the Terminus airports. Seven university teams participated in the race. Three of those teams placed in the top 10: Indiana State was second, Embry-Riddle – Prescott placed sixth and Embry-Riddle – Daytona Beach placed tenth. Also of note is that this year five race teams flew to raise money for charities.

The 2009 Air Race Classic is now only an exciting memory. Planning for the 2010 race has already begun. For information on how to become involved, visit airraceclassic.org.



University of Oklahoma teams: Kiersten Orrick-1 and Micah Dawn Doeden-2; Ashley Crawford-3, Barbara McClurkin-4 and Alexandria Taylor-5. Embry-Riddle Aeronautical University, Prescott, Arizona: Kimberly Turrell-6 and Jenna Albrecht-7. Purdue University team: Lauren Steele-8 and Juliana Lindner-9. Indiana State University, Terre Haute, Indiana: Jessica Campbell-10 and Victoria Dunbar-11. Embry-Riddle Aeronautical University, Daytona Beach, Florida: Hanna Northern-12 and Marisha Falk-13. Kansas State University, Salina, Kansas: Kali Hague-14 and Merritt Hitchcock-15.

2009 WINNING TEAM LINEUP

This year's top 10 winners were:

1. Kelly Burris from Michigan and Erin Recke from Georgia. They won first place in their Beechcraft Debonair.
2. Jessica Campbell and Victoria Dunbar from Indiana State University. Aircraft: Diamond DA40XL.
3. Sandy St. John from Texas and Linda Pecotte from New Mexico. Aircraft: Beechcraft BE35.
4. Joyce Wells and Thelma Cull from California. Aircraft: Cessna 182Q.
5. Louise Scudieri from Texas and Nicole Boettger from Iowa. Aircraft: Cessna 182.
6. Jenna Albrecht and Kimberly Turrell from Embry-Riddle Aeronautical University–Prescott, Arizona. Aircraft: Cessna 172.
7. Jessica Miller and Rivka Irene Lev from Minnesota and Athina Holmes from Florida. Aircraft: Mooney M20G.
8. Dee Bond from New Zealand and Gretchen Jahn from Colorado. Aircraft: Cessna 182R.
9. Dottie Anderson and Jean Sloan from Ohio. Aircraft: Piper PA28-161.
10. Marisha Falk and Hannah Northern from Embry-Riddle Aeronautical University–Daytona Beach, Florida. Aircraft: Cessna 172SP.

2010 AIR RACE CLASSIC ROUTE



ARC RESULTS

I opened the Air Race Classic results and was amazed. Many of our past and current PPLI participants were on the list, including current PPLI captain Kara Pruitt; past participant Nicole Boettger; past participant Linda Street-Ely and PPLI graduate Erin Recke.

— Leja Noe
Greater Seattle Chapter

The Ninety-Nines, Inc. ENDOWMENT FUND

Think of your bequest to The Ninety-Nines Endowment Fund as an investment.

Here are some of the dividends:

- **Almost a century ago**, a group of women banded together to form The Ninety-Nines to support women pilots. Today The Ninety-Nines, the world's oldest and largest group of women pilots, **Promote** world fellowship, **Provide** scholarships, networking and aerospace education, and **Pre-serve** the unique history of women in aviation.

Please support the continuation of that work by including a bequest in your will or by naming The Ninety-Nines Endowment Fund a beneficiary of your retirement plan assets.

We suggest the following wording: I give (devise) and bequeath to The Nine-Nines, Inc., a corporation chartered in Delaware, having its principal office at Will Rogers World Airport in Oklahoma City, Oklahoma, the sum of \$_____ (amount) (or _____ percent of my residual estate), to be used for _____ (purpose). If I have not specified a purpose for these funds, or if the specified purpose is no longer associated with The Ninety-Nines, Inc., then these funds will be added to the principal of the Endowment Fund of The Ninety-Nines, Inc.

For more information, please contact: Gayl Henze, Treasurer, Endowment Fund, 4130 Timber Lane, Philadelphia, PA, 19125. Phone 215-483-6456.



I love the history of our men and women of the military, and I proudly fly my Stearman in their honor.

Nancy Ginesi-Hill with her P-17 Stearman.

Sacramento Ninety-Nine Returns WWII Airplane to Eagle Field After 65 Years

A PT-17 Stearman biplane came to Eagle Field, near Dos Palos, California, in March of 1944 and was stricken from U.S. Army Air Force records in June 1945, at the end of the war. Sacramento Chapter member Nancy Ginesi-Hill is the current owner of this aircraft, and she lived and worked at Eagle Field for several years helping restore the field.

“I have been coming to Eagle Field for many years, and I have always wanted to own and fly a Stearman,” says Nancy. “But never in my wildest dreams did I think I would ever own one that had been stationed at this particular field. When I bought the aircraft in Santa Rosa from Jacques Gandolfo, I had no idea it had been at Eagle Field. But once I acquired it and started going through the log books, I found entries indicating it had been there.” During the war, aircraft were moved from the factories and depots to the active bases by Women Airforce Service Pilots.

Nancy brought the Stearman back to Eagle Field for the first time in 65 years. She departed Lincoln Airport on June 13 at 11 a.m. and arrived just in time for the big dinner, dance and fly-in.

The History of the Stearman

Even though the U.S. Army Air Corps needed a new biplane trainer in the mid-1930s, it moved slowly to acquire one because of the service-wide lack of funding for new airplane purchases. In 1936, following the Navy’s lead the previous year, the Army tentatively bought 26 airframes from Boeing (Model 75), which the Army named the PT-13. Introduction of the Continental-brand series of engines led to a new designation — the PT-17. With war on the horizon, this trickle of acquisition soon turned into a torrent: 3,519 were delivered in 1940 alone. More than 10,000 were built by the end of 1945, and 1,000 are still flying today worldwide.

Each year, Eagle Field honors its veterans, bringing in several WWII aircraft including B-25 Mitchell Bombers, trainers and others. Sounds of the Big Band included arrangements of Glenn Miller, Tommy Dorsey and others. Military uniforms of the era made this a unique living history event, allowing guests to literally walk in the footsteps of our heroes.

Nancy joined the Sacramento Valley Chapter 20 years ago. She became Chapter Chair-

man in 2003, was named the Chapter’s Woman Pilot of the Year and received an AE Scholarship. She also attends air shows with her Stearman PT-17, organizes and volunteers at various shows throughout the year, including the California Capital Airshow held in September at Mather AFB and the Lincoln Air Show in October. Nancy is also on the board for the Lincoln Regional Aviation Association, Experimental Aircraft Association and a member of the Grey Eagles and the P-38 Fortail Devils.

“Sitting there listening to WWII aces and pilot stories, I could do all day long,” says Nancy. “I love the history of our men and women of the military, and I proudly fly my Stearman in their honor.”

MILDRED MANDEVILLE TAKES 100TH BIRTHDAY FLIGHT IN A DeHAVILLAND BEAVER

Mildred S. Mandeville sat in the co-pilot’s seat of a deHavilland Beaver as it took off out of Kenmore Air for a short tour of Seattle in July. This would not be unusual, except that the flight was in celebration of her 100th birthday. Mildred said she barely recognized the present-day Kenmore Air. “When I flew, there were just a few airplanes.”

“I was glad I did not have to fly this airplane,” Mildred said after the flight. “There were so many controls — the only ones I recognized were the compass and the altimeter. It’s a good thing I didn’t have to spin the prop... we used to have to spin the prop by hand, but I was always too short. I used to have to ask someone else do it.”

In the 1940s and 1950s, Mildred was a member of The Ninety-Nines in Arkansas and then Seattle. She participated in numerous cross-country Powder Puff Derbies and Conferences. In 1949 she flew a 1926 Savoia-Marchetti amphibian biplane in the 2nd annual Northwest Air Regatta (a 187-mile “predicted log air race”). She was the only woman pilot in the race, and she won first place in the seaplane division.

“She never let anyone tell her she couldn’t do anything just because she was too young, too old or a woman,” says her daughter Terry Mandeville, who compiled a comprehensive scrapbook of her mother’s 100 years of life.

—Terry Mandeville



Above, Mildred gets the feel for the Beaver’s controls. Photo by Priscilla Kenney.



Right, a photo taken of Mildred by her husband in 1949.

99s TENT LIVELY DURING EAA/AIRVENTURE OSHKOSH



Betty Prakken, Columbia Cascade Chapter, and Susan Larson, International President, talk with a couple who stopped by the tent to learn more about The Ninety-Nines and how to join.

It was great to see so many Ninety-Nines who went to Oshkosh following the International Conference, especially on the chartered bus tour. Many of them were first-timers to Oshkosh, including the Russian and German members who were very excited about the event.

The WASP used the Tent as their base of operation, which delighted everyone. NIFA also had their display in the Tent and was manned by Gary Hemphill from EAA and assisted by Jody McCarrell, Jerry Anne Jurenka and Stephenie Roberts.

International Director Virginia Harmer spent the entire week helping at The 99s tent and was an indispensable asset. International Treasurer Kris Irvin-Herron also volunteered most of the week.

Thanks to Ellen O’Hara, who, after recovering for a few days from the Conference, came to Oshkosh for most of the week, and to Sharon Schorsch for her volunteer time.

In recognition of the Canadian 100th anniversary in aviation, the First Canadian Chapter brought four very colorful and informative panels that were hung on the walls of the Tent.

The Tent was really “jumping” during the breakfast, and people commented on how our Tent is always so lively. So plan on joining us in 2010!

— Rita Adams



Meg Godlewski, left, with Zeppelin pilot Kate Board.

MEG GODLEWSKI FLIES A ZEPPELIN

On June 1 and 2, Ninety-Nine Meg Godlewski from the Mt. Tahoma Chapter took part in Airship Ventures Pilot for a Day program and learned to fly a zeppelin.

The class, held at Moffett Field (NUQ) in Sunnyvale, California is limited to six people. Godlewski flew from the left seat under the watchful eye of pilots Fritz Gunther and Kate Board. Kate is the only woman in the world to be qualified in a zeppelin.

— Meg Godlewski

PATSY BUCHWALD SELECTED FOR THE COLORADO AVIATION HALL OF FAME

Patsy Buchwald, Pikes Peak Chapter member and president of the Colorado Balloon Classic, was recently selected to be inducted into the Colorado Aviation Hall of Fame of the Colorado Aviation Historical Society. Nominated by Pikes Peak Chapter, Patsy was formally inducted on October 3, 2009 in Denver.

The criteria for selection are that an individual be a Colorado person, native-born or long-time resident, or a Colorado organization, that has made significant contributions in the field of aviation in Colorado or has accomplishments in aviation that reflect great credit upon Colorado.

The Colorado Aviation Hall of Fame was created in 1969 and was initially located at Denver Stapleton Airport. The Hall of Fame is now at the Wings Over the Rockies Air and Space Museum in Denver.

— Heather Benavidez

AMELIA EARHART PROFILED IN NEW MUSEUM EXHIBIT OPENING OCTOBER 24

The Museum of Flight in Seattle has brought together resources from around the country for its new exhibit about the remarkable life and times of the famous American pilot, Amelia Earhart.

Opening on October 24, “In Search of Amelia Earhart” will feature many of her original personal artifacts as well as photos, newspapers and newsreel footage. The museum is also planning programs and events around the subject which will take place throughout the run of the exhibit through May 2010.

Check the museum website, museumofflight.org, for up-to-date listings.

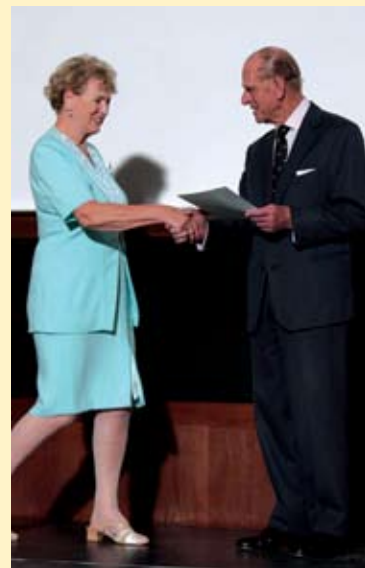
YVONNE TRUEMAN RECEIVES AWARD FROM DUKE OF EDINBURGH

Yvonne Trueman, Governor of the Arabian Section, was invited to London last week to receive a prestigious award presented by HRH the Duke of Edinburgh at the Royal Geographical Society’s auditorium at Kensington. Yvonne was made a Fellow of the Royal Institute of Navigators with other nominations. The Citation read: *MRS Y M TRUEMAN MBE FRAeS, FRIN In recognition of her lifetime devoted to general aviation as a cartographer, author and pilot, and her active promotion of private flying in the Middle East.*

Yvonne, who has been flying continuously for 44 years as a private pilot, holds UK, USA, NZ and Bahrain licenses as well as a seaplane rating. She has been Governor of the Arabian Section for 20 years, and the Section now has 17 women pilot members from the area.

“This was a great honor. Most of the other Fellows were professors and commercial nominations. I was proud to represent Bahrain and the Arabian Section.”

— Yvonne Trueman



Arabian Section Governor Yvonne Trueman accepts her award from HRH the Duke of Edinburgh.

“Building...Our Future” Fundraising Drive



BY SUSAN LIEBELER
International Fundraising Chairman

On July 24, at their International Meeting in Chicago, The Ninety-Nines announced a \$100,000 “Building...Our Future” fundraising drive for the repair and restoration of the 99s Museum of Women Pilots and Headquarters Building in Oklahoma City.

To kick off the drive, the Ventura County Chapter and South Central Section Ninety-Nines issued a \$20,000 matching challenge. They will match, up to a maximum of \$20,000, each dollar contributed to the building fund during 2009 by a member, Chapter or Section of The Ninety-Nines. A \$100 donation will result in \$200 for the building fund. Likewise, \$500 will become \$1,000 and \$1,500 will become \$3,000!

Chapters, members and Sections pledged \$8,200 to the fundraising drive at the International Business Meeting in Chicago. Thanks to the South Central Section and Ventura County Chapter’s 2-for-1 challenge, \$16,400 will go to the building fund. The 2-for-1 fundraising challenge will remain open until December 31, 2009. If your employer matches charitable donations to 501(c)(3) nonprofit organizations, please be sure to apply for a matching donation for your building fund contribution.

Donations to the “Building...Our Future” Fundraising Drive can be made online at ninety-nines.net/buildassets/ or by mailing a check payable to Southwest Section Ninety-Nines with a notation on the check that the funds are to be used for the building fund. Mail the check to: Building...Our Future Fundraising Drive, c/o Barbara Crooker, SW Section Treasurer, 22452 Stagecoach Rd, Palo Cedro, CA 96073-9531.

Susan Liebeler, International, Southwest Section and Ventura County Chapter Fundraising Chairman, has designed a fundraising seminar to encourage Chapters to raise money for the fundraising drive and their other needs titled, *Beyond the Bake Sale. How to Raise Money for Your Chapter; not from Your Chapter*. She presented the seminar at the International Conference in Chicago

in August and again at the Southwest Section Meeting in Grass Valley in September. The goal of the seminars is to teach Chapters how to conserve and use their volunteer resources effectively by raising money from outside sources rather than asking their own members for money.

The Ninety-Nines plan to raise additional funds for the building fund by selling raffle tickets at The 99s booth at the AOPA Aviation Summit in Tampa on November 5-7. We will have great bi-coastal raffle prizes including a seaplane rating from Jack Brown’s Seaplane Base in Winter Haven, Florida, and the choice of a Tailwheel Training Course or a six-day Emergency Maneuver Training Course from CP Aviation in Santa Paula, California.

The “Building...Our Future” Fundraising Drive is off to a great start. We will keep you posted on our progress.

LETTER

THANK YOU NINETY-NINES

To all who have come before me and all after – thank you. Being a part of this organization has brought and taught me some things. I’m a better person, friend and aviator because of The Ninety-Nines.

Aviation has given me a purpose, a career, peace and a sense of pride. The Ninety-Nines have helped me develop and tune into these traits. I love being a female pilot, and I love being a Ninety-Nine.

Thank you for allowing me to be a part of this great group. Let’s all remember why we are here. To Promote, Provide, Preserve.

—Traci C. Leider, Phoenix Chapter
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Inductees into the International Forest of Friendship.

BY LINTON WELLS
Co-Chairman International Forest of Friendship

Forty-one Ninety-Nines attended the annual induction ceremonies at the International Forest of Friendship in Atchison, Kansas on June 20. The Forest is a living, growing memorial to the world history of aviation and aerospace. Twenty-two of the 33 inductees were Ninety-Nines.

On a beautiful Saturday morning, the induction ceremonies were held in the Fay Gillis Wells gazebo surrounded by the waving flags of the 50 states and 35 territories and foreign countries that have trees in the Forest. The Ninety-Nines honorees, along with their affiliations, are listed below. (The numbers correspond to those in the photograph above.)

Eighteen of the honorees from The Ninety-Nine attended the ceremony: Dorothy Berthelet (17), Eastern Ontario Chapter; Barbara Crooker (23), Mount Shasta Chapter; Taya Ann Dunn-Mangnall (3), Bay Cities Chapter; Rita Eaves (2), Oklahoma Chapter; Pat Fry (1), San Diego Chapter; Shannon Hicks (9), Rio Colorado Chapter; Katherine Holcombe (12), Bay Cities Chapter; Capt. Karen M. Kahn (24), Santa Barbara Chapter; Aruna Kandarpa (6), India Section; Ann Kieffer (19), Wisconsin Chapter; Denise Morchand-Erwin (4), Wisconsin Chapter; Norah O'Neill (22), Greater Seattle Chapter; Marilyn Patierno (25), New Jersey Chapter; Betty L. Prakken (18), Columbia Cascade Chapter; Suann Prigmore (7), Mount Shasta Chapter; Martha Ann Reading (13), Dallas Chapter; Pam Rudolph (8), Rio Colorado Chapter; and Donna Taylor (14), Mount Shasta Chapter.

Another four honorees were not present: The late Karla Carroll, Eastern New England Chapter, award accepted by Lisa

Young; Elisabeth Fisher, Old Dominion Chapter; Linda Hart Langrill, Michigan Chapter; and the late Jessica McMillan, High Country Chapter.

Other honorees included General Robert Magnus USMC (ret) (10) who served as Assistant Commandant of the Marine Corps; Maj. Kevin Erker, USMC, T-45 Department Head for Air Test and Evaluation Squadron (VX-23); the late Capt. Frank A. Erickson, USCG helicopter pioneer; Dr. Lisa Michelle Masson, physician; Don Hensley, proud 49½ and flyer; the late Ainsley Kahealani Fullard-Leo, air traffic controller and environmentalist; Margaret Jean Masson, flyer and nurse (15); and Capt. Maggie Badaracco (11), Piedmont airline pilot.

Last, but not least, Kay Baker (5) was honored. Without her, the organization of the Forest would not run smoothly. We all thank Kay for caring for the International Forest of Friendship like one of her children.

Laurie Probst's work as liaison between The Ninety-Nines and the Forest has been greatly appreciated during the past year.

The International Forest of Friendship was a gift to America on the Nation's 200th birthday (1976) from the City of Atchison (Amelia Earhart's birthplace) and The Ninety-Nines. It is made up of trees representing all the 50 states and 35 countries around the world.

The public is invited to the induction ceremonies that are held during the third weekend of June (June 18-20, 2010). Next year's focus will be Forests and Flying. More information about the Forest, and points of contact, are at www.ifof.org.

International Forest of Friendship Celebrates the Advancement of Aviation and Aerospace

MINNESOTA CHAPTER

On July 3, seven women designed and painted a beautiful new blue and white compass rose on the blacktop at the Hutchinson Airport in Minnesota. The process took more than six hours of muscle-cramping work, but it was a fun activity on a late summer afternoon. Four 49^{1/2}s assisted with the dirty work.

The airport manager generously provided pizza and soft drinks as a thank-you for the improvement to the airport. The activity was duplicated at Litchfield, Minnesota in August.

— Karen Workman

EASTERN IDAHO CHAPTER

The Eastern Idaho Chapter held their July meeting at Smitty's in Idaho Falls in July. We reviewed our accomplishments this year and discussed plans for the remainder of the year.

We plan to work on or finish projects begun in the past year as well as finish the compass rose started last October at Fanning Field in Idaho Falls. Weather got in the way before we could get the final coat on the points.

We have scheduled a companion flying seminar on November 7 to be held in Idaho Falls. We have several speakers lined up and hope to have some good prizes for a few lucky attendees. Mark that date on your calendars. We would love to have volunteers join us, so please email Sandy Storhok, Eastern Idaho Chairman, at sstorhok@gmail.com to join in the fun.

— Sandi Bills

INDIANA CHAPTER

On July 19, the Indiana Chapter was treated to a visit in Columbus, Indiana by CarolAnn Garratt, who recently set a new world speed record with her fundraising flight for ALS (amyotrophic lateral sclerosis).

Indiana Chapter members were joined by Three Rivers Chapter members and the general public for a presentation on the world flight, DASH for a CURE, at the Columbus Learning Center. The event was sponsored by the Indiana University Purdue University Columbus (IUPUC) Alumni Series on Excellence in Leadership. Of special note was the attendance of Brian Gulden, son of Chip and Jan Gulden. Chip, who has ALS, resides with his wife in Columbus. The Guldens were sponsors of the world flight.

— Nancy Warren



From left, Indiana Chapter Member Nancy Warren, CarolAnn Garratt and Brian Gulden.

RIO GRANDE NORTE CHAPTER



Elizabeth's airplane, Bunny, sits in the center of the new compass rose.

On June 6, members of the Rio Grande Norte Chapter painted a compass rose on the main ramp at Santa Fe's municipal airport, with superb help from the Albuquerque Chapter.

The event was held in anticipation of commercial air service that began June 11 between Santa Fe and Dallas-Fort Worth. The new compass rose is 80 feet in diameter, located just north of the tower, next to taxiway Alpha, in full view of almost all airport traffic.

The airport had already contracted with surveyors and painters to create a new compass rose, since the old one was destroyed when the new fire station was built. As it turned out, they were planning to use The Ninety-Nines design but paint it only in white. Our Chapter volunteered to paint it for them in blue and white. The airport's surveyors laid out the rose for us using nails and string rather than chalk lines, and we created all of the letter stencils. In addition to the giant 99s symbol, we added a 10-foot-tall "N" at the north point and a placard containing the survey date and magnetic variation data.

— Elizabeth Hunke



2009 Okie Derby Wings of the Future Scholarship winner Kimberly Lingle sends a thank-you from active duty. Her husband was on hand to accept her award.

OKLAHOMA CHAPTER

The Oklahoma Chapter is pleased to introduce our 2009 Okie Derby Wings of the Future Scholarship winner Kimberly Lingle. Kim joined the active duty Air Force at 18 and was assigned as a mechanic on the C-130. This experience led her to know her future must be in aviation. When her enlistment was up, she joined the Oklahoma Air National Guard and earned her A and P license from OKC Metro Tech with a congruent Associate's degree for Aviation Maintenance at Oklahoma City Community College. She transferred to the University of Oklahoma to finish a degree in Aviation Management.

With the support of her husband, she will pursue a future flying for a non-profit organization to help people in need by delivering food, medicine, supplies and evacuating medical patients.

Because her Air Guard unit was on active duty "in the sandbox" at the time of the Okie Derby Banquet, Kim designated her husband to accept the award for her. Kim's philosophy is, "Do the best that you can, with what you have, where you are at, and there could be endless possibilities." The Oklahoma Chapter is proud that our scholarship of \$5,000 will assist Kim to achieve her career goals.

— Carol Sokatch

EASTERN PENNSYLVANIA CHAPTER

After a week of endless rain and clouds, it was a good sign that our Saturday dawned clear and dry. Chairman Carole Wyman, Ginny Fanfera, Lola Tomlinson and I met as planned in the parking lot of the East Goshen Township Building for a community yard sale, where we were to sell our goods to raise money for our Chapter's next Section Meeting.

Carole and Ginny reserved two spaces, and Ginny brought two large tables from her volunteer organization. We unpacked donations and became a popular stop as people cruised the parking lot for the perfect finds.

Ginny was the consummate salesperson, calling people to the table to point out exactly what each person "needed," and Lola manned the jewelry table, which was quite popular. Carole and I made sure that customers were greeted and tables well-stocked.

At the end of the sale, we packed everything that didn't sell into boxes for either Mary's auction in December or for donation to the Cancer Research Center, which was nearby. All told, we raised \$319 towards our goal of \$450 for the Section Meeting. Not bad for a day of having fun with your fellow Ninety-Nines!

— Mary Ellen Morris



Chairman Carole Wyman, Ginny Fanfera, Mary Ellen Morris and Lola Tomlinson.

CHICAGO AREA CHAPTER

The 2009 Chicago Area Chapter Air Meet was held at DeKalb Airport on a perfect day of blue skies and comfortably cool weather.

The air meet is a fun and educational activity designed to increase pilot proficiency and safety awareness using basic pilotage skills under VFR conditions. The rally route was a 170 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, with the rally winner receiving the Joan and Walter Kerwin perpetual trophy to be engraved with the winner's name and displayed in her home for the next year.

Taking first place — how appropriate — were Joan Kerwin and her son Dr. Peter Kerwin in a Piper PA-12. Second place went to John Reinert and Norma Freier in a Taylorcraft. Third place went to Cynthia and Ralph Madsen in a Cherokee 140. The Rookie Pilot Award went to Gene Ballard flying with co-pilot Karen Ballard. Winner of the spot landing contest was Maggie Dodson flying with co-pilot Amy March.

Other racers and spot landing participants included regulars Ellen and Chuck Herring, Diane Cozzi and Roger Kelly, Gregg Eric and MaryLou Mueller, Cher Gupta and friend Dennis.

Our regular Chapter meeting and a luncheon followed the



The Chicago Area Chapter Air Meet winners gather for a photo; Airport manger Tom Cleveland is far right.

race. Donna Klein received a certificate in recognition of her 25th anniversary as a Ninety-Nine. In addition, we all helped Ellen and Chuck Herring celebrate a momentous milestone, their 50th wedding anniversary. Ellen also brought an old photo of Chuck and herself celebrating their 25th anniversary at a Chapter picnic. Where else but at another Ninety-Nine event? Ellen was recently elected as a Trustee for the Amelia Earhart Scholarship Committee, illustrating her many years of dedicated service to The Ninety-Nines. It was a day of many congratulations all round.

— Diane Cozzi

NORTHWOODS CHAPTER

A cold spring and summer haven't kept the Northwoods Chapter from accomplishing many projects. In April we hosted our first Girl Scout Aviation Badge workshop with 43 girls and chaperones attending the morning workshop. Our small group sessions included Sectionals-Maps for the Skies, Pilot Language, Astronaut Food, Airplane Maintenance, How Airplanes Fly and Historical Aviatrices. The feedback was A-plus. We will do this again!

We had an airmarking in June at Tomahawk Airport, Tomahawk, Wisconsin. This compass rose was completed



Airmarking at Tomahawk Airport.

by the work of our Airmarking Chairman Sheryl Rains and several of our members, along with members of Friends of Tomahawk Airport. The paint we used was UGL's DryLoc. The company was kind enough to specially color the paint just for this project. It went on smoothly and has the vibrancy we wanted.

Along with getting a new Compass Rose at KTKV, a Redbird FMX Full Motion Flight Simulator has landed and is housed at KTKV. It is a Category 4 AATD, which means a pilot can log hours in it. Our Chapter members are anxious to take it for a flight.

Three of our members were delegates at the International Conference in Chicago in July. Sheryl Rains and Lynn Sykes were International Conference Committee Chairmen. They worked quite hard at making the Conference run as smoothly as possible, working with all the other dedicated Ninety-Nines who planned, prepared and ran the Conference.

One of our newest members, Terri Wolski, was unable to attend the Conference but was presented her certificate for the Amelia Earhart New Pilot Award at our August meeting in Sault Ste. Marie, Michigan.

At that same meeting, a very interesting and timely presentation about entering foreign airspace, especially Canadian airspace, was given by Daniel Buhro, a U.S. Customs and Border Protection officer.

— Dee Dreger

SANTA CLARA VALLEY CHAPTER

June found us with a booth at RHV Airport Day. In July, we celebrated our 55th birthday with a picnic at Portal Park in Cupertino. A special touch was having charter member Mary Jane Oberg and her husband Harold present.

At our August meeting, Sharon Sweeney, an active member of the Art Committee for the new SJC Terminal, arranged for Mary Rubin of the Public Art department and artist Deborah Aschheim to tell us about the public art to be installed at the new terminal. The following day, Mayetta Behringer flew Deborah, with her camera, and Sharon around the SJC area on a photo shoot for material for Deborah's art work.

In August, we made a field trip to Moffett Field to visit Airship Ventures, where we met with one of the pilots and had a chance to board the magnificent new dirigible Eureka for a briefing on flying a dirigible. We had a spontaneous fly-in to Boonville Airport Day on August 8, where four members rendezvoused with long-time Santa Clara Valley Ninety-Nine and Boonville resident Dee Thurmond. On August 23, four planes and ten pilots and passengers flew to the Olive Festival in Paso Robles where they sampled olive oil and wine.

— Judy Stark



Santa Clara Valley Chapter members Candie Tuttle, Mayetta Behringer, Dee Thurmond, Brigitte Iwaszkiewicz and Carol Munch gather for the Boonville Airport Day.

PURPLE SAGE CHAPTER

In June, Jennifer Lentini of Abilene, Texas became a new member of our Purple Sage Chapter. She is a jewel, and we are elated to have her.

In August, Purple Sage Chapter members Janet Koonce, Mary Alice Tidwell, Priscilla Barbee and Betty Jones, along with Betty's husband James Jones, went to Pecos, Texas for the dedication of the Bill Hubbs Terminal, which featured breakfast and the famous (or infamous) cantaloupe bombing contest. We met old friends and made some new ones and had a wonderful time.

— Priscilla Barbee



From left, Priscilla Barbee, Janet Koonce, Betty Jones and Mary Alice Tidwell, sitting, at the dedication of the Bill Hubbs Terminal at the Pecos, Texas airport.

INDIANA DUNES CHAPTER

The Indiana Dunes Chapter has been enjoying the summer weather in northern Indiana and Michigan. Our June meeting was held at the Ionia County Airport, Michigan.

Following the meeting, several of our members went soaring with the instructors at the only glider school in Michigan. Thermals were fairly mild that day, but we were able to stay up 20 to 30 minutes after a 2,600 foot tow. What fun it was to glide around in the quiet blue sky!

The International Conference in Chicago served as our meeting in July. Our Chapter was in charge of meeting and greeting The Ninety-Nines who came through the Lansing airport. Janice Welsh, Chairman of this committee, handled the task beautifully, even taking one couple home with her for the night when they arrived early with no hotel room. Three of our members made goodie bags for the attendees, and several others were on hand to assist at the airport. Margaret Wint sold our clothing line throughout the Conference with help from our members and Dee Nusbaum was in charge of the International Fly-Market room.

The Laporte, Indiana Aeroclub Pancake Breakfast and Fly-In landed on a gusty day in August. Our Chapter met there for our August meeting. We also had a booth with aviation and Ninety-Nines related materials for sale. Many different kinds of small airplanes and helicopters were flown in for the event, some by our own members. It has become a great way to introduce more people to the joys of flight.

— Lynn Pergher

FLORIDA SUNCOAST CHAPTER

We have been busy inspiring children to take to the skies. Marilyn Shafer conducted an aviation unit at her middle school where she is the media specialist and arranged for six children to experience an introductory flight at Tampa North Aero Park. The unit began with a presentation by the local Civil Air Patrol Cadet Squadron and continued with instruction in the Bernoulli Principle, CG experiments, famous aviators, history of flight, a pilot's alphabet, parts of a plane, NASA's Smart Skies air traffic control simulator, Microsoft's Flight simulator complete with yoke and pedals and, finally, a real flight in the wild blue yonder.

Our Chapter sponsors the Jesse Woods Space Camp Scholarship. The scholarship pays for a week at the Huntsville's space camp/academy. This year the winners were sixth grader Kayla Cox and fifth grader Meghana Chapalmadugu. They entered the contest by writing a creative story about the year 2015 and their trip into outer space.



Florida Suncoast member Marilyn Shafer with six middle school students who enjoyed an introductory flight.

At our June meeting at Crystal River Airport, our Chapter presented the girls with gifts. After their week at the academy, the girls will be guest speakers at one of our meetings telling about their experiences at the camp.

— Sophia M. Payton



San Fernando Valley Chapter Rose of Achievement recipients are Stacie Vournas, AE Scholarship Recipient (CFI); Maureen Kenney and Kathy Crawley for obtaining their high performance endorsements; and Jacki Harris for completing her short cross-country solo.

SAN FERNANDO VALLEY CHAPTER

We are excited about the Explorer troop we sponsor, which includes boys and girls. Already young Kelsey Lomen is making her mark as an active member of our Chapter. She works to ensure that fundraisers keep furnishing funds for the Explorers, and she participates in all of our social and educational activities.

The Chapter is also very active in EAA Young Eagle activities, Girl Scouts and Challenge Air, which is an annual event that provides aviation experiences for learning disabled and mentally challenged youth.

We are also now starting our second annual Pilot Proficiency Seminar series to educate the aspiring and already credentialed pilots of the Southern California area.

—Maureen Kenney

WISCONSIN CHAPTER

The Wisconsin members were very fortunate to have a beautiful day to host our annual pancake breakfast in June. We were busy serving close to 500 people at Watertown Municipal Airport.

We also had a great turnout at the Cockpit Companion Seminar at EAA AirVenture this year. Tina Hartlaub presented the program, and several members of our Chapter were there for support.

— Christy Stark



Some of the Wisconsin members stopped to model their aprons, from left, Elizabeth Stull, Darcy Kulesha, Carol Voss, Dee Becker, Diane Welch, Mary Lou Schroeder, Elizabeth Motley, Ann Kieffer and Krys Brown.

NEW HORIZONS

VICKI CRUSE

Ventura County Chapter

Member, mentor and friend Vicki Cruse, 41, died August 22, 2009 in a fatal accident during a practice flight at the World Aerobatic Championships in Great Britain. A borrowed Edge 540 failed during a snap roll. Vicki has been described as a “tremendous competitor, a fair and detailed judge and a great ambassador for aerobatics.”

What this petite, spirited woman accomplished in her 41 years is truly amazing.

Her love of flight blossomed in 1997 when she arrived at Santa Paula Airport (SZP) in Southern California to take Rich Stowell’s Emergency Maneuver Training Course. She became part of the SZP family and pursued aerobatics, moving quickly through the aerobatic ranks.

In 1998, Vicki became the U.S. Sportsman National Aerobatic Champion; Champion of the Americas in 1999 and 2000; and the U.S. Unlimited National Champion in 2007, as well as a four-time member of the U.S. Aerobatic Team. Vicki was also president of the International Aerobatic Club since 2005 and a director for the EAA. Besides her Edge, Vicki owned a Glasair III that she raced twice in the Reno Air Races, the only woman to qualify and race in the Sport Class.

The Ventura County Chapter was thrilled when she joined our numbers. Vicki participated in Girl Scout Day by showing her Edge and participating in the Careers Unit to help show



Vicki Cruse.

girls that truly the sky *is* the limit. When she gave a presentation at one of our meetings, it was standing room only. She was a woman of grace, humility and inspiration. It was too soon for one so talented to leave us.

— Tobey Tabor

Editor’s note: Please see the article in the March/April 2008 issue of the 99 News for additional information about Vicki and her aerobatic career.

SCHOLARSHIP HONORS CRUSE

The achievements and legacy of the late Vicki Cruse will live on through a memorial scholarship established by women pilots from The Ninety-Nines and aviators throughout the world.

The Vicki Cruse Memorial Scholarship, which will be administered through The Ninety-Nines’ Amelia Earhart Memorial Scholarship Fund, will provide financial aid to women pilots for emergency maneuver and aerobatic training. The scholarship was officially announced at the Celebration of Life that honored Cruse, held September 12 at Santa Paula Airport, California.

The Ventura County Chapter has established a “Remembering Vicki” website at ennect.com/e808 as a tribute to Cruse and a way for the aviation community to contribute to the scholarship. Each dollar donated to the Vicki Cruse Memorial Scholarship over the next five years will be matched, up to a maximum of \$30,000, to create a solid foundation for women to pursue emergency maneuver and aerobatic flight training. The Ventura County Chapter pledged \$5,000 in matching funds, while Lightspeed Aviation has pledged to match up to a maximum of \$25,000.

RITA GRAY

All Ohio Chapter

Rita Irene Gray, 77, of Maumee, Ohio, died December 29, 2008 at St. Vincent Mercy Medical Center. Born May 13, 1931 in Shippenville, Ohio, she was the daughter of Arthur and Frances Kurtzhals Wagner. She was married October 12, 1954 in Fryburg to Charles David Gray.

Rita was a member of St. Joseph Catholic Church of Maumee and the American Legion Auxiliary in Florida, and she taught CCD classes at St. Timothy Catholic Church in Lady Lake. She volunteered for the Girl Scouts of America and Habitat for Humanity. In 1992, she participated in a pilgrimage from Rome to St. Petersburg.

In 1989, Rita went skydiving for the first time. She always loved being in the skies. Fly high, Rita.

— Headquarters

DIANE SCHNEEWEIS

Former Mt. Shasta Chapter member

Diane Schneeweis, a member of our Chapter in the 1990s and daughter of member Lucy Shepherd, for whom our “Lucy” awards are named, died in a plane crash August 27, 2009 at the airport in Orland.

A CFII and corporate pilot based out of Chico, she perished during an annual flight check with another pilot in his experimental aircraft. She leaves her father, several siblings, husband, children and grandchildren. Her vivacious personality, winning smile, and professional example for her students will be treasured and sorely missed.

Fly free beautiful lady!



Diane Schneeweis.

— Barbara Crooker

NEW HORIZONS



Rivka Irene Chayka Lev.

RIVKA IRENE CHAYKA LEV **Minnesota Chapter**

It is with deep regret that friends of Rivka Irene Chayka Lev inform the rest of our Ninety-Nines community that Irene has slipped the surly bonds of earth for the last time. On August 12, 2009, she flew with a friend in his 1958 Beech 18, and the plane crashed on take off from Flying Cloud Airport (KFCM), a Minneapolis reliever airport near Irene's home in Apple Valley, Minnesota.

She was 29 years old and left behind a husband and six-year-old son Asher. Irene had a passion for flying, but perhaps more importantly, a passion for life. She was curious, intel-

ligent, adventurous and kind. She immigrated to the United States from the Ukraine seven years ago. She was a very talented photographer, with her work on display in countries across the globe. She spoke six languages.

Her love of aviation led her to join the 2009 Air Race Classic, racing on a three-person team appropriately named Unusually Right Attitude. Her team finished in the top 10, despite a mechanical failure enroute. In addition, she enjoyed skydiving with another local Ninety-Nine.

She was a glowing individual who left a bright spot on everyone she touched. Irene Rivka Lev will be missed by many.

Long-time Minnesota Ninety-Nine Elaine Morrow planted a young red maple on her property in honor of Irene. It is a family tradition to keep alive the memory of a special person. Irene's friends are also establishing a scholarship fund for her son Asher to pay for his future aviation training.

— Karen Workman

SONJA WILFORD **Canadian Rockies Chapter**

Our dear friend and comrade, Sonja Wilford, Secretary of our West Canada Section, Secretary of the Canadian Rockies Chapter and head of the West Canada Education Trust Fund, passed away June 29, 2009.

Sonja has been a very big part of our Section and the Canadian Rockies Chapter. Her dedication to The Ninety-Nines and our members has been above and beyond. She will be sadly missed by everyone who knew her.

— Wendy Boyes

STEVE H. WHITSON **49½ of Judy Whitson** **Inland Empire Chapter**

Steve Whitson, 70, died when his Citabria went down on June 17, 2009. A family friend, Debbie Cunningham, also died in the accident.

After graduating from Erasmus High School in Brooklyn, New York, he joined the Air Force. The following 10 years he worked in aerospace in several states. He then joined the Anaheim, California police department.

He earned his private pilot certificate in 1974 and subsequently a commercial pilot license with ratings for rotorcraft-helicopter, aircraft multiengine instrument sea and land plus a tailwheel endorsement. He was also a licensed airframe and powerplant mechanic.

Steve was a loving husband and a friend to all. He supported The Ninety-Nines, gave safety and maintenance presentations and wielded a paint brush or helping hand when needed. He is deeply missed.

— Judy Whitson



Onita Winfrey.

ONITA WINFREY **Pikes Peak Chapter**

Onita Winfrey was an adventuresome person, which explains her motivation to learn to fly during the early barnstorming days. She obtained her private pilot certificate flying in J3 Cubs, Champs and similar aircraft. She was very disappointed when she wasn't chosen to join the WASP during WWII.

From that point, her life took a different direction, and she focused on earning a living doing secretarial work. A government job brought her to Colorado Springs where she lived until her death.

As a senior citizen, she became a model and was in demand for television, newspaper and magazine ads. It was during this time that she discovered the Pikes Peak Chapter and made inquiries about joining. She was 82 years old. From that moment, Onita found a place where she could be among other women pilots.

As long as she was able, she flew with us, attended meetings and helped in any way she could. One of her favorite contributions was a freshly baked batch of brownies. In her home she had a wall decorated with photos of her aviation experiences and of members of the Pikes Peak Chapter. Several 99s worked together to finish a quilt that had been started by her mother in the 1930s. That quilt was always on Onita's bed.

Onita was a respected member of our Chapter. At 97, she was our oldest member. She passed away September 13, 2009.

— Phyllis Wells

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