

99 News



The Official Magazine of the International Organization of Women Pilots

September/October 2007

Ninety-Nines International Conference 2007 Colorado





PERPETUAL CALENDAR

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

The 99 News
 4300 Amelia Earhart Rd.
 Oklahoma City, OK
 73159-1140
 Email:
news@ninety-nines.org
 Online Form:
www.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

Accented by the spectacular scenery of Colorado, the 2007 International Conference brought together members from all over the world in Ninety-Nines camaraderie. Top photo left: Margarita Ponomareva, interpreter; Renate Menzinger, German Section; Wally Moog, German Section; Pat Prentiss; Valentina Kotlyar, German Section; and Elizabeth Brock, Russian Section. Top photo right: Norwegian Section members Karen Devold, left and Maria Kvenshagen, with Past-President Vicki Lynn Sherman, center. Bottom left: Dorothy Berthelet, Eastern Ontario Chapter. Bottom right: International Officers, seated, Pat Prentiss and Susan Larson. Standing from left Fran Strubeck, Virginia Harmer, Elaine Morrow, Kristine Irvin-Herron, Frances Luckhart, Pat Theberge and Lisa Cotham.

Background photo by Jim Wark.

2007

OCTOBER

31 **Deadline to submit Intent To Seek Election forms** for the 2008 International elections. Forms are available in the Members Only area of the International website.

NOVEMBER

1-3 **Fall International Board Meeting**, Headquarters, Oklahoma City, OK. Travel dates October 31 and November 4.

2 **79th anniversary of The Ninety-Nines.**

3 **30th Annual Treasure Hunt in the Sky**, Tucson International Airport, sponsored by the Tucson Chapter. Come in Friday for a fun get together and celebrate the 78th birthday of The Ninety-Nines! Cash prizes and trophies awarded at Saturday evening dinner. Visit www.Tucson99s.org and click on News for further information.

4 **Women Take Flight**, New England Air Museum, Bradley International Airport, Windsor Locks, CT. For information contact Glenna Blackwell, 413-528-0413 or visit www.neam.org.

DECEMBER

1 **Due Date for 99 News submissions** for January/February 2008 issue.

31 **Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application.** Email mentoring@ninety-nines.org or visit www.ninety-nines.org/careers/mentoring.html.

31 **Deadline for submitting Bylaws and Standing Rule Amendments.** Send to Sally Biggin, PO Box 1127, Hoopa, CA 95546, sbiggin@thegrid.net.

2008

FEBRUARY

1 **Due Date for 99 News submissions** for March/April issue.

MARCH

12-26 **Incredible India Tour**, sponsored by the India Section. Special pre-and post-tours available. Contact Chanda Budhabhatti at Chanda99tour@gmail.com.

13-15 **Women In Aviation, International (WAI) Conference**, San Diego, CA.

JUNE

24-28 **Air Race Classic**, begins in Bozeman, MT and ends in Mansfield, MA. Visit www.airraceclassic.org.

30 **Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application.** Email mentoring@ninety-nines.org or visit www.ninety-nines.org/careers/mentoring.html.

AUGUST

6 **Northwest Section Meeting**, Anchorage, AK or nearby.

7-10 **Ninety-Nines International Conference**, Anchorage, AK.

2009

AUGUST

Ninety-Nines International Conference, Chicago, IL.

CORRECTIONS

In our July/August issue, we incorrectly identified the member in the Kentucky Bluegrass Grass Roots photograph. Shown with the young Girl Scout is USAF Reserve Major Liesl Carter.

In the article about The Ninety-Nines International Conference in Colorado, we intended to publish a photo of Conference speaker CarolAnn Garratt but in error ran a photo of another Conference speaker, Sandi Sumner.

CarolAnn is shown to the right.



99 News

The Official Magazine of The International Organization of Women Pilots

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OFFICERS AND DIRECTORS



Pat Prentiss



Susan Larson



Frances Luckhart



Kristine Irvin-Herron



Lisa Cotham



Virginia Harmer



Frances Strubeck



Patricia Theberge



Elaine Morrow

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

Submissions should be typed single space without unusual fonts, headers and footers, and using only one space after a period unless it's the start of a new paragraph. Please furnish author's name, email address and phone information in case we have any questions. For additional submission guidelines, log onto www.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

Please submit photos scanned in high resolution (300 dpi) or provide highest quality digital photos (no date stamps, please!). All photos sent by mail are forwarded to The Ninety-Nines Headquarters unless accompanied by an SASE for return to the author. Please do not send photocopied pictures or photos printed on a computer printer. Be sure to include caption information and your contact information. Complete photo submission guidelines are posted on www.ninety-nines.org. Click on 99 News Magazine and scroll to the bottom.

STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc. Deadline: 1st of month preceding date of publication. Spelling and proper names are proofed against information submitted. All photographs submitted are sent to The 99s Headquarters.

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Neither The Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein or for any opinions expressed. Opinions of the authors or contributors do not necessarily represent the position of The Ninety-Nines, Inc. The Ninety-Nines, Inc. do not warrant, guarantee or endorse any specific product or service that is advertised in its printed or on-line catalog or magazine.

Publisher reserves the right to reject any material submitted for publication. Copy submitted for publication shall become the property of The Ninety-Nines and shall not be returned. Articles submitted with accompanying pictures will receive publication preference. Pictures will be sent to Ninety-Nines Headquarters in Oklahoma City for its Archives.

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Air Race Classic participants **25**

President's Message

BY PAT PRENTISS, International President

Thank you Jan McKenzie and the Colorado "team" for organizing an outstanding Conference. Under beautiful blue skies and lots of sunshine, we enjoyed a full array of activities in the natural beauty of the Rockies. Our Conference location was chosen for its amazing views of Boulder Valley and the Rocky Mountain Range, and while all conferences have something different to offer, the one constant we feel is The Ninety-Nines warmth during these meetings. Elsewhere in this issue, enjoy the recap of the conference by Vice President Susan Larson.

Before leaving for Colorado, I flew my C-206 (finally) to Camarillo Airport to participate in the Gwen Dewey Day and the awarding of a new scholarship in her name. The event was hosted by the Ventura County Chapter to honor Gwen, one of their original charter members. Sadly, she flew to new horizons last year but left a significant impact on her Chapter and those around her.

It was then off to the Chicago Air & Water Show to watch the thrilling performance of the Thunderbird squadron. The Thunderbirds have been dazzling audiences since 1953 with their commanding presence and precision flying in their F-16 Fighting Falcons. The last two years have been unprecedented for the Thunderbird Demonstration Jet Team who welcomed Nicole Malachowski last year and Samantha Weeks this year as the two *first ever* female pilots for the team, and both are members of The Ninety-Nines.



Thunderbird pilots Samantha Weeks, left, and Nicole Malachowski, right, with Pat Prentiss at the Chicago Air & Water Show.

As the world's oldest organization for women pilots, The Ninety-Nines is especially respected in the aviation and aerospace industry. Because of our long relationship with the FAA and its CAA predecessor in promoting aviation safety, The Ninety-Nines just signed a Letter of Understanding with the Federal Aviation Administration, making us the *first* National Industry Member of the FAA Safety Team. This agreement, signed in Colorado, will allow us to continue our longtime relationship with the FAA and help us to fulfill part of our goals, providing aviation education and safety awareness in the community.

I invite all of you to attend the Board of Directors meeting in Oklahoma City on November 1-3, 2007. Be ready to roll up your sleeves and do some brainstorming as we look into the long range objectives of our organization. These meetings are always open to the membership and very enjoyable.

In closing, may all of you enjoy the crisp cool days and colors of fall as we approach the holiday season!



Pat Prentiss and Southwest Section Governor Martha Phillips at the Gwen Dewey Day event.

That evening Bobbi Roe, Joan Kerwin, Cynthia Madsen and I were invited to dinner with Captain Jim Lovell, Apollo 13 Commander. Jim's flight into Chicago was delayed, and our visit never took place. However, we did have a wonderful dinner at Lovell's restaurant and were able to see his Captain's Quarters and artifacts from the space program, including the moon rock. When departing, we left a small inscribed memento for Jim from The Ninety-Nines. Within a few days, a note arrived from him saying, "I was all set to trade a few *there I was at 300,000 feet flat on my back* stories, but an airplane arrival did me in. Thank you very much for the memento. I have it in my office next to the model of my Apollo 8 spacecraft to remind me of the great accomplishments women have made in aviation and space."



Joan Kerwin, Cynthia Madsen, Bobbi Roe and Pat Prentiss at Lovell's of Lake Forest restaurant near Chicago.

A Priceless Time

*A trip with her father will
always be a treasured
memory for Donna Miller.*

BY DONNA MILLER
Colorado Chapter

Now and then a once-in-a-lifetime opportunity will present itself. What you do with that opportunity is up to you. Last month my father was diagnosed with cancer. I had just come back from a four-day trip during which the entire crew had taken a field trip to the USS Midway during a San Diego overnight. I told him about the tour and how interesting it had been.

“We ought to go there,” he said. “I landed there once. We were supposed to land on the USS Kitty Hawk but couldn’t, so we landed on the Midway instead.” I had no idea.

I didn’t grow up a Navy brat. My dad was a college professor and was home every night at 6 p.m. Sharp. He was a Radar Intercept Officer and Squadron Safety Officer in the Navy Reserves.

Once a month he flew to Dallas to fulfill his military duty, and he was gone for two weeks every summer. We saw *Top Gun* when it first came out in the mid-



Donna Miller and her father Sam Miller with their hands on the ejection handles ready to “punch out.”

eighties. Except for a few parts, it was pretty realistic, he said. I could see him stiffen when the radar lock sounded in the film.

Fast forward 20 some years. *Top Gun* character Maverick (Tom Cruise) is now on his third wife, and Goose (Anthony Edwards) came back from the dead to enjoy several years in the ER. And somewhere in there, I became an airline pilot. “Yeah, we ought to go there...”

The next week I had a few days off in

a row. I checked the flight loads on my airline from Denver to San Diego and then called my dad. “Are you still up for a trip?” His bags were packed before I even got an answer.

We arrived at the USS Midway just as the doors were opening. We started at the beginning and several hours later still hadn’t made it to the hangar deck. We looked at every airplane, and he pointed out the differences in the tail hooks (all tail hooks are not created equal, I learned).

“ I have a **new** appreciation for my **father** and for all the **aviators** who came **before** me.”

He told me stories as we wandered through the aircraft carrier. He taught me how to “call the ball” during a carrier landing and quizzed me on the meaning of the different colored shirts on the deck. He told me about meeting the Air Boss who was on duty during the fall of Saigon and the story he relayed to my father about the Vietnamese Air Force Major who landed a Bird Dog on the deck with his wife and five children inside. A Bird Dog is smaller than a Cessna 172 and has no tail hook! I had just seen that airplane last month at the Naval Aviation Museum in Pensacola, Florida. I couldn’t even imagine.

We had to hustle towards the end to see everything before the doors closed at 5 o’clock. We were tired and hungry, so we walked to the Kansas City Barbecue just down the street. It’s where they filmed the bar scenes in *Top Gun*. The juke box is still there, as is the piano. I imagined Goose and Maverick at the piano belting out “Goodness, Gracious, Great Balls of Fire!” It was one of those things you just have to do.

The next morning started out the same. Except this time we ventured out to the San Diego Air and Space Museum. Again, we were lost in aviation lore. The docents in the museum loved my dad. They spotted his Navy hat, and there was an immediate bond. My dad loved the docents because, at 76, they called him “young man.” Most of them were well into their eighties and volunteered at the museum for the love of aviation.

One docent in particular was a true joy. Don Ferrioli pointed out especially interesting artifacts in the museum and asked if we were pressed for time. “Absolutely not,” we both said. “You’ll have to kick us out when the doors close!”

“Then come with me,” he said. We followed him into an elevator where he put a key into the lock next to the buttons. The B lit up, and the door to the basement opened. Here were the true treasures of the museum.

Don was the only one in a red docent’s jacket. The other 15 or so gentlemen, also well into their eighties and nineties, wore mechanic jackets and were restoring planes and rebuilding carburetors. My jaw dropped and my eyes lit up. It was like

seeing a magician’s magic revealed. Their skill was fascinating, and in one glance through the room I knew that I was witnessing hundreds of years of aviation history and expertise.

Don introduced us to the guys as we walked from station to station. They come here every day out of true love for aviation and the camaraderie of fellow aviators. We saw photographs of the WWII planes as they had been when they were pulled from the bottom of the Great Lakes years earlier. It was hard to believe they were the same aircraft. With the touch of the masters’ hands, they looked brand new.

Upstairs again, my father and I walked through the entire museum with a whole new appreciation for the airplanes on display.

The next day we were on the airline and back to our everyday lives in Colorado.

I have a new appreciation for my father and for all the aviators who came before me. I’m happy that we took the opportunity to spend quality father/daughter time together appreciating aviation history. As Maverick explained 22 years ago, “We were only below the hard deck for a few seconds. We had the shot. So we took it.”



Donna and her father visited the bar where Top Gun was filmed.

“It was like seeing a magician’s magic revealed.”



Volunteers at the San Diego Air and Space Museum work on aircraft restoration.



Conference Chairman Jan McKenzie.



Emily Howell Warner, the first woman pilot for a major airline, with Donna Miller.



Deb Price.

Colorado Gives a Gracious Welcome to Ninety-Nines International Conference

BY SUSAN LARSON
International Vice President

Lilian Darling Holt, Official Conference Photographer;
Margot Plummer, Official Banquet Photographer

It all began in Houston when a gaggle of gals from the South Central Section got together after a Section meeting function and caught a tiger by the tail in the form of hosting an International Conference in the Denver area. From this humble beginning developed a meeting that has set a new standard for The Ninety-Nines. Chairman Jan McKenzie and the team thought of everything, organized to the nth degree, exuded hospitality and went many extra miles to deliver a Conference that will not soon be forgotten. From my arrival at Rocky Mountain Metropolitan Airport (BJC), where transportation and reception were expertly handled, to eventual departure on Sunday, “professionalism” was the word.

The poolside, internationally-themed Welcome Reception

found many of us dancing the night away and catching up with friends not seen since last year. Our special thanks are extended to Coldwell Banker Residential Brokerage, Jeppesen and the Colorado Pilots Association as sponsors of various events, including the Friday morning breakfast and the live band at the reception.

Tours highlighted the day on Thursday along with resort-based activities in the fly market and hospitality suite. The Conference hotel was very upscale with a full spa, expansive exercise facility, two outside pools and a golf course.

The business meeting addressed both our Bylaws and Standing Rules and also the election of Directors and Trustees. Both proposed bylaw amendments failed to be passed by the required



A group of Ninety-Nines and guests tour the Broadmoor resort.



Gayl Henze, left, Barbara Strachan and Alison Chalker enjoying the Georgetown Loop Train Tour.



Past Presidents, from left, front row, Joyce Wells, Lois Erickson, Vicki Lynn Sherman. Back row, Jodi McCarrell, Elaine Morrow, Gene Nora Jessen.



Past President Thon Griffith.



Alaska Ninety-Nines issue an invitation to join them in Anchorage for the 2008 International Conference.

two-thirds vote. The first would have modified the renewal limitations for FWPs, and the second amendment would have allowed the President and Vice-President to run for a second term of office. All three proposed Standing Rule changes passed handily. Also on the agenda was the election of two Directors and Trustees of three trusts.

The following individuals were elected by the delegates: International Directors: Lisa Cotham, Fran Strubeck. AEMSF Trustee: Dorothy Berthelet. 99s Endowment Fund Trustees: Nancy Aldrich, Judy Bolkema-Tokar. 99s Museum of Women Pilots Trustees: Carol Morris, Margie Richison. Char Falkenberg, Chairman Emerita of the AEMSF, submitted her resignation for health reasons during the Conference, leaving an additional open Trustee position. Debby Cunningham was appointed to fill that opening. Congratulations are extended to all, and may their terms of office be rewarding and productive.

The AEMSF Banquet never fails to deliver and continues to be most impressive. Expertly choreographed and timed, the AEMSF Trustees once again produced an event designed to both honor this year's recipients of 17 (count 'em, seventeen) full scholarships, one Maule Tailwheel Award and three New Pilot Awards, along with entertaining the diners through sharing the winners'

stories and projecting their photographs onto immense screens. Of the 21 award winners, eight attended the festivities.

Saturday's seminars were punctuated with Alaskan themes and local talent, nearly all of them authors. While many Ninety-Nines and their guests listened, captivated by tales of nearly insurmountable challenges, others enjoyed the amenities of the spa, toured Pilatus, Breckenridge or the Coors Brewery, or networked in Hospitality before the Awards Banquet. Our honorees this year included: the Aero Club of New England, Award of Merit; Women in Aviation International, Inc. (WAI), Award of Inspiration; Sue Phillips of Merrill Lynch, the President's Award; and Colonel Catherine Chilton, the Katharine Wright Award given in conjunction with the National Aeronautics Association.

We thank all these honorees for their contributions to The Ninety-Nines, aviation history and the advancement of women in the field of aviation. Please see the following pages for more about the award recipients.

At the close of the ceremonies, Jan McKenzie and the team were honored for their dedication to the success of our 2007 International Conference. They've truly set a new standard of excellence for our annual events. Thank you South Central Section Ninety-Nines.



Elected International Directors Lisa Cotham and Fran Strubeck.



Current and former AEMSF scholarship recipients who attended the Conference gather for a photo.



International Vice President Susan Larson.

Award Recipients 2007



KATHARINE WRIGHT AWARD

COLONEL CATHERINE A. CHILTON

“With rigorous work in engineering, test, acquisition and policy, Colonel Catherine Chilton has made significant contributions to the advancement of air and space technology,” wrote Frank G. Klotz, Lieutenant General, USAF, in his nominating letter. “Every facet of Colonel Chilton’s career to date has enhanced the exploration and exploitation of air and space. She is the ideal example of a consummate Air Force officer who gives every endeavor her all.”

Colonel Chilton has served the Air Force in a number of diverse capacities and currently serves as Mobilization Assistant to the Director of Capabilities Integration at Wright-Patterson Air Force Base, Ohio.

“Her unique blend of enthusiasm, strong technical ability, and congenial personality enables the success of subordinates, peers and family while furthering her own work in the advancement of air and space technological innovation,” wrote Klotz.

The 2007 award is given in recognition of Colonel Chilton’s work as a United States Air Force officer, flight test engineer, test director and aeronautical engineer, and also in recognition of the crucial emotional, mental and public support she has provided her husband, the first astronaut to achieve the military rank of four-star General. General Chilton currently serves as Commander of the Air Force Space Command.

The award was named in honor of Orville and Wilbur Wright’s sister, Katharine, who in many ways supported her brother’s endeavors.



AWARD OF INSPIRATION

WOMEN IN AVIATION INTERNATIONAL, INC.

Women In Aviation, International (WAI) was founded in 1990 as a conference by Dr. Peggy Chabrian. It was formally incorporated as an organization in 1994. It is a non-profit organization dedicated to the encouragement and advancement of women in all aviation career fields and interests.

With 7,000-plus members, WAI provides year-round resources to assist women in aviation and to encourage young women to consider aviation as a career. WAI offers educational outreach programs to educators, aviation industry members and young people nationally and internationally and offers significant annual scholarships. To date, more than \$5 million in scholarships has been awarded. In addition, WAI promotes public understanding of the accomplishments and contributions of women in aviation. It also publishes *Aviation for Women*, a bi-monthly magazine.

Some of the positions held by WAI President Dr. Chabrian, a multi-engine pilot and flight instructor, include Academic Dean and Associate Vice President of Parks College, Dean of Academic Support for Embry-Riddle Aeronautical University’s Prescott, Arizona campus, Director of the Center of Excellence for the Aviation/Space Education at ERAU’s Daytona Beach, Florida campus and Chair of the aviation department at Georgia State University in Atlanta, Georgia.



AWARD OF MERIT

THE AERO CLUB OF NEW ENGLAND

The Aero Club of New England (ACONE) was organized on January 2, 1902, nearly two full years prior to the Wright Brothers flight at Kill Devil Hill. The Aero Club of New England is the oldest aeronautical club in existence in America and the second oldest in the world.

The Aero Club of New England has championed aviation as both a career and an avocation. The club has awarded the prestigious Godfrey L. Cabot Award since 1952. This award, named for one of ACONE’s early presidents, is presented to individuals or teams that are first in their field and have changed the course of aviation and/or aerospace.

A scholarship program was started in 1984 that awards scholarships to students throughout the New England states seeking a wide range of careers in aviation.

Since the program’s inception, students have received over \$240,000 in awards. These scholarships have also been expanded to include FAA-sponsored ACE (Aviation Career Education) camps. ACONE has also developed an active Safety Program with guest speakers discussing all areas of aviation safety.



PRESIDENT'S AWARD

SUE PHILLIPS

Sue Phillips was born in Oklahoma City, Oklahoma and has lived in her hometown all of her life. She began studying education in 1966 at the University of Oklahoma. In 1970 Sue graduated from Oklahoma University with a Bachelor of Science Degree in Education. Her professional experience includes working with her family's bookstore, being a sixth grade teacher as well as an advertising manager.

Sue began working with Merrill Lynch in 1981 and has been handling the Amelia Earhart Memorial Scholarship Fund (AEMSF) brokerage account since the mid-1980s. When she came on board, the account had been languishing and there hadn't been any real "management." Sue stayed within the guidelines of the AEMSF Resolution but began a very close relationship with the Trustees. She typically attends the Trust Board meeting when they are in Oklahoma City and stays in close touch by telephone and email. With Sue's guidance, the Fund reached the million-dollar mark. Because of the success with the AEMSF, the remaining Ninety-Nines Trusts made the decision to work with Sue on their brokerage accounts as well.

Even though Merrill Lynch is an extremely large company, Sue is able to manage the investment funds for all four Ninety-Nines Trusts in a very personal manner. She cares deeply about the organization and the individuals with whom she works, and she knows that the financial solvency of the Trusts will help perpetuate the growth of the entire organization.

The Ninety-Nines, Inc. Sign Letter of Understanding with the FAA

This Letter of Understanding (LOU) establishes a working arrangement between the **Federal Aviation Administration's Safety Team (FAASTeam)** and **The Ninety-Nines, Inc. (The 99s)**, to promote aviation safety awareness training to all airmen.

The FAASTeam agrees to:

1. Through its SPANS program and other national media resources, recognize The 99s' participation in FAASTeam safety events as a FAASTeam National Industry Member.
2. Recognize The 99s logo on the home page of FAASafety.gov.
3. Provide a link on FAASafety.gov to The 99s website.
4. Work with The 99s to develop safety awareness training for airmen of all ages.
5. Provide The 99s with FAASTeam safety materials for distribution.

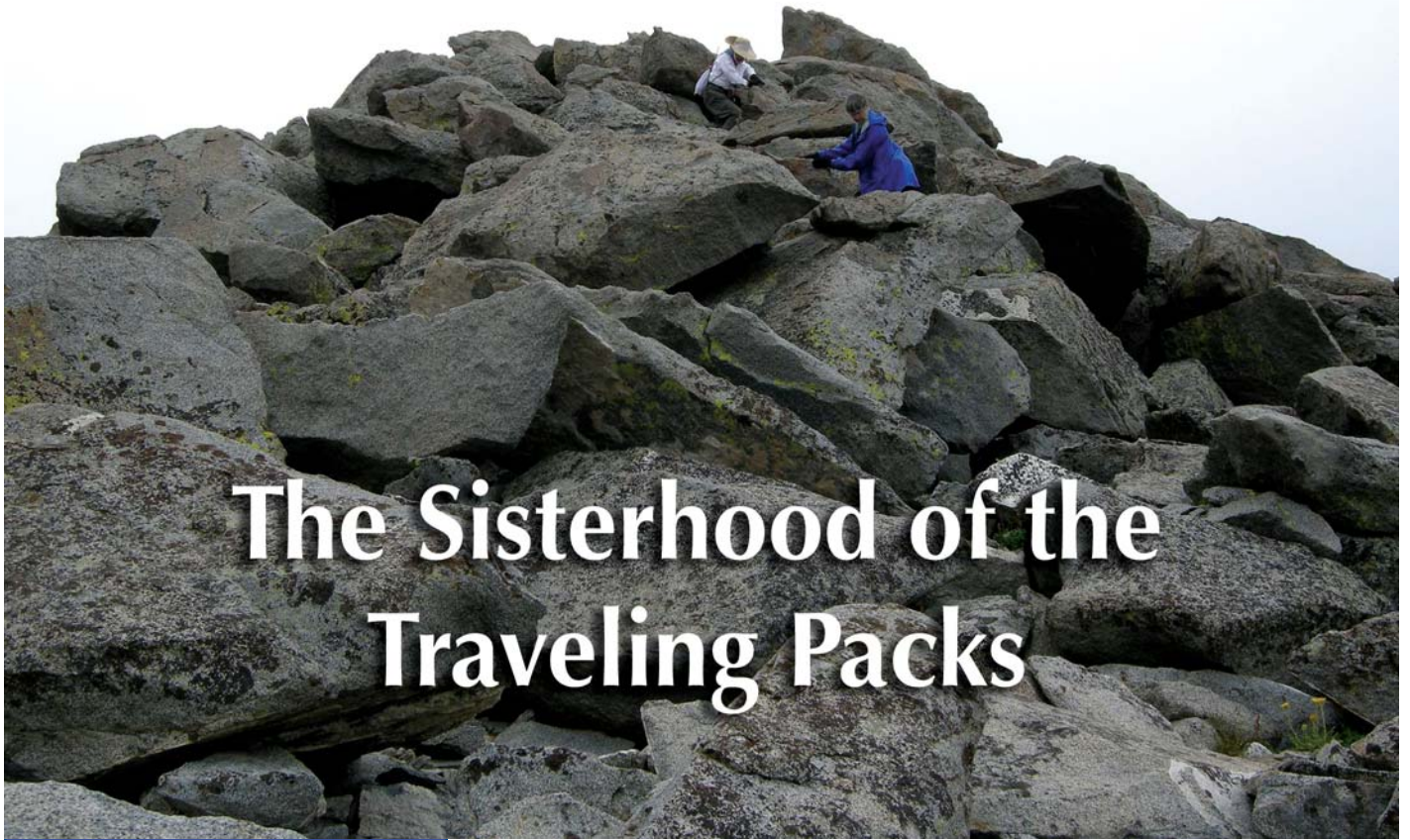
The 99s agrees to:

1. Through its International Headquarters in Oklahoma City, provide a point-of-contact to coordinate national requests. Headquarters will forward requests to the Committee Chair, Section Governor, or Chapter Chairman local to and appropriate to the event for final action.
2. Utilize its eNetworks and Public Relations Committee to promote FAASTeam programs and sanctioned events and solicit volunteers to assist in same.
3. Provide or assist in locating facilities suitable for conducting safety events.
4. To the extent possible, include local airmen in National, Section, and/or Chapter level safety meetings, presentations, seminars, etc.



At the 2007 International Conference, Pat Prentiss, center, signs the letter of understanding with the FAA. From left are International Directors Fran Strubeck, Pat Theberge and Lisa Cotham, Past President Elaine Morrow, Vice President Susan Larson, Treasurer Kristine Irvin-Herron, Secretary Frances Luckhart and International Director Virginia Harmer.

5. Contribute to the FAASTeam website through instructional materials, safety materials, anecdotes, or other appropriate material.
6. Provide a link on The 99s website to the FAASTeam website.
7. Include FAASTeam information in The 99s monthly Headquarters Dispatch and to include FAASTeam information on The 99s eNetworks and external publications such as The 99 News magazine which is distributed to all members worldwide.
8. Serve as a distribution point for FAASTeam materials.
9. Where feasible, provide lunch and snacks at FAASTeam sanctioned events, at no cost to The 99s.
10. Encourage members to volunteer as FAASTeam representatives in their respective areas.
11. Promote the use of FAASafety.gov, particularly the Pilot Proficiency Program.
12. Upon approval, The 99s will accept other duties as may be offered from time to time by the FAASTeam, not specifically mentioned herein.



The Sisterhood of the Traveling Packs

Once every 10 years, a hearty group of Ninety-Nines sets out to climb Amelia Earhart Peak in Yosemite National Park. This July, thirteen adventurous women hefted their 30-pound backpacks and set off on an unforgettable adventure.

BY LYNN MEADOWS,
AEP 2007 Coordinator, Reno High Sierra Chapter

A baker's dozen of women pilots left Tuolumne Meadows in Yosemite on Saturday, July 21. Our goal was to summit Amelia Earhart Peak, an 11,982-foot mountain, on July 24th, the third such commemorative climb by 99s in the last three decades.

The 13 Ninety-Nines came from all over the U.S. and had been training for months by walking with weighted packs and dreaming of the goal. It would be a personal challenge for all of us. There is no trail to the top of the peak so it was indeed an individual effort — but with sisterhood support.

Early arrivals spent two days acclimating to the 8,600-foot elevation at Tuolumne Meadows. Some took short hikes up Lembert Dome and to Elizabeth Lake. On departure day, smiling and confident, we headed up Lyell Canyon on the John Muir trail with our 30-pound backpacks.

The first night was spent in a lovely

meadow near the Ireland Lake trail intersection. Water was boiled for backpackers' dehydrated dinners. A pack with excess fragrant lotions and foodstuffs was hung between two tall trees because the bear canisters that we brought were full to overflowing. But about 9:30 p.m., Yogi himself spied the goodies and spent 20 minutes figuring out how to dislodge the pack from its high perch. He returned in the middle of the night, exploring the campsite again but was frightened away by our loud shouts.

On day two, the relatively flat canyon gave way to the infamous "staircase," and we knew the hike had turned into a climb. Base camp at the footbridge going over the Lyell Canyon Creek drainage provided water to purify, wood to gather for campfires and scenic beauty for all to enjoy. A day of rest on day three allowed for exploration of the surrounding area toward Donahue Pass and a scouting expedition



From left, Pat Chan, Linda Mae Draper and Jean Harris.

toward AE Peak by climb leader Cindy Pickett. Hearty meals were prepared around the propane stoves used by each three-person team, and dish detail was done quickly to allow more time for camp camaraderie.

Day four was ascent day. After a two-hour upward climb through forests and meadows to the tree line, a group photo by an alpine lake and a mid-morning trail mix snack, the sight of the distant peak spurred us onward and upward. The final assault took about two more hours of rugged bouldering with climbers scattered about but all heading up. Two planes of fellow pilots who had agreed to circle the peak brought joy to the tired crew and gave us new momentum for the final push.

Approaching weather cut short the joyous celebration on top of the peak, but we got our souvenir photos, and the signed AE Peak logo scarf was left safely in the metal box on the summit. As the jubilant climbers scrambled safely downward, the rain held off until their return to the meadow — but then it let loose with a vengeance and the group arrived back at base camp soaking wet. Tents that had been trenched the day before provided comfort, and by dinnertime all was sunny again. That night, a campfire dried most of the boots and clothes.

Day five found us up early, packed and



An Amelia Earhart scarf signed by the group of Ninety-Nines was placed in the metal box at the top of the 11,982-foot mountain.

heading out the 13 miles to Tuolumne Meadows and hot showers.

The climb was an experience that none of us will forget, representing the celebration of Amelia Earhart's 110th birthday, 75 years since her solo crossing of the Atlantic Ocean and 70 years since her disappearance. We are now the "sisterhood of the traveling packs" with new friendships

formed and personal accomplishments logged.

Climbers were: Pat Chan, Linda Mae Draper, Jean Harris, Kitty Houghton, Theresa Levandoski-Byers, Alanna McClellan, Adele McDonald, Nancy Maas, Lynn Meadows, Cindy Pickett, Pat Pittelkow, Julieann Sikora and Mary Zapponi.

Statistics: 5 of the 13 climbed the peak in 1997; the youngest is 36 and the oldest is 66; 7 of the 13 are in their 60s; and 5 of the 13 are in their 50s.

Amelia Earhart Peak Fly-Over

BY JEANNE FENIMORE
San Fernando Valley Chapter

San Fernando Valley member Lilian Holt and I flew to see the climbers on Amelia Earhart Peak, which is in a very remote area of Yosemite National Park. All those mountain tops look alike, and there must be a hundred lakes in the area.

Climber Lynn Meadows had given me the Lat/Long, but we still managed to fly over the peak and miss the girls completely. Luckily Julieann Sikora, also one of the climbers, and I are "Hams" and she brought her radio. We flew over the peak at 11 a.m. We were early, so Julieann was not yet expecting us and was still climbing over the boulders. She called as soon as she could turn her radio on and said, "You just flew over us, come back!"

Several of the climbers had reached the top. When we did sight Julieann, we were both screaming over the radio, "I see you, I see you!" We circled the peak I don't know how many times, while Lilian was trying to take pictures as fast as she could.

Amelia was smiling down on us, and she would be proud of us because we made the flight "for the fun of it."



Amelia Earhart Peak climbers Nancy Maas, Redwood Coast Flyers; Pat Pittelkow, Marin County; Theresa Levandoski-Byers, Monterey Bay; Mary Zapponi, not a 99 yet but a pilot from Truckee, CA; Linda Mae Draper, Reno Area; Jean Harris, Eastern New England; Lynn Meadows, Reno High Sierra; Pat Chan, Bay Cities; Cindy Pickett, climb leader, Marin County; Alanna McClellan, Lake Tahoe; Adele McDonald, Tennessee. Not shown: Kitty Houghton, Marin County; Julieann Sikora, San Fernando Valley.



Above, Corey Kessler demonstrates a pre-flight. Left, enthusiastic Youth Aviation Adventure participants.

AEROSPACE EDUCATION

BY JILL WILLIAMS
International Aerospace Education Chair

There's been a lot going on behind the scenes with The Ninety-Nines International Aerospace Education Committee, so I want to bring everyone up to speed.

Elaine Morrow and Pam O'Brien have been hard at work updating The Ninety-Nines website. The Speakers Bureau list on the website now includes Ninety-Nines who are available to speak to Girl Scout troops. Additionally, Elaine has spent quite a bit of time putting together a new Aerospace Education section with various sub-pages that provide information and resources available to the membership.

Also being added to the website is information on 99s who are current flight instructors, who own flight schools or who are Designated Pilot Examiners.

If you would like to be added to any of these listings, please let me know (see the April and May *Dispatch* issues for further information).

Many members have offered their assistance in providing aerospace education contacts and information – thank you! Thanks to Alaska Chapter member Angie Slingluff, a recent contact was made with Youth Aviation Adventure (YAA). Angie very successfully used information available from YAA in working with Girl Scout troops. Since many Chapters and Sections work with the Girl Scouts, I'm including some information on this organization.

The YAA program was started in 1997 and is designed to get boys and girls excited about aviation as both a career and a hobby. Their mission is to replicate the program across the United States. Every year, YAA holds two programs in Columbus, Ohio at Ohio State University Airport.

Most of the children who participate are either Girl Scouts or Boy Scouts, although this is not a requirement. A typical program attracts 250 to 300 kids and adults. Similar to many Girl Scouts events,

during the YAA program the kids spend 20 minutes at each of nine stations where they discuss the uses of airplanes, airplane preflight, instrument panels, airport surface operations, airport firefighting equipment, police use of helicopters, aerodynamics, the life of a professional pilot and aircraft engines. Actual airplanes are used for the aerodynamics and preflight stations.

YAA's program is geared to both boys and girls between the ages of 12 and 16. The curriculum is based on the requirements for the Boy Scout aviation merit badge, but YAA has added several additional subjects. The curriculum was created with the help of, and is endorsed by, the Ohio State University College of Education. Copies of the curriculum for each of the stations are available on the YAA website (youthaviationadventures.org) under the "Download Materials" link. YAA encourages other organizations to use their materials.



PILOT CAREERS: Leadership

BY DONNA MILLER
International Careers Committee

I'm always reading, usually about four books at a time. It can get confusing when I have a wild novel and a biography in the mix. When asked if I've read a specific biography, I might respond with "Yes! She was the barnstormer who saved the planet from space aliens!" And then, "Oh, wait. Never mind."

One of my recent reads was about leaders and leadership. Lee Iacocca describes what he calls "The Nine C's of Leadership." We know it takes leadership skills to be a pilot, so I put Mr. Iacocca to the test. (After all, he did give us the Mustang; it just wasn't the one with wings!)

He says it takes Curiosity, Creativity, Communication, Character, Courage, Conviction, Charisma, Competence and Common Sense to be a good leader. Do these really make us better pilots? I decided to choose three of the C's at random and apply them to pilots. I think he's on to something here!

Curiosity: Listen to people outside the "yes" crowd. Read voraciously. I flew with a "by-the-book" captain who said you don't have to check the fuel slip against the dispatch paperwork. Maybe it's just me, but when I'm launching a flight with possible weather diversions, I might just double check the fuel slip (*Common Sense!*). However, the captain also challenged me with questions that were buried deep in Volumes 1 and 2 of the FAR/AIM. When was the last time you pulled out your copy and just

perused it? When you're not cramming for a written exam, it's amazing what you can learn!

Communication: They didn't create CRM (Crew Resource Management) for nothing. Good communication is critical for a safe flight. Think about communicating *effectively*. Pay close attention to a captain's pre-flight brief. Especially if you don't know the captain, the brief gives you a good idea of how the trip is going to go. A good captain doesn't rush. She (or he) takes feedback from the first officer and from the flight attendants. If you are a private pilot, do you brief your passengers?

Character: You have to have the guts to do the right thing. We're making judgment calls all the time. Just because it's legal doesn't mean it's safe. Get-home-itis is a prime example. Be known for having good judgment, not for being a risk taker.

I'll add another C to the list. Leadership is demonstrated during the biggest C of all: *Crisis*. It's easy to talk the talk when the autopilot is on and you're watching the Grand Canyon disappear beneath the wing. The true test is when the big red lights come on and you hear the bells that you only hear in the simulator. This is the time that all of the other Cs come together and leadership is forged. Think about this next time you get into an airplane. Better yet, think about this the next time you reach for the TV remote control. Reach for your dusty manual instead.

PRO 99s PROFILE: Kathy Salm

BY BETSY DONOVAN, International Careers Committee

Working as a submarine and tugboat captain in Hawaii led Citation Ultra First Officer Kathy Salm into the cockpit. "Deep inside I was always fascinated and wanted to fly." In 1998 at age 42, Kathy began her flight training. She was a CFI, flew a Caravan delivering medical supplies and personnel in Africa and worked at a commuter (Skyway Airlines) before joining NetJets Aviation two years ago. Regarding her present job, Kathy says, "I like the fact that I enjoy my work and get paid enough that I can stop looking for other work. I just bought a house, I'm done moving and all are invited to my resume/application burning party!"

Kathy holds a CFI, CFII, MEI, ATP and Citation 500 type rating. Her ATP was courtesy of an Amelia Earhart Memorial Scholarship in 2005. A Ninety-Nines member for 10 years, Kathy is the Chapter Careers Chairperson in Tucson. She is also serving a third session as a PPLI Mentoring Coordinator.



Kathy's advice to others: "Find ways to give back to the community, no matter how small the effort. I believe that part of creating what you desire is to *give* it first. It *returns* to you. This is one of the reasons I participate in the PPLI. Besides basic altruism, when we help other women reach their goals in aviation our positions are made more secure."

Nancy Bird Walton

Australia's Pioneering Aviatrix

“Life was meant to be flown.”

BY CAROL KITCHING, Guest Author

At the tender age of 92, Nancy Bird Walton, Australia's premier woman pilot, still gets excited about flying. In 1933, when she was 17, she made the decision that life was meant to be flown, and today her interests revolve around aviation. In recognizing her contribution to the industry, Qantas announced it will name its first A380 after her. Nancy Bird will be flying for many years to come.

As a young girl, her dreams were about flying. “When I had nightmares and tigers and lions were chasing me, I could lift myself above them...and they'd run underneath!” Later, she was jumping off fences, waving her arms and yelling “epiplane.” And on the swings, it was “Push me higher... push me higher. I'm a bird. I want to fly.”

At 13 the dream became reality when she climbed into a Gipsy Moth for a joy flight and, giving the pilot a little extra money, he promised to throw in some aerobatics. “My sister said I came down looking a bit green, but I just loved it. Flying was the ruling passion of my life.”

By the time she was 17, Nancy was flight planning in earnest. She bought herself a leather helmet, a short leather coat and a couple of cushions to compensate for being barely five feet tall and headed to Mascot's all-over grass strip for regular flying lessons. Her instructor was none other than the legendary Charles Kingsford Smith, who had skippered the first aeroplane across the Pacific in 1928 and had just opened his flying school. Nancy was one of his first students.



Nancy Bird is first aboard the new Airbus A380, named for her, on its debut flight to Sydney in June of 2005.

She was well on her way to becoming Australia's first woman pilot to earn a living from aviation and a legend in her own right. This was her destiny.

However, to earn a living from flying, Nancy first needed an aeroplane. When she was 19, with the help of a 200£ legacy from a great aunt and an equal amount loaned by her father, Nancy bought a battered Gipsy Moth, ironically, the same Moth in which she had taken her first flight.

“I began to wonder what I could do about my future. Pilots were continually proving records could be broken, and there were a few women up there with the best of the record breakers.” Her aeroplane she named Vincere, meaning to conquer. “I was determined to carve a place for myself in aviation.”

Her first thoughts were to go barnstorming, which in Australia meant flying

around the country, going to local agricultural shows and charging for joy flights. Nancy was often told by the guys that there was no room for women in aviation, barnstorming had been “done to death” and men were finding aviation a struggle. But she was determined. Nancy figured she needed a co-pilot if this plan were to materialize, and Peggy McKillop fitted the bill. Perfectly. Peggy had a pilot's license, she'd trained at the same time as Nancy and she was a bit of a whiz at aircraft engines and mending torn fabric.

In 1935 the two girls formed The First Ladies Flying Tour, and off they went around New South Wales, flying into country paddocks to do joy flights and attending the occasional country show or ball. Peggy McKillop as Big Bird and Nancy as Little Bird (with pillow) flew into history as the country's first female barnstormers.

There were no country aerodromes in those days. A landing ground near the country show was selected on an ordinary piece of ground. A truck was driven along the ground at 40 mph, and if the tires didn't puncture, then it was considered suitable.

In that same year, Nancy was approached by the Far West Children's Health Scheme in NSW to start a flying ambulance service. “While in Bourke, I met the Reverend Stanley Drummond, who was the Superintendent of the Far West Children's Health Scheme. And he asked me if I would station my aeroplane (now a new Leopard Moth) there and do their regular baby clinic service out back and beyond Bourke, and also be there for ambulance work if it was required. That meant flying a doctor out to a property or a patient into Bourke.”

She went into the Outback in 1935, intending to stay six months, but stayed for three years, later moving to Queensland.

“Although I was too young to realise the true significance of it, people said to me in later years, ‘You don’t know what it meant to us knowing that there was an aeroplane in Bourke, that if there was an acute appendix or an urgent treatment was needed there was an aeroplane that could fly out to us.’”

In 1938, Nancy undertook a tour of Europe as the guest of KLM to learn all she could about traffic and passenger management in civil aviation.

She returned to Australia via the United States, and it was on this visit that Nancy discovered the value of knowing members of The Ninety-Nines. Bobbie Terry, the first woman in Australia to own her own aeroplane, nominated Nancy to The Ninety-Nines in 1937, and she became a member in May 1938. She remains a Life member.

“I had arrived in America on the Queen Mary, steerage of course. I booked into the Women’s Club Hotel where I found it was going to cost me for one day the equivalent of a week’s accommodation in London.

“Worried about my funds, I pondered whether I could afford the 25 cents to telephone and tell Betty Gillies I had finally arrived in the country. I finally took the plunge, and it was the best 25 cents I have ever invested.”

Betty insisted Nancy stay with her. Gratefully, Nancy accepted. “She became my best friend in America. I revisited her on several occasions, and she was responsible for me flying in three Powder Puff Derbies. We placed fifth in the first one in 1958. The next one we were disqualified as we had to land because of a thunderstorm. And the third one I flew as an extra pair of hands with Betty Gillies and her co-pilot.

“The Ninety-Nines were marvellous to me, all over the United States,” she said. “They offered wonderful hospitality and friendship, and that’s why I was keen to see a lasting connection with Australia.”

As a result of this comradeship between women pilots, Nancy felt that an Australian association could also be of benefit to its members. She founded the Australian Women Pilots’ Association in 1950 and remained president for five years.

Currently is has close to 600 members.

“The idea for AWPA came out of curiosity because we had women, after the war, who were keen about flying. We were teaching these women how to look after an aircraft. A lot of women were flying during the war years. In England they took them into the Air Transport Auxiliary, but they ended up flying Spitfires. One of our pilots from Melbourne, Mardi Gething, flew 800 hours in Spitfires.

“People think that the breakthrough of women on multi-engine aircraft happened in the 1970s. But, this is not so. The big break came in the war years when aircraft (in Britain) piled up outside factories and there were not enough pilots to deliver them to the bases. The authorities had no choice but to use women. Eventually, women flew everything that came off the production line, even four-engine bombers.

“It is wonderful and so satisfying to see the progress that women pilots are making in Australia, and I am very proud of the fact that Qantas has over 80 women pilots on the flight deck, including thirteen 747 captains.”

Recently, Wing Commander Linda Corbould, the Royal Australian Air Force’s (RAAF) most senior woman pilot, became the first to skipper the largest aircraft ever to be operated by the RAAF, the C-17 Globemaster.

And according to Linda, the next step



The Australian Ninety-Nines meet in Mudgee for the 57th Annual General Meeting of Australian Womens’ Pilot Association. Seated is Nancy Bird.

is an all-female crew on the C-17 — maybe next year.

“Join AWPA (Australian Women Pilots’ Association) and have friends in every state. Join The Ninety-Nines and have friends in many countries,” says Nancy.

When the new A380 flew into Sydney on a Qantas promotional flight on June 7, 2007, Nancy Bird was invited to be the first visitor on board. She enjoyed an hour’s flying while talking aviation to scores of Sydney media representatives. She receives one or two invitations every day to attend aviation functions, attends a few and still takes an active interest in AWPA and local Sydney meetings.

Indeed, life for Nancy Bird Walton was meant to be flown.



Nancy Bird Walton is interviewed by Royal Australian Air Force Wing Commander Linda Corbould, right, and RAAF pilot Samantha Webster in March 2007.

Welcome New Ninety-Nines Members!

Alabama Chapter

THOMAS, Melisa Kay

Alberta Chapter

CALWELL, Bonnie June

All-Ohio Chapter

BALLOU, Rachel E. (A)
KUROWICKI, Christina B. (A)

Ambassador Chapter

EGAN, Joanne Laura

Bay Cities Chapter

CHANTRILL, Renee
LUKES, Virginia Pearce (FWP)
REINING, Christiana S. (FWP)

Central New York Chapter

CANTRELL, Rebecca Ann (A)
SIEDLECKI, Wanda J.

Chicago Area Chapter

ACKER, Linda L.
GRIMM, Sheri Ann (FWP)
HOPKINS, Allison Carole
JANUS, Priscilla Wallace
STEPHENS, Vicki S. (FWP)
ZIEBELL, Darlene M.

Colorado Chapter

KLANDERUD, Kathy Jane

Dallas Chapter

DONNELLY, Nora J.
PREWITT, Tina G. (FWP)

Delaware Chapter

BARON, Irene Jo

Devils Tower Chapter

WILLIAMS, Carolyn Virginia

Eastern Pennsylvania Chapter

DEVLIN, Patricia J.
MILLS, Elisabeth A. (FWP)

El Paso Chapter

TERRELL, April Becker

First Canadian Chapter

KELLY, Evelyn
MURPHY, Sylvia A. (FWP)

Florida Gulf Stream Chapter

KORDA, Lya
SPEAR, Carol L. (FWP)

Florida Spaceport Chapter

JACK, Katherine A. (FWP)

Fort Worth Chapter

HUMMEL, Aileen J.

Garden State Chapter

IALACCI, Tabatha Lauren (A)

Golden Triangle Chapter

CRUZ, Eve (FWP)

Greater Kansas City Chapter

SHANK, Karrie Elizabeth

Greater New York Chapter

HABER, R. Bonnie
AGNER, Rachael Anne
SCHIERMAN, Stacy L.
TSUTAKAWA, Raeya Sayuri (FWP)
VON ALLWORDEN, Veronica V.

Greater St. Louis Chapter

MONGIOVI, Anne Marie

Hampton Roads Chapter

MARCHESE, Heather Kathryn (A)

Houston Chapter

MORRIS, Joanna Lorene (FWP)

Kansas Chapter

MAIN, Elizabeth L. Betsy

Lake Erie Chapter

STOCKER, Carol M. (FWP)

Lake Tahoe Chapter

FETT, Elise H.

Las Vegas Valley Chapter

LEBLANC, Anne-Marie
ROSS, Brittany Danielle (FWP)
WILKS, Kim Lianne

Long Island Chapter

HOLGERSON, April A. (FWP)
MARTIN, Courtney L.

Maryland Chapter

SIBENIK, Lois H.

France, Member at Large

BAZIN, Isabelle Myriam

Singapore, Member at Large

DEBBIE, Aw
ESS, Vanessa Lyn

Michigan Chapter

GARDY, Jill Marie
GREEN, Sharon E. (FWP)
HESS, Sara Lynne (FWP)
LASCH, Irene Marie (FWP)
PRASKI, Tammy Lynn (FWP)

Mid-Columbia Chapter

THOMPSON, Jennifer Anne

Minnesota Chapter

CZUPICH, Holly N. (FWP)
GIBB, Mary K.
LAWSON, Bette Irene
PIEPER, Thuy T.

Montana Chapter

SMITH, Jessica Leigh (A)

New Orleans Chapter

JONES, Margaret M.

North Georgia Chapter

KIMMEL, Susan K.
THOMAS, Keely L. (A)

North Jersey Chapter

AHLERS, Nancy Jean

Northern New England Chapter

HERBERT, Barbara M.

Oklahoma Chapter

JACKSON, Donna J.
SOUTER BUSSEY, Mary Ruth

Old Dominion Chapter

KNOWLES, Linda Gale

Paradise Coast Chapter

GRAHAM, Lynne E. (FWP)

Phoenix Chapter

BROWN, Charmain D.
FRANKLIN, Evelyn Ruth

Pikes Peak Chapter

KRUTZKE, Carol Beth

Redwood Coast Flyers Chapter

FULLER, Amy P.

Rio Grande Norte Chapter

BENNETT, Lyn

Sacramento Valley Chapter

FRITCHIE, Tina Marie (FWP)
GINESI, Nancy Ann

San Antonio Chapter

HOMUTH, Sharon Joan

San Gabriel Valley Chapter

CULP, Alexandra K. (FWP)
DAVISON, Michelle H.
JUNKINS, Sonya Lin
RANDOLPH, Renee M.

Santa Barbara Chapter

ARMSTRONG, Linda O.

Santa Clara Valley Chapter

WEIGEL, Katie (FWP)

Arabia Section

ALAWI, Dr. Enas
ANWAR, Shazia

German Section

BECKER, DR., Susanne
BRUCK-PASCHKO, Monika
HOF, Marion
WEIDEMA, Karin M. (FWP)



*New member
Amelia Rose
Earhart,
Colorado
Chapter*

Australia Section

DANGL, Dagmar

Brazil Section

ESPINDOLA, Cecilia Gaspar

Russian Section

GREEN, Kimberly Danielle

Mid-Atlantic Section

HEAD, Catherine Ann Katie

Israel Section

LARI, Smadar Sarah

India Section

PURI, Manisha Mohan
SINGH, Harpreet A. De

Sedona Red Rockettes Chapter

THOMPSON, Janice K.

Sugarloaf Chapter

KOLBE, Amanda Lee (FWP)
NICOLET, Kimberley M.

Tennessee Chapter

LONG, Cherie Coffey
ROUSH, Patricia P.

Tucson Chapter

BURNS, Jennifer Christine (FWP)
STONE, Olga Jean

Utah Chapter

GEEST, Tracy Lynn (FWP)
HAYNES KRALL, Patricia C.
STEVENSON, Lorraine M.

Washington DC Chapter

NGUYEN, Hong Van Thi (FWP)
PING, Jennie

Wisconsin Chapter

HANNEMANN, Kathleen Ann

Women With Wings Chapter

GWINN, Ruth Tolley

Yavapai Chapter

PIERCE, Courtney Leigh



Congratulations

PPLI Graduates —

Our Future Leaders in Aviation!

BY AMBER HOWARD

PPLI Participant, Monterey Bay Chapter

The Professional Pilot Leadership Initiative (PPLI) is the only structured one-on-one mentoring and leadership program for women who are pursuing or aspiring to a professional pilot career, from astronaut to bush pilot. Ambitious Ninety-Nines members who want to make rapid progress in their pilot careers are encouraged to apply to the PPLI program – the next deadline is December 31 (see the Fact Sheet on The Ninety-Nines Website under Mentoring).

PPLI participants normally progress through the program in 12 to 18 months. The new participant, designated “Captain” to reinforce that she is pilot-in-command of her career, is first mentored one-on-one by a more experienced professional woman pilot, her “Navigator” or “Senior Navigator.” The mentoring relationship is carried out through email and phone calls, sometimes across great distances.

While working towards her FAA Flight Instructor certificate, Michelle Bassanesi of Rome, Italy was paired with Linda Mae Draper, a Master Flight Instructor in Nevada, USA. “She inspired me to become a teacher of aviation,” says Michelle, “and also I have been inspired to become a mentor specializing in cross-cultural differences.”

In addition to the formal mentoring relationships, each participant creates a “Flight Plan” that outlines long-term career goals, including improving leadership skills, with smaller steps to reach the objective. Goals can become clearer or even change, as Sarah Warner found out from working with her airline pilot Navigator. “I was hoping for guidance navigating a path to flying for the airlines,” she says.

“But I learned that my heart was rooted firmly in general aviation. The development plan literally gave shape to my career by allowing me to choose aviation goals that suit my personality and lifestyle.”

The PPLI participant hones her leadership skills by undertaking volunteer roles and taking the lead on projects of her own choosing in The Ninety-Nines and in the aviation community. Liana Hart says, “What I got out of the experience was much more than expected ... I discovered how rewarding participating in leadership activities feels for me – terrific!”

In the next session, participants join the “Captains Circle,” a peer mentoring group. The many topics discussed include resumé development, crew management, financing flight training and learning from mistakes. “My absolute favorite part of the program was the Captains’ Circle,” says Toréa Rodriguez. “I was surprised greatly by this as I thought peer mentorship was not going to be for me, or that I wouldn’t benefit from peer mentorship as much as one-on-one mentorship. How wrong I was! That part of the program kept me motivated through some very challenging times as I successfully transitioned from my old industry into aviation full time.”

Finally, the Captains transition to the

role of Navigator to mentor another woman pilot following in their footsteps through the program. Many have found this session especially rewarding. Toréa Rodriguez notes, “Being a Navigator was/is a great experience. To take a stranger halfway across the world and be able to make a positive impact, no matter how small or large in her life, is just amazing. It’s up there with the day I soloed my first student!”

Ambitious PPLI participants are mentored to galvanize resources to achieve their goals, win aviation scholarships, complete advanced pilot ratings, advance to new professional pilot positions and share what they’ve learned with other women pilots. Above all, they assume the confidence and leadership of highly successful professional pilots who represent our future leaders in aviation.

“With the mentoring, goal-setting and leadership development that the PPLI program provides, I have accomplished most of the career goals that I had set for myself,” says Flight Level 2 Graduate Laura Conover. “I have nothing but praise for the PPLI program and would recommend it to anyone who is working towards a career as a professional pilot.”

Our congratulations to the latest PPLI graduates, who represent our future leaders in aviation!

“I have nothing but praise for the PPLI program and would recommend it to anyone who is working towards a career as a professional pilot.”

— Laura Conover



Meet the PPLI graduates on the following pages!

Congratulations PPLI Graduates!



2006A Graduates



KELLI KING
Pikes Peak Chapter

Kelli began as a flight instructor and advanced to SkyWest Airlines CRJ first officer. She was a PPLI Coordinator for two sessions.



JENNIFER SHAW
San Diego Chapter

Jennifer began as a corporate Gulfstream II and Falcon 20 co-pilot and achieved her G-II type rating.

2006B Graduates



LIANA HART
Las Vegas Valley Chapter

Liana is a Mesa Airlines CRJ captain and won an Amelia Earhart Memorial Scholarship for her B737 type rating.



JESSICA MCMILLAN
High Country Chapter

Jessica is a flight instructor.



ERIN RECKE
Ambassador Chapter

Erin started as a Citation 500-series co-pilot and was hired as ASA CRJ first officer.

2007A Graduates



MICHELLE BASSANESI
Ambassador Chapter

Michelle, who lives in Rome, Italy, began as a commercial-instrument rated pilot, achieved her FAA flight instructor certificate, won an Amelia Earhart Memorial Scholarship to convert her U.S. certificate to JAA and founded Europe's Women in Aviation Conference.



CARIN COUNIHAN
San Fernando Valley Chapter

Carin started as a flight instructor and advanced to charter King Air co-pilot.



KIRSTEN BRAZIER
Ambassador Chapter

Kirsten lives in Ontario, Canada and is president/operations manager/chief pilot for a charter business with a Beech 18 on floats.



LAURA CONOVER
Kitty Hawk Chapter

Laura began her first PPLI session as a flight instructor, completed her multi-engine and multi-engine instructor ratings and was hired as Colgan Air Saab 340 first officer, graduating at the end of session 2004B. She re-joined the program in 2006 for "Flight Level 2" during which she achieved captain upgrade, won a B737 scholarship, successfully completed the B737 type rating training and was hired by Delta Air Lines. She was also a PPLI Coordinator for one session.



TORÉA RODRIGUEZ
Santa Clara Valley Chapter

Toréa started as a flight instructor, achieved her multi-engine instructor and instrument instructor ratings and progressed to Pilatus PC-12 first officer and BE-200 King Air first officer in contract corporate flight operations.



BECKY ROMAN-AMADOR
Washington DC Chapter

Becky entered as a flight instructor and progressed to a job as CRJ first officer with Mesa Airlines.



SARAH WARNER
New England Section

Sarah began as a private instrument-rated pilot and progressed through her commercial pilot certificate, multi-engine rating, flight instructor certificate, and instrument and multi-engine instructor ratings before landing a job at SimCom Training Centers as a Pilatus/Twin Cessna/Beech Baron instructor and ferry pilot. She is a new incoming PPLI Coordinator.



BOOK REVIEW

Anne Morrow Lindbergh: First Lady of the Air

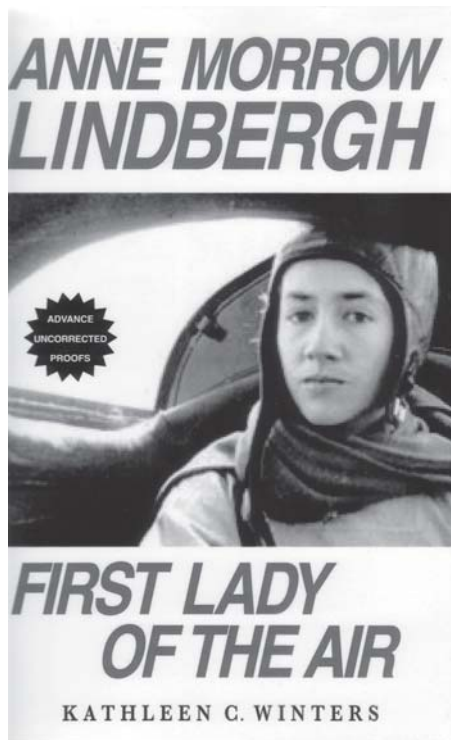
By Kathleen C. Winters
Palgrave Macmillan, 2006
ISBN: 13-978-1-4039-6932-3
\$24.95US/\$33.95CAN

BY JACQUE BOYD
Rio Grande Norte Chapter

There have been books about Anne Morrow Lindbergh, the wife and partner of Charles Lindbergh. There have been books about Anne Morrow Lindbergh, the poet and philosopher. This book is about Anne Morrow Lindbergh, THE PILOT. Kudos to Kathleen Winters for giving us a long-due portrait of the woman I find to be the most interesting.

Anne Morrow Lindbergh was the first woman, and only the 10th American, to earn a first class glider license. *The San Diego Union* headlined the flight the next day with, "Who Says Lindy's Wife Can't Fly?" A woman solo, yet in the shadows.

Winter's book provides some absolutely fascinating insights into her early flights with her husband. The description of her isolated world in the back cockpit of the Sirius on navigation and mapping flights is almost palpable. Don't forget that on the record-breaking flight she was seven months pregnant. The book is well researched, and Winters was given some rare opportunities to comb through Lindbergh's diaries and personal papers with the full cooperation of Reeve Lindbergh, Anne and Charles' daughter. Though Anne Morrow Lindbergh's flying time was very short, it was intense. As readers, we are allowed to share that intensity in a way that has not been chronicled before. Add this book as a "must" on your reading list.



RATINGS & WINGS

RATINGS

Janelle Baron – Multi-engine
Pikes Peak Chapter

Michelle Bassanesi – JAA certification
as CFII in completion of AEMSF Award
Ambassador Chapter

Jessica Blehm – Private Pilot
Kansas Chapter

Ursula Durrer – Commercial ASEL
Rio Grande Norte Chapter

Luci Galgano – Private Pilot
Ventura County Chapter

Marti Klemm – Commercial Glider
Reno High Sierra Chapter

Cheryl Knight – Private Pilot
Mount Shasta Chapter

Carol Ann Meredith – Private Pilot
San Gabriel Chapter

Bonnie Phillips – Commercial and
Multi-engine, Reno High Sierra Chapter

Kay Renfrow – Recreational Pilot
San Antonio Chapter

Jean Starr – Private Pilot
Reno High Sierra Chapter

Barbara Walsh – Private Pilot
Katahdin Wings Chapter

Anne Whonic – Private Pilot
Pikes Peak Chapter

Sandy Wiederkehr – Commercial
Glider, Reno High Sierra Chapter

PROFESSIONAL RATINGS

Lyndsay Asmussen – ATP
In completion of AEMSF Award
Utah Chapter

Margaret Flynn – Captain, Southwest
Airlines, Sacramento Valley Chapter

Wendy O'Malley – B-737 type rating
In completion of AEMSF Award
Bay Cities Chapter

WINGS

Janet Chang-Pryor – Phase II
Bay Cities Chapter

Ellen Nobles-Harris – Phase XVI
Delaware Chapter

Maryellyn Page – Phase V
Connecticut Chapter

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TOUCH & GO

MARY S. FEIK, EVELYN BRYAN JOHNSON RECEIVE AWARDS FROM NAA

Ninety-Nines Mary S. Feik and Evelyn Bryan Johnson were recognized by the National Aeronautic Association at its Fall Awards Banquet on October 29 in Arlington, Virginia.

In recognition of over 65 years of personal and professional dedication to aviation education as a teacher, mentor, innovator, pilot, engineer and leader to America's youth, Colonel Mary S. Feik has been awarded the 2006 Frank G. Brewer Trophy.

The Brewer Trophy is awarded annually to an individual, a group of individuals, or an organization for significant contributions of enduring value to aerospace education.

Mary Feik had a long career, teaching aircraft maintenance and mechanics for the U.S. Army Air Force at Wright Field in Dayton, Ohio. She is credited with becoming the first woman engineer in research and development in the Air Technical Service Command Division. She flew more than 6,000 hours as a pilot in fighter, attack, bomber, cargo and training aircraft to determine flight maintenance, safety training requirements and also qualified as a B-29 Flight Engineer. She was also responsible for designing and building the first Captivair, an experimental prototype training device that became a standard design used on many different high-performance fighter aircraft and foreshadowed the development of the flight simulators and other training devices in use today.

Evelyn Bryan Johnson was honored with the Katherine and Marjorie Stinson Award. It recognizes a living woman for an outstanding and enduring contribution, a meritorious flight, or a singular technical development in the field of aviation, aeronautics, space, or related sciences.

"Mama Bird" Johnson took her first flying lesson in 1944 in Knoxville, Tennessee, and became a flight instructor herself just three years later. She added the title of helicopter flight instructor to her resume in 1958 and has continued as an active flight instructor well into her 90s. She served as airport manager at Tennessee's Moore-Murrell Field for 53 years, and the terminal there is named in her honor. She has logged over 57,000 flight hours. As an FAA flight examiner, she has administered over 9,000 flight exams.

TINA OBORNY FAA FLIGHT INSTRUCTOR OF YEAR, SOUTHERN REGION

Tina Oborny, Florida Goldcoast Chapter, has won the prestigious FAA 2006 Flight Instructor of the Year award for the Southern Region, presented in 2007.

Her aviation career started about seven years ago. After attaining her CFII and working at aviation schools, she purchased a new TAA aircraft and began teaching independently. Seeing a need for competent training in the new technology aircraft arriving on the market, Tina started what is now Platinum Aviation Solutions LLC which combines a flight school with aircraft management and helping individuals find and purchase the right aircraft for their needs.

SCHOLARSHIP OPEN FOR GIRLS WITH WINGS

Applications are now being accepted for the 1st Annual Girls with Wings Scholarship. The only prerequisite is that applicants must not have yet received a private pilot certificate. Deadline for submission is November 1, 2007. Scholarship winner will be notified and sent a check for \$500 to be used toward flying lessons at the flight school of her choice. Contact: Girls With Wings Scholarship, 1275 Andrews Avenue, Lakewood, OH 44107. Email: Scholarship@GirlsWithWings.com. For information: Lynda Meeks, 216-577-6131; admin@girlswithwings.com.

— Lynda Meeks

TWO NINETY-NINES OPEN FLIGHT SCHOOLS

High Country Chapter member **Marisa Fay** started Colorado Flight Center, a Cessna Pilot Center, in Grand Junction, Colorado. She has owned and operated Parkwest Air Tours since 1999, and the new flight school has helped expand and round out that operation. Established in 2006, Colorado Flight Center is the newest flight school at Grand Junction's Walker Field airport and the only flight school in western Colorado to offer twin training. Also offered are a variety of aviation events, seminars and flyout events. For more information, visit www.coloradoflightcenter.com or call toll-free 866-897-7910.

Lois Hewitt, a member of the Hi-Desert Chapter, opened a new flight school at the Apple Valley Airport in California. Lois received her Private Pilot certificate in 1995 and joined The Ninety-Nines and has since obtained her Instrument, Commercial and Instructor ratings.

In February 2007, Lois retired from her many years with the San Bernardino County Sheriff's Office. By June, she had her fill of retirement and opened the flight school.

Lois has been a loyal member to the Hi-Desert Chapter, holding Chapter offices and encouraging new members. She is currently working to obtain her Instrument Instructor rating.

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OSHKOSH

2007



Bonanzas fly in formation over Oshkosh (photo by Marcia Gitelman), while International Treasurer Kris Irvin-Herron (second from left) works The Ninety-Nines booth (photo by Henry Holden).

EAA/AIRVENTURE OSHKOSH

It was a terrific and exciting week at Oshkosh with lots of activity at The Ninety-Nines tent. Many thanks go to the great volunteers who made it possible. The International Board was superbly represented by Director Virginia Harmer and Treasurer Kris Irvin-Herron, who were there all week. We signed up to 30 new Ninety-Nines, FWPs and reinstatements, and we spoke to at least 100 prospective members. We even signed a Ninety-Nine for the Brazil Section. There were also pilots from France, Austria, Switzerland, Nepal and South Africa inquiring about The Ninety-Nines. True international flavor!

The annual breakfast at the tent on Thursday was attended by over 40 people. Julie Clark stopped in for a visit, and the Women Airforce Service Pilots had their display in the Air Force exhibit hangar and spent some time with us.

Besides all the super Ninety-Nines camaraderie, we had the F22 Raptors, Heritage Flight (P38, F16 and F22 in formation), B2 bomber, Harrier, the new Light Sport Aircraft and a multitude of general aviation airplanes — and the Beach Boys. What better way to spend a week! Come join us next year.

— Rita Adams,
EAA/AirVenture Oshkosh
Ninety-Nines Coordinator

They flew dangerous missions in every aircraft the Army owned, from single-engine trainers to sophisticated bombers.

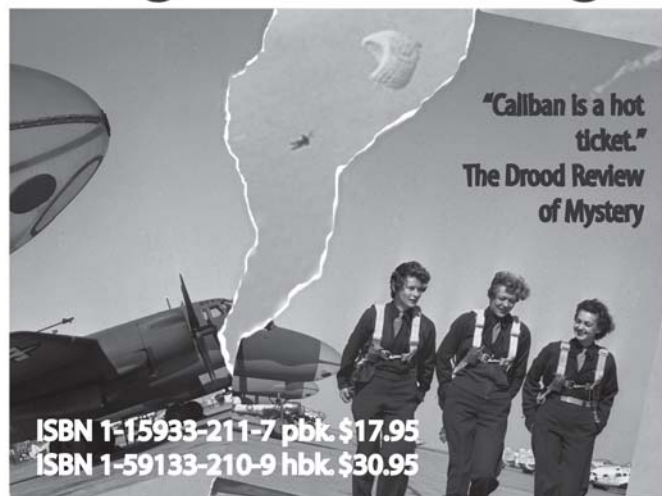
Yet their planes were sabotaged. They were savaged in the press and denounced on the floor of Congress. They were awarded no medals and no veterans benefits. Thirty-eight of them died in service to their country.

And now, four decades later, someone is killing off the survivors.

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ARC - A Classic Women's Race

BY MARGIE RICHISON
Oklahoma Chapter

As I was flying in the Air Race Classic this year, I couldn't help but wonder, "Do you think the women who flew the first 1929 Women's Air Derby had as much fun as we did?"

It took them 10 days to cover the same distance we flew in three days. We had VOR and GPS, and they had only a magnetic compass and IFR ("I Follow Railroads," which they did from one town to another. At times a couple even followed the wrong railroad and got lost).

Our race was certainly much easier, but I believe that the thrill and sense of adventure was the same for our racers as for the women in 1929. All our miles were hand flown as we didn't have an auto pilot in our Arrow.

We left Oklahoma City and headed for McCook, Nebraska and then on to Dennison, Iowa. Our first stop for the night was in Jefferson City, Missouri. Even though we got up early, we discovered upon arrival at the airport that most of the racers had already left. We vowed to get up even earlier the next day.

Our second day took us to Bowling Green, Kentucky and Lewisburg, West Virginia. The sun was setting behind the mountain as we busily washed the bugs off the plane and put the polish on the leading

Top Ten Winners Air Race Classic 2007

Shown above in order from left, with pilots in front row and co-pilots behind them.

1. Marge Thayer & Helen "Wheels" Beulen
2. Denise Waters & Ruth Maestre
3. Joyce Wells & Kathy Walton
4. Katie Sparrow & Marie Janus - Purdue
5. Margaret Ringenberg & Linda Schumm
6. Dee Bond & Alice McCormack
7. Susan Larson & Amy Ecclesine
8. Judy Bolkema-Tokar & Pat Ohlsson
9. Jan Seiwert Bell & Lara Zook Gaerte
10. Anne Edmonson & Charlene Olsen

edges. We had arrived in Elmira, New York about 8:10 p.m. It had been a long day since we left Jefferson City, and we were tired. We spent the second night there in southern New York State.

Since the weather had been good, we pushed on toward Saint John, New Brunswick the next morning.

One of the wonderful things about the air race is seeing the beautiful countryside along our route. As we flew over upstate New York, we were speechless at the beauty of the rolling hills and forests below. We continued across the border to Burlington, Vermont and Lake Champlain. We didn't imagine that the landscape could get any more magnificent, but Vermont and New Hampshire were breathtaking. We tried to imagine how it must look in the fall.

We arrived in Saint John about 5 p.m. on the third day. The Canadian Chapter put on a wonderful weekend for all the racers.

We didn't win, but we certainly had as much fun as anyone in the race. We finished 21st. This was my second Air Race Classic, and I'm looking forward to next year. The race will start in Bozeman, Montana and end in Mansfield, Massachusetts. My flying partner was Linda Marshall from Montana, and she will host the start next year at her home airport in Bozeman.

GRASS ROOTS



First Canadian Chapter member Ingrid Rinaldi, left, receives the Award of Excellence from Laureen Nelson.

FIRST CANADIAN CHAPTER

Ingrid Rinaldi won the First Canadian Chapter's Award of Excellence 2006. This award goes to a female pilot, at the Private level, who has achieved academic excellence and flight proficiency in the region of the First Canadian Chapter.

Ingrid is the proud owner of a Cessna 172, has since flown to the Bahamas, participated in many flying adventures with the Buttonville Flying Club and is planning on participating in the upcoming Ninety-Nines Gold Cup Air Rally which will terminate in Boulder, Colorado, just in time to attend The Ninety-Nines International Conference!

— Laureen Nelson-Boutet

INDIANA DUNES CHAPTER

The Indiana Dunes Chapter members had the time of their lives this summer. In June they were invited by members Margaret Wint and Phyllis Webb to venture to the Ionia County Airport in Michigan. This is a beehive of 30 based gliders. Members, along with 49½s, were treated to delightful glider rides. One member, who flies her plane about three times a week, was really nervous, saying more than once, "There is no engine, no GPS and no radio!" When she heard

that the pilot was only 21, she almost went home. However, she even had the young pilot do some aerobatics and was all smiles when she landed.

In July, the Chapter held their meeting at Hops Airport, the home of Hop's Powered Parachutes. We got to fly again, only this time in a powered parachute. Since we were pilots, we were treated to doing fly-bys and touch and gos. Joy Valek and her husband, Karol, celebrated their birthdays by treating each other to a ride.

—Christine Murdock

SANTA ROSA CHAPTER

We had a busy month in June, including a Mexican feast at Betsy Taggart's B&B.

Our Chapter Aviation Scholarship was awarded to Jody Roberts of Salinas. She is currently a middle school teacher with the goal of becoming a corporate pilot and will use the scholarship toward her Instrument rating.

The Checkride scholarship was awarded to our own Mary St. Clair. She is currently a FWP working towards her Private certificate.

The Pilot of the Year trophy was presented to Mary-Jane Stimson for acquiring her Instrument rating. Mary-Jane is our newsletter editor and also part of our Scholarship Committee.

On June 16 we participated in the Sonoma County Airport Charles M. Schulz Open House. We gave away a lot of popcorn and had many visitors to our booth. We had our Chapter display boards where everyone could see them, and it was fun. One man was so excited to see his aunt's name on our membership lists from the '80s because she influenced him to become a pilot. You never know what it means to be a Ninety-Nine or whose life you will touch.

—Val Suberg



Mary-Jane Stimson.

THREE RIVERS CHAPTER

On the weekend of July 13-15, the Three Rivers Chapter laid out and painted a 75-foot, 12-point compass rose at the Wabash, Indiana Airport. This was the first one we've done in a number of years, but we haven't lost our touch. Along with people from the local airport, we had four members help lay out the compass rose and unicom frequency, and six members helped paint them. We're still hoping to do two more later this year.

— Sara Esterline



Three Rivers Chapter members with the completed compass rose at Wabash Airport.

GRASS ROOTS

SAN FERNANDO VALLEY CHAPTER

The San Fernando Valley Chapter celebrated their Awards and Installation Banquet at the Smoke House Restaurant in Universal City.

Awards were presented to Ian A. Lewis, Career Scholarship Award; John Jones, Friends of The 99s Award; Stacie Crowther, Pilot of the Year Award; James Griffiths, Career Scholarship Award; Lilian Darling Holt, Trixie Ann Schubert Memorial Service Award.

— Lilian Holt



San Fernando Valley Chapter award winners, from left, Ian Lewis, John Jones, Stacie Crowther, Jim Griffiths and Lilian Holt.

FORT WORTH CHAPTER

The Fort Worth Chapter established a Check-Ride Scholarship program several years ago and has awarded about four scholarships each year to deserving pilots since that time. One of our members, Christi Yong, has recently received her fourth rating in

slightly over a year, including Instrument, Commercial and Multi-engine. She plans to continue pursuing ratings through the Instructor level.

The Fort Worth Ninety-Nines are glad to help Christi pursue her goals with Check-ride Scholarships.

— Ellie Block



Christi Yong, right, receives a Check-Ride Scholarship from Ft. Worth Chapter Vice-Chair Marilyn Nottorf.



The freshly-painted compass rose at Gaylord Airport, Michigan.

MICHIGAN CHAPTER

On June 8, Nicki and Dick Acker, Becky and Mike Smith and Kelly Jost laid out the compass rose pattern at the Gaylord Airport (GLR) in Michigan, right in front of the brand new terminal. The next day, a team of 17 Michigan Chapter members and 49½s, along with five EAA members, Airport Manager Scott Woody and Project Officer Bill Rutherford, finished the 70-foot project, which was ready just in time for the grand opening of Gaylord's new alpine-style terminal. The activity also inspired several women to become Ninety-Nines.

— Martha L MacLeod



Front row from left: Laurie Probst, Darcy Kulesha. Back row: Tina Hartlaub, Dee Becker, Diane Welch, Penny Werner, Glynis Thompson.

WISCONSIN CHAPTER

In July, Tina Hartlaub presented a flying companion safety seminar on airplane basics at the FAA Forum building at EAA. Tina is a flight instructor in Madison, Wisconsin and is the current Wisconsin Chapter Co-Chair.

Co-Chair Laurie Probst provided introductions, and Chapter members Dee Becker, Diane Welch, Penny Werner, Glynis Thompson and Darcy Kulesha gave their moral support at the presentation, which was well-attended. The Chapter presents a seminar annually at this event.

— Laurie Probst



INDIA SECTION

A group of India Section Ninety-Nines attended a reception for FAA Administer Marion Blakey in New Delhi, India.

Standing, from left, are Sunita Dutt, Harpreet A. De Singh, Mohini Shroff (Governor), FAA Administrator Marion Blakey, Commander Saudamini Deshmukh, Rabia Futehally. Sitting, from left, Commander Nivedita Bhasin, Captain Aruna Kandarpa, Chanda Budhabhatti (Vice Governor).

—Chanda Budhabhatti

DELAWARE CHAPTER

Carolyn Whittle, FWP, is our 2007 Scholarship recipient. She is a student pilot working toward her Private Pilot certificate.

—Christine Lee Schissler

SUGARLOAF CHAPTER

“Fantastic!” “Best ever!” “Terrific!” These are just a few of the many kudos we heard at the 2007 AOPA Fly-In. Thanks to the many volunteers who so generously gave their time, this was the most successful fly-in we have ever had.

The Sugarloaf Chapter contributed The Ninety-Nines flag to our booth and was very successful in the sale of their new picture frames with The Ninety-Nines logo on it. The Maryland Chapter contributed The Ninety-Nines balloons and the stand-up Amelia Earhart photo prop. A member of the Kittyhawk Chapter stopped by for a few hours to work the booth and to take orders for The Ninety-Nines tee shirts.

The best part of this year’s event was the fact that we recruited six new members for the Mid-Atlantic Section. In addition, there were many inquiries.

Special thanks go out to Ginny Carlin, Lin Caywood, Joyce Saltsman, Karen Davis and Susan Beall. Their hard work really paid off. Also, many thanks go to the Washington, D.C. Chapter for their generous contribution. We all look forward to another successful AOPA Fly-In in 2008.

—Sethany Van Lehn

ORANGE COUNTY CHAPTER

After one failed attempt due to weather in March, ten Orange County Chapter members in four airplanes left John Wayne (SNA) airport on April 21 headed for L08 (Borrego Springs Airport). Those participating were Linda Eldridge, Colleen Handrahan, Patty Murray, Lianne Oakes, Vicky Anderson, Kelley Gorman, Carol Bennett, Irene Bates, Emi Kennedy and Mary Van Velzer. Fellow travelers joining us on this flight were Peter Murray and Vince Van Velzer

Following a beautiful flight, we were met by Borrego Springs Chapter Chair Kelly McCague, who is an employee of California’s State Parks and Recreation with the title of State Park Ranger/Pilot, and she flies a Husky for the State. Her Husky is not like any other airplane you’ve seen. Several antennas are fastened on this taildragger’s struts, enabling her to locate and track tagged mountain lions, coyotes, raccoons, bighorn sheep and other animals in order to establish a count, as well as determine their relationship with one another. All this is done at low altitude out over the wide open desert.

Waiting for us outside the airport office was a shuttle to take us to La Casa del Zorro Resort for a fabulous luncheon. Our table overlooked a beautiful garden with flowers cascad-

ing everywhere and a lovely water fountain nearby. The food was equally impressive. We all decided the event was worth flying in high heels to meet the resort’s dress code.

—Mary Van Velzer



In high heels for lunch at La Casa Del Zorro Resort are, from left, Kelly Gorman, Vicky Anderson, Lianne Oakes, Emi Kennedy, Mary Van Velzer, Irene Bates, Linda Eldridge, Carol Bennett, Patty Murray, Colleen Handrahan.

BAY CITIES CHAPTER

In June, the Bay Cities Chapter reinstated the old tradition of Chapter Winging Parties, flying to Boonville, California. When the Chapter was first formed in the 1930s, they would partake in Winging Parties to go out to meet and greet other women pilots and encourage them to become Ninety-Nines.

Two aircraft embarked on the journey, both flying from the Oakland Airport. Kath Holcombe skippered her Cessna 150, with guest Cathy Prudek. Judy Barron captained an Aero Club Cessna 172, with Alameda County Chapter Ninety-Nine Liz Sommers and Laura Smith. We met up in Boonville and went to lunch.

The C-172 crew opted for a return down the coast and then a Bay Tour — we were so fortunate to have Liz on board as she is a flight instructor and is well versed on the procedure. It was the perfect ending to the adventure.

— Laura Smith



Enjoying Bay Cities Chapter's Winging Party to Boonville, California are, from left, Laura Smith (Bay Cities Chapter), Kath Holcombe (Bay Cities Chapter), Cathy Prudek (guest), Judy Barron (Bay Cities Chapter), Liz Sommers (Alameda County Chapter).



North Georgia Chapter members relax at a Meet-and-Greet event this summer.

NORTH GEORGIA

The North Georgia Chapter had a Meet-and-Greet in June. We were glad to meet members, guests, students and several individuals who want to learn to fly. We had some great conversation, shared stories and inspiration with the students.

Kara Kessler shared the latest news on the Chapter and upcoming events and information on scholarships offered by The Ninety-Nines.

— Susan Delgado

COLORADO CHAPTER

May and June proved to be pancake heaven for the Colorado Ninety-Nines. Platte Valley Airpark celebrated the opening of its new building for the LaFayette Foundation Historical Aviation Museum in Hudson, Colorado.

Colorado Chapter members had great fun learning how to mix the pancake batter on the fly. "We're not cooks," laughed Chapter Chair Chris Bentley. However, the pancakes and sausages, along with orange juice and coffee, were greatly appreciated by visitors wanting to learn more about WWI aviation.

In June, the Rocky Mountain Metropolitan Airport, formerly known as Jeffco, had its annual open house. The Colorado Chapter was at it again, flipping pancakes for breakfast and serving chicken sandwiches for lunch.

These two events were very well-attended by Chapter members, who all had a lot of fun and were able to meet some of our newest members.

— Margot Plummer



Colorado Chapter members Roxie Juul, Joni Kozdeba, Alison Preble at the Rocky Mountain Metropolitan Airport.

NEW HORIZONS

CLYDIA M. "CY" BEERS **Spaceport Chapter**

Clydia Beers, Life Member, died peacefully on June 21, 2007 at her residence in Daytona Beach, Florida. Cy served as the first Chairman of the Spaceport Chapter in 1966. She held Commercial, Instrument and CFI ratings. She served as Secretary, Vice Governor and Governor of the Southeast Section. In 1974 she was appointed Chairman of The Ninety-Nines International Conference in Puerto Rico.

She was Chief Judge of the All Women's International Air Race – the Angel Derby – the year the race departed from Florida and terminated in Nicaragua. In fulfilling this responsibility, she flew solo in a single engine aircraft from Florida through Mexico to Nicaragua, through mountains with no radio coverage, to drop off the time clocks to timers at the designated race stops.

Cy moved to the Daytona Beach area in 1955 from Washington D.C. From 1947 until 1949, she worked for the U.S. Government during the occupation of Japan after WWII. While in Japan, she married her beloved husband Don. Don taught her to fly during their courtship, and flying became her passion. She belonged to the Daytona Beach Aero Club, and while a member she served as Secretary and Treasurer. Cy will be greatly missed by all who knew her.

— Ann Conway

LUCY HAVICE **Austin Chapter**

Lucy Havice passed away on July 18, 2007.

— Andrew Havice

SHERI AND JOHN HORN **Iowa Chapter**

On June 25, 2007, we lost Ninety-Nine Sheri Horn and 49½ John Horn in an airplane accident. They were flying to a Southport, North Carolina Navion fly-in.

Sheri was an active member of The Ninety Nines, North Central Section, and at the time of her death was the Iowa Chapter Chairman. John was very supportive of The Ninety-Nines and attended most of the meetings with Sheri.

We will remember Sheri as always having a smile on her face, a joke or story to tell and her boundless energy for The Ninety-Nines. We have lost two fellow pilots, and they will be forever in our hearts and minds. Sheri and John, we wish you both blue skies and tailwinds.

— Elaine Fitch

HELEN D. RAMER **Greater New York Chapter**

My mother, Helen D. Ramer, passed away. She was a Lifetime member of The Ninety-Nines.

— Helen Herman

JOAN L. HRUBEC **Former All-Ohio Chapter member**



Joan Hrubec.

Born on July 28, 1931, Joan L. Hrubec flew to New Horizons on February 17, 2007. She was a life-long resident of Cleveland, Ohio. She graduated from St. Joseph's Academy in 1949, was a cadet in the Civil Air Patrol and graduated from Stevens College in 1951 with an Associate degree in aviation.

Joan purchased a new Piper Tri-Pacer in 1953. Both Joan and her plane became known as Pee-Wee.

Joan joined The Ninety-Nines and held the offices of Chapter Chairman, Governor of the North Central Section and was on the International Executive Board for three years. In 1957, Joan became the second recipient of the annual Achievement Award from the All-Ohio Chapter. From 1969 to 1971, she held the office of International Secretary. Joan was honored in 1967 when she was inducted into the International Forest of Friendship in Atchison, Kansas.

Air racing, both as a participant and a volunteer, kept Joan busy. Joan flew the All Women's Transcontinental Air Race, or Powder Puff Derby, four times. She was the first place copilot in the Angel Derby from Canada to Cuba in 1955. In 1967, Joan flew Pee-Wee to first place in the Fairladies Indiana Air Race.

Joan's interest in preserving the history of women in aviation and space led her to become a trustee of the International Women's Air & Space Museum in 1976 and to serve in that capacity for 31 years. In 1965 she became the museum's first administrator. Joan was instrumental in moving IWASM to Cleveland in 1998 and held the position as Museum Director from 1998 to 2002. She then served as Museum Curator.

Shortly after Joan's 75th birthday, she learned that she had cancer. After a valiant struggle, Joan passed away in February. She will be greatly missed by many, but her legacy will endure.

— Cris Takacs

CAROL COX STITES **Eastern New England Chapter**

Wife, mother, artist, pilot, lover of life, Carol Cox Stites passed away quietly at the age of 86. She generously touched and guided many through the years. Volkes Theater, the DeCordova Museum, painting, drawing, welding, tennis, swimming, gardens, flowers, baking, supporting family and friends, and The Ninety-Nines, were just some of her passions.

Survivors include her husband Frank; three sons: Tom and his wife Merritt, Richard and his wife Mona, and Jack and his wife Annie; her granddaughter Sara and her husband Matt; and grandson Jack.

— Pat Theberge

NEW HORIZONS

MARY ANN JAMISON Orange County Chapter

Mary Ann Jamison has a special place in the Orange County Chapter. She joined us after earning her license in the 1970s and went on to receive an instrument rating. Mary Ann served the Chapter in jobs from 'helper' at Flying Companion Seminars to Chapter Chair. Each year she looked forward to attending the Southwest Section and as many International meetings as possible. All aspects of flying were a major part of both her social and married life.

She and her pilot husband John obtained licenses in Kenya, Denmark and Australia so that they could fly solo in these countries. Additionally, they flew completely around South America as well as throughout Mexico, Central America and the Caribbean. Mary Ann developed lasting friendships with Ninety-Nines in Australia, later hosting them in her home.

Over the years all our lives change, but the affection, interests and the desire to nurture the role of women in aviation will continue to bind Mary Ann to all of us.

— Cynthia Shofer

DR. JOSEPH FOSTER FRANTZ 49½ of Susan Frantz Houston Chapter

Dr. Joseph Foster Frantz, 74, flew to new horizons on June 13, 2007. He was born on February 21, 1933.

Joe was presented an award during the South Central Section Spring Meeting in May 2006 for 50 years of safe flying and was honored in the Forest of Friendship. He was fortunate to fly his twin Aztec a few months before the angels came to fly him home. He lived in Horseshoe Bay, Texas for the last five years with his wife Sue.

— Susan Brossard, daughter

WALTER PFEIFER 49½ OF MAXINE PFEIFER MINNESOTA CHAPTER

Walter Pfeifer flew to new horizons on May 14 in Fargo, North, Dakota. Walt was a pilot, air show announcer and Harley rider.

He served in the Army Air Corps in WWII. He was an active member of EAA and worked at the Oshkosh air show for many years. He loved antiques, classics and tail draggers. Most of his sport flying was in northern Minnesota on floats, skis and wheels off little grass strips or frozen lakes.

He was a communications engineer for the U.S. Forest Service, serving on the Superior National Forest out of Ely and Duluth, Minnesota. We had 61 years of great adventures together.

—Maxine Pfeifer



Mary Ann Jamison.

JOHN ROGERS 49½ of Betty Rogers Mat-Su Chapter

John Rogers, husband of former Alaska Chapter member Betty Rogers, died in Arizona on June 4, 2007. He was 74 years old. John and Betty lived in Anchorage for over 35 years before moving to Arizona. John was a flight instructor, A&P mechanic, designated mechanic examiner and designated airworthiness representative.

The Ninety-Nines remember John not only as a knowledgeable, caring flight instructor, mechanic and mentor who went the extra mile, but also for writing and humorously conducting 49½ installation ceremonies, designing the Whirley Bra (a now treasured annual Christmas gift exchange present) and decorating his Ercoupe, including the prop arc, with small white lights to brighten his Merrill Field tie-down at Christmas. We are all richer for having known John.

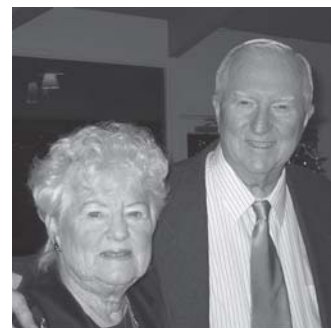
— Judith Foster

BOB TODD 49½ of Eleanor Todd Orange County Chapter

Bob Todd was born in Chicago in 1928 but grew up in Los Angeles where he attended USC and Loyola Law School. After practicing law in Los Angeles and Orange County, he was appointed to the Orange County Municipal Court in 1973 by Gov. Ronald Reagan and to the Orange County Superior Court in 1978 by Gov. Jerry Brown. He retired from the bench in 1993.

When people asked Eleanor why she learned to fly, she always gave Bob, a licensed pilot, credit for her interest in aviation. Eleanor loved flying, and Bob decided that his real love was the law. Bob was a great supporter of The Ninety-Nines, even taking his sons to Oklahoma to visit the 99s Museum of Women Pilots. Bob left us on July 5, 2007 and flew off to new horizons where he is now holding court at that great airport in the sky.

— Eleanor Todd



Eleanor and Bob Todd.

CHUCK WARREN 49½ of Dorothy Warren Dallas Chapter

In early June, Chuck Warren, 49½ of Dallas Chapter Life Member Dorothy Warren, went on to New Horizons. Chuck was a strong advocate for women pilots and a great supporter of The Ninety-Nines. He will be greatly missed.

— Jill Williams



2007 International Conference



Monterey Bay Chapter members Pamela O'Brien, Donna Crane-Bailey and Dena Taylor arriving at the Conference. Carol Rayburn, Linda Cain and Peggy Doyle.



Pool time!



From left, Trish Sauve, Kara Kessler, Candace Murray, Georgia Pappas, Andy McCarty and Diane Cole.



Conference Sentinels Nancy Neumann, Joyce Malkmes, Diane Traxler and Pat Ohlsson



Cris Bentley, Colorado Chapter member.



From left, Leila Baroody, Peggy Loeffler, Laurie Reeves, Sue Auclair, Glenna Blackwell.



Certifying credentials are, seated, Joyce Wells, Carol Andrews, Penny Nagy. Standing, Dorothy Robinson, Thelma Cull.



Vicki Lynn Sherman and Joan Neumann rock with the singer who entertained at the Welcome Reception.



From left, Jeanne Fenimore, Diana Austin, Marion Fickett, Peter Albiez (49½), Paula Sandling, Bertie Duffy, Katharine Berg and Michele Albiez.



Jacque Boyd, Rio Grande Norte Chapter member.