

# 99 News



The Official Magazine of the International Organization of Women Pilots

March/April 2006



**FLYING into D.C.**

99s International Conference

Page 9





99 News

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

Online Form:

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

*The 2006 International Conference will be held in Washington, D.C. on July 5-9. For those planning to fly into the nation's Capitol, we've included some guidelines on page 9 that will help you navigate the area and understand flight restrictions.*

*This aerial photo, taken in 2000 prior to increased security in D.C.s' airspace, shows DuPont Circle in the foreground, with the Jefferson and Washington monuments, the White House, the Potomac River and the National Airport in the distance.*

Photograph by Jake McGuire ©2000.



*Back cover: Cherry trees in bloom, with the Jefferson Memorial in the background. Photo by Jake McGuire.*

# PERPETUAL CALENDAR

## 2006

### APRIL

- 1** **Deadline for the May/June issue of 99 News.**
- 4-10** **Sun 'n Fun, Lakeland, Florida.** Stop by The Ninety-Nines building and visit with WASP. Contact [www.sun-n-fun.org](http://www.sun-n-fun.org).
- 23-24** **New York/New Jersey Spring Section Meeting,** Newark, NJ. Hosted by the Western New York Chapter.
- 28-29** **North Central Spring Section Meeting,** Kansas City, MO.
- 28-30** **Southeast Spring Section Meeting,** Fayetteville, NC. Contact Stephanie Hahn, 913-980-1590.
- 28-30** **Mid-Atlantic Section Meeting,** Holiday Inn, Greenfield Road, Lancaster, PA. Contact Diane Jackson, Eastern PA Chapter, [fly303girl@yahoo.com](mailto:fly303girl@yahoo.com), 717-786-2388.

### MAY

- 8-12** **Women Soaring Pilots Association (WSPA) Annual Seminar,** Chilhowee Gliderport near Chattanooga, TN. [www.womensoaring.org](http://www.womensoaring.org).
- 12-14** **Southwest Spring Section Meeting,** Minden, NV. Contact Kathy Walton, [kathywalton99@netscape.net](mailto:kathywalton99@netscape.net).
- 19-21** **South Central Spring Section Meeting,** Wichita, KS. Contact Kay Alley, 316-655-0855.

### JUNE

- 1** **Deadline for the July/August issue of 99 News.**
- 2-4** **East Canada-New England Joint Section Meeting,** Saint John, NB, Canada. For more information contact Sue Ehrlander, Atlantic Chapter, 506-633-8513 or [rsehrlander@aol.com](mailto:rsehrlander@aol.com). Information and registration forms will be available on the Canadian 99s website.
- 16-18** **International Forest of Friendship 30th Anniversary,** "World Friendship Through Flying," Atchison, KS. Visit [www.ifof.org](http://www.ifof.org) for further information.
- 20-23** **Air Race Classic,** Mesa, AZ to Menominee, MI, 2154 NM. For information and entry packet, go to [www.airraceclassic.org](http://www.airraceclassic.org).

## JULY

- 5-9** **International Ninety-Nines Conference,** Washington, D.C., Marriott Hotel.
- 6-23** **National Cross Country Air Races.** Handicapped speed racing open to all pilots and all piston aircraft. July 16-18, Hutchinson 300, Hutchinson, Kansas; July 19-21, 1800 Mile Marion Jayne Air Race, Hutchinson, KS-HUT, Akron, CO-AKO, Rapid City, SD-RAP, Wolf Point, MT-OLF, Devils Lake, ND-DVL, Orr, MN-ORR, Stevens Point, WI-STE; July 21-23, Wisconsin 300, Stevens Point, Wisconsin. Free entry kit on line at [www.us-airrace.org](http://www.us-airrace.org).
- 19-21** **Marion Jayne Air Race,** Hutchinson, KS-HUT, Akron, CO-AKO, Rapid City, SD-RAP, Wolf Point, MT-OLF, Devils Lake, ND-DVL, Orr, MN-ORR, Stevens Point, WI-STE. Information: [ppurcellk@aol.com](mailto:ppurcellk@aol.com).
- 24-30** **EAA AirVenture,** Oshkosh, WI. 99s Breakfast Friday morning July 28 in The 99s Tent. Contact Rita Adams, 847-913-0490, [rvadams99@aol.com](mailto:rvadams99@aol.com), to volunteer.

## AUGUST

- 1** **Deadline for the September/October issue of 99 News.**
- 11-13** **50th Annual Michigan SMALL Rally,** sponsored by the Michigan Chapter 99s. Back to Basics Proficiency Event, flying a 200 nm route with compass, chart and stopwatch. Cherry Capital Airport (TVC), Traverse City, Michigan. Lynn T. Sykes, 906-362-5966, [cherokee56978@gmail.com](mailto:cherokee56978@gmail.com) or visit [www.mich99s.org](http://www.mich99s.org).

## SEPTEMBER

- 6-12** **Women Airforce Service Pilots (WASP) Conference,** Portland, OR.
- 13-17** **Reno Air Races,** Reno Stead Field, Reno Nevada.
- 21-24** **Southwest/Northwest Section Meeting,** Ashland, OR.

## OCTOBER

- 1** **Deadline for the November/December issue of 99 News.**
- 17-19** **NBAA (National Business Aircraft Association),** Orlando, Florida. An opportunity to network with corporate pilots. Contact [www.nbaa.org](http://www.nbaa.org).
- 26-29** **International Board Meeting,** Hilton Garden Inn, Oklahoma City, OK.

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**INTERNATIONAL HEADQUARTERS**

4300 Amelia Earhart Rd.  
Oklahoma City, OK 73159-1140 USA  
405-685-7969 or 800-994-1929  
FAX: 405-685-7985  
Email: 99s@ninety-nines.org  
Website: www.ninety-nines.org  
Elizabeth Lundin, Headquarters Manager

**PUBLICATIONS COMMITTEE**

Donna Crane-Bailey, Jacque Boyd, Diane  
Pirman, Pamela O'Brien, Bobbi Roe, Liz Lundin

Bobbi Roe: Editor-in-Chief  
Danielle Clameaux: Associate Editor, Graphics  
AVIATRIX PUBLISHING, INC.  
Arlington Heights, IL 60006-0485

**THE 99 NEWS**

4300 Amelia Earhart Rd.  
Oklahoma City, OK 73159-1140  
Fax: (405) 685-7985  
Mail: The 99 News  
Email: news@ninety-nines.org

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# 99 News

*The Official Magazine of The International Organization of Women Pilots*

March/April 2006

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# Cruising to Benefit the 99s Museum of Women Pilots

BY MARGIE RICHISON

*Sign up soon for  
the 2007 sailing  
to Mexico!*

If you're not in the air flying, why not be on a ship cruising? That's where a group of 28 women pilots and friends were during a week in January when we enjoyed the 99s Museum of Women Pilots fundraising cruise to the Caribbean.

The Carnival Legend was our home, and although 28 women were in our official group, our number increased as we met other women pilots who just happened to be on the ship. There was something for everyone. We had a welcome cocktail party on the second day

where introductions were made and a group photo taken. Four days were spent at sea, so many in our group soaked up the sun on the deck by the pools.

Karen Baskin and I played golf on the island of Barbados, and it was unbelievably wonderful.

Shore tours were offered for the islands of St. Maartin, Barbados and Martinique, where those who love to shop found a vast array of duty free goods. You didn't have to leave the ship to shop, though. Carnival's own Rodeo Drive was a spot to check out each day for their sale specials.

We were able to keep in touch with home in the ship's Internet library, where you could also pick out a good book and read in quiet solitude to the gently rocking motion of the ship. And the food...I haven't mentioned the food! It was the best I've ever had, and there were delicious selections for every taste.

Sound like fun? You can join us on our second annual fundraiser, an eight-day exotic Mexican Riviera cruise leaving from San Diego on January 18, 2007, stopping at the ports of Acapulco, Ixtapa and Manzanillo.

For every cabin sailed, Bentley Hedges Travel and Carnival Cruise Lines will donate \$140 to the museum. Bookings *must* be made through Bentley Hedges Travel, 800-467-7402, 5555 SW 44<sup>th</sup>, Oklahoma City, OK, 73179. Ask for Bonnie.

The deadline is July 15, 2006 for this special group rate. Or for more information, call Margie Richison at 405-685-9990. See you on the sea!



*99s and friends enjoy the February cruise to the Caribbean.*



## President's Message

BY ELAINE MORROW

Whenever there is an emergency or tragedy, the true strength of The Ninety-Nines organization and its members is brought home. For example, during the recent hurricanes members mobilized to provide assistance, food, transportation, emergency flights and opened their homes to those who lost everything. And, during the recent loss of past International Ninety-Nines President Beverley Sharp, the networking and communications power of our organization was in full force. In just a matter of minutes, word of Bev's death literally spread around the world, was posted on the organization website, and the Washington DC Chapter members had offered to assist the family, provided details on the funeral and announced they would provide transportation from the airport to the church.

The closeness, efficiency and generosity of The Ninety-Nines is awesome! A member, who had been inspired by Bev to get her ratings in her 40s and recently secured a position with a regional airline, was allowed by her captain (who knew of Bev's many charitable activities) to tip the aircraft wings in tribute to Bev on the day of her funeral.

Among the numerous people who spoke at the memorial was Barbara Rohde, who talked about Bev's participation at the Chapter level; I touched on Bev's international contributions, and it was evident from the numerous other speakers that Bev touched many lives in her family, church, school, community and multiple volunteer organizations. How sad that we did not tape the ceremony to capture this rich review of her history.

*Photo above: Washington DC Chapter members attend Beverley Sharp's funeral. Standing, from left: Lin Clayberg, Debbie Katzen, Elaine Morrow, Pat Garner, Holly Brenneman, Roseanne DeLuca, Pat Manos, Becky Roman-Amador, Joan Stalk, Polly Carico and Linda Wells. Kneeling: Tham Nguyen and Linda Litwin.*

This really brought home that we shouldn't wait until tomorrow to take a picture, write a story, report an event or tape an interview so future generations can learn about women aviators. We have been fortunate to secure Jean Harris as our International Historian. Please add her contact information to the front of your Directory and your mailing lists (61 Locke Road, Chelmsford, MA 01824, phone 978-250-1168) and send her your newsletters, Chapter and Section events and reports. Contact Jean if you have any questions on how or what information to collect. We truly need to record our wealth of history.

The International Board was fortunate to have the use of Cecile Hatfield's daughter's weekend home in Kissimmee, Florida for a retreat the first weekend in February where we were able to discuss at length a variety of topics about the future of our organization. The results of these discussions were followed up at the Spring Board Meeting in March. I especially appreciate the Board's participation in the strategy planning, since it was on their own time and at their own expense. Much was accomplished, and we hope you will like the directions we are proposing for fundraising and membership.

The format of the Board meetings is being revised to have the committee reports focus on specific topics; join us at a future meeting and become involved. Please check out the calendar of events on the website and in the 99 News for opportunities to meet the International Board.

Blue skies and safe landings!





*Barbara Omstead, Mission Crew Commander of an E-8C Joint Surveillance Target Attack Radar System aircraft, spends Christmas Eve 2004 in the air over Iraq.*

## Lt. Col. Barbara Omstead

BY CAPT. MARK ENDICOTTE  
Guest Author

Lt. Col. 'Rowdy' Omstead heads up the 81st Range Control Squadron at Tyndall AFB, Florida.

Ninety-Nines member Air Force Lieutenant Colonel Barbara 'Rowdy' Omstead took command of the 81st Range Control Squadron, Tyndall AFB, Florida on March 7. The 81 RCS is Air Combat Command's only ground-controlled intercept range control operation supporting DoD and USAF air-to-air weapons tests, conducting over 330 live air-to-air missile firings and 3,500 combat training sorties annually.

As head of 81st Range Control Squadron, she leads over 50 officers and enlisted personnel providing radar control for fighter and support aircraft conducting the Weapon System Evaluation Program, which is the operational live-fire testing of air-to-air missiles. Barbara develops policy and procedures to ensure safe, effective control and efficient use of over \$900 million in Air Force resources, ensures equipment and personnel are available to support the assigned missions and sets policy for positional training and evaluations.

Barbara's Air Force career has included service as a mission crew member and commander in the E-3 Airborne Warning and Control System (AWACS) and the E-8C Joint Surveillance Target Attack Radar System (JSTARS) aircraft.

A decorated combat veteran and warrior, she led her aircrew in combat as Mission Crew Commander in the skies over Afghanistan during Operation Enduring Freedom and again deployed in support of Operation Iraqi Freedom. Her aircrew garnered recognition as the Air Force Association Air Battle Management Aircrew of the Year for 2005.

It was in Saudi Arabia during Operation Desert Shield that Barbara earned the name 'Rowdy.' "My maiden name is Piper (yes, flying is truly in my blood!)," she begins. "I was cleared into a restricted area. I did not know there was a guard inside the complex, and no one radioed him to tell him I had entered. I came around the corner of a bunker and startled him. Rather than having me halt and identify myself, he grabbed me from behind.

"I did not know if he was a good guy or a bad guy; instinct took over and I threw him over my shoulder to the ground, dropped my knee on his throat and pulled a loaded 9mm pistol in his face. I have never seen eyeballs that huge in my life! About 20 Army and Air Force troops witnessed the event and they started calling me "Rowdy Roddy Piper" after a WWF wrestler who was famous at that time. It was shortened to Rowdy and has stuck ever since."

She admits the adrenaline was flying. "Yes, I was terrified. At that very moment is when I realized I could take a life — I would have pulled the trigger if he was an enemy soldier — and it shook me up. I stood the guard at attention (yes, I outranked him) and gave him an earful when I realized he was one of the good guys."

Her love of airplanes started at a very young age. The daughter of a retired Air Force veteran, she would stop to watch airplanes fly overhead and would daydream that the family station wagon could sprout wings and soar away. While watching gliders at a nearby airport, she was excited to realize that one of the pilots was a lady. This meeting led her into Civil Air Patrol, where, at age 14, she first experienced the thrill of flying — and she was hooked for good. She earned the Spaatz Award, Civil Air Patrol's highest cadet honor, and achieved the rank of Cadet Colonel. She maintains active membership as a CAP senior member.

Barbara's high school physics teacher, a retired Navy aircraft carrier pilot, initiated an aeronautics class in the school. It incorporated some ground school, model airplane building, an orientation flight and a cross country flight that the students planned and executed themselves. Barbara excelled, graduating top in the class and earning a solo scholarship.

She went on to the University of New Hampshire, where she completed her Bachelor of Science in Mathematics and received a commission as a 2nd Lieutenant in the United States Air Force through the Reserve Officer Training Corps in August 1987. Unable to compete for a USAF pilot slot (her vision is not 20/20), she entered active duty as an Air Battle Manager in January 1988. While on active duty, she continued flying as a private pilot.

A Master Air Battle Manager, Barbara has flown more than 3,000 hours in E-3B/C/D AWACS and E-8C JSTARS aircraft, including numerous sorties in support of counter drug operations and over 580 combat/combat support flying hours in Southwest Asia.

Barbara is dedicated to her career and her country. For those thinking of joining the military, she suggests, "If the National Anthem fails to put a lump in your throat...if the sound of Taps does not give you goose-bumps...if the sight of the American flag waving free over this wonderful country cannot move you to the very core of your being...then perhaps you should seek fulfillment elsewhere.

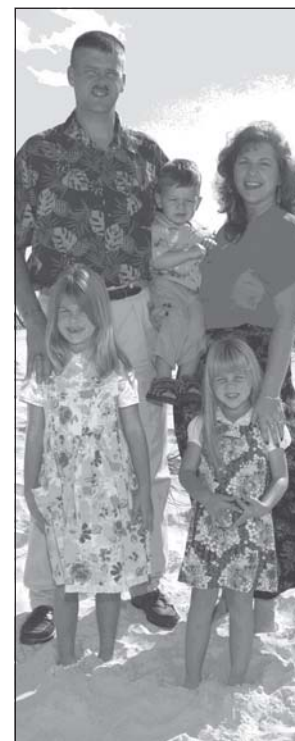
"In the military, you will endure sacrifices that the general public cannot even begin to comprehend. Look at the pay scale for the men and women who shed their blood and even give their lives for this nation, and you will see clearly that we do not do this for the money. There is something far deeper that draws us, a belief in values that set our service to the United States of America above our own desires; an unwillingness to be tamed by any tyrant; and an unshakable faith in one another that enables us to thrust ourselves even into the very jaws of the enemy's war machine!

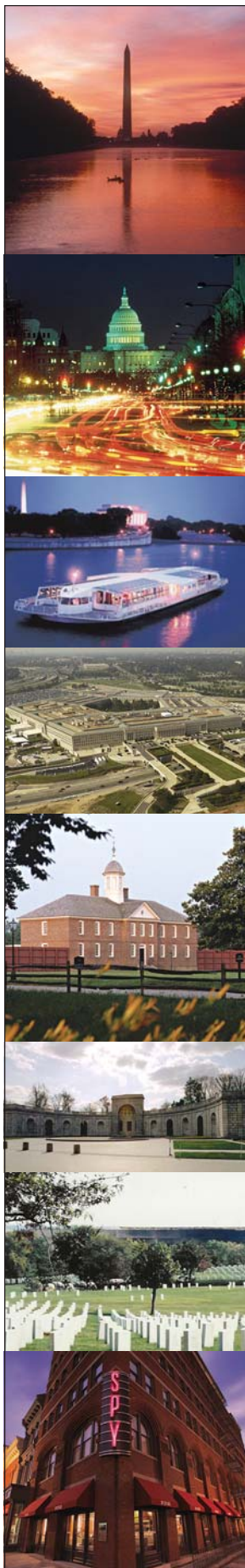
"And while we may never get rich doing what we do, we experience riches beyond measure — we are brothers and sisters in arms."

And Rowdy's advice for young women thinking of flying: "Getting a license or certification is only the beginning. Never stop learning! If you do, then get out of the sky because I do not wish to share the sky with anyone so foolish."

"Never stop learning! If you do, then get out of the sky because I do not wish to share the sky with anyone so foolish."

*Enjoying the beach are Barbara with her 49½ Dave Omstead, son Andrew and daughters Katharine and Cecilia at Tyndall AFB, Florida last November.*





# 99s International Conference

## July 5–9, Washington, D.C.



BY MARY ELLEN MORRIS  
Eastern Pennsylvania Chapter

**A**re you excited yet? The 99s International Conference of Women Pilots in Washington D.C. is coming up soon. The formal agenda can be found in the conference registration materials, but here are some ideas for group or independent “get to know Washington, D.C.” We’ll be looking forward to seeing you having a wonderful time at these events!

### PRE-CONFERENCE TOURS

If you’re arriving early to the conference so you can take in the local sights, a wonderful opportunity to do that is to visit Virginia’s Historic Triangle: Williamsburg, Jamestown and Yorktown. Travel the 23-mile beautiful scenic byway that connects the three historic towns. You’ll want to visit Riverwalk Landing, located on the waterfront in historic Yorktown, for a trip back in time and for shopping, riverfront dining and visiting Yorktown’s art galleries and antique shops.

If you’ll be arriving on Tuesday, July 4, for pre-conference festivities, you will want to join us for the Odyssey Dinner Cruise and Fireworks. In addition to fabulous fireworks, you will also see the Kennedy Center, Watergate, the Washington Monument, the U.S. Capitol, the Jefferson Memorial and more from the deck of the Odyssey III. If you’re looking for something a bit more informal than the boat cruise, you’re invited to join America’s biggest birthday party by watch-

ing the morning Fourth of July Parade along Constitution Avenue from 7th to 17th Street NW, Washington, D.C. In the evening, enjoy the fireworks displays over the reflecting pool on the National Mall while listening to a world class orchestra.

On Wednesday, be sure to start your day by visiting The Ninety-Nines Hospitality Suite hosted by the Eastern Pennsylvania Chapter. They’ll be there to greet you, answer any questions and get you in The Ninety-Nines spirit! You’ll have your choice of activities during the day: a visit to Gettysburg, a tour of the Washington area TRACON or a tour of the White House, Arlington Cemetery and the Women’s Memorial.

Gettysburg is the spot where thousands fought and died for their cause, where President Lincoln spoke and where the beautiful rolling countryside still tells a sad story of internal conflict. Each year over 2 million people visit the largest battlefield shrine in America, which has over 1,000 monuments and cannons and over 40 miles of scenic avenues.

The Potomac TRACON (PCT) facility, an hour from Washington, D.C. (near Warrenton, Virginia), is a state-of-the-art air traffic control facility that is a result of the 2002 consolidation of four previous regions into one. The most advanced traffic control facility in existence today, it provides air traffic control services to aircraft in some of the most complex and busiest airspace in the world. Within its control are three Class B airspaces, one Class C and four Class Ds.

For those who have never visited the Washington D.C. area before, the White House, Arlington Cemetery and the Women’s Memorial are a must. For 200 years, the White House has stood as a symbol of the Presidency, the United States government and the American people. Visit the house with 132 rooms, 35 bathrooms and 6 levels!

Nearby are Arlington National Cemetery and the Women’s Memorial. Arlington was for many

*Photos, from top, the Washington Monument (Jake McGuire.com); the Capitol at night (Jake McGuire.com); Odyssey cruise boat; the Pentagon; The DeWitt Wallace Decorative Arts Museum, Colonial Williamsburg; Women in Military Service Memorial; Arlington National Cemetery; and the International Spy Museum.*



years the estate of Colonel Robert E. Lee, but today the landscape of 220,000 American graves is often referred to as the Garden of Stone. Buried at Arlington are soldiers known and unknown. Most important to me, my father James Bagwell is buried there, just off Arnold Way.

The nation's most sacred military resting place is also home to the Women in Military Service Memorial. It is a unique, living memorial honoring all military women — past, present and future — and is the only major national memorial honoring women who have served in our nation's defense during all eras and in all services. Close by are the World War II Memorial, the Vietnam Memorial and the Korean War Memorial.

The Pentagon, headquarters of the United States Department of Defense, is one of the world's largest office buildings and is virtually a city in itself. Approximately 23,000 employees, both military and civilian, contribute to the planning and execution of the defense of the United States.

One of the newest additions to the Washington D.C. museum family is the Udvar-Hazy Air and Space Museum. The Steven F. Udvar-Hazy Center near Washington Dulles International Airport is the companion facility to the museum on the

National Mall. It provides enough space for the Smithsonian to display the thousands of aviation and space artifacts that cannot be exhibited on the National Mall. The two sites together showcase the largest collection of aviation and space artifacts in the world. The center features a large aviation hangar in which aircraft are displayed on three levels. Among the aviation artifacts on display are the Lockheed SR-71 Blackbird, the fastest jet in the world; the Boeing Dash 80, the prototype of the 707; the Boeing B-29 Superfortress Enola Gay; and the deHavilland Chipmunk aerobatic airplane.

For those of you who thrive on intrigue, The International Spy Museum is for you! Visit the only public museum in the world solely dedicated to the tradecraft, history and contemporary role of espionage. The museum's permanent exhibition presents the history of espionage through the stories of individuals and their missions, tools and techniques.

The 2006 conference is not that far away, so start planning now to slow down for a few days, enjoy the friendship and camaraderie of your fellow women pilot friends, meet new friends from all over the world and see what Washington, D.C. has to offer. We'll see you there!



## ADIZ Procedures for the Washington, D.C. Area

*I am planning to fly to the International Conference in Washington, D.C. this July and have read that the airspace around that area is difficult to navigate and has many restrictions. What do I need to know to safely and successfully fly in this airspace?*

**A**s Chairman of the 2006 International Conference in Washington, D.C., I very much want to be sure that everyone has the correct and current information regarding the Washington, DC ADIZ.

This is not a difficult procedure. You just need to be informed and aware of the filing and communication procedures. For a cross country, you would probably file a VFR or IFR flight plan anyway, which means you are half way there.

If you file and activate an **IFR** flight plan, you will be given a discrete transponder code from ATC or FSS. You will be talking to ATC prior to departure, and you will maintain two-way communications with ATC while in the air, as you always do when you are on any IFR flight plan. The only difference will be that you are required to keep your discrete code in your transponder until you have landed at the airport that is in the ADIZ Zone and shut down your plane.

If you file and activate a **VFR** flight plan for entrance into the ADIZ, contact ATC and obtain a transponder code before entering the ADIZ. The ADIZ is clearly outlined on your VFR charts. Also keep your transponder code in your transponder

until you have landed and shut down your plane. One thing to remember here is that to enter Class B airspace within the ADIZ (Dulles is Class B, for example), you must also obtain a Class B clearance in addition to your ADIZ clearance.

According to FSS, it is now possible to file through DUATS for entrance into the ADIZ.

The FAA website ([www.faa.gov](http://www.faa.gov)) has an online course that includes frequencies and very detailed information about navigating into and in the ADIZ. When you visit the website, click on Aviation Learning Center and then select Online Courses. Choose TFR/ADIZ course.

When you have finished this course, you can print out a completion certificate that serves the dual purpose of showing that you have informed yourself about both TFRs and the ADIZ.

The AOPA website ([www.AOPA.com](http://www.AOPA.com)) is also helpful and has an online course available. The category for ADIZ information can be found on the right side of the homepage screen.

The three airports listed on the registration form and for which transportation is being coordinated are Manassas (HEF), Leesburg (JYO) and Dulles (IAD). All of these airports are to the west of the Washington, D.C. area and inside the ADIZ.

— Linda R. Cain, Chairman, 2006 International Conference



BY LUCY YOUNG  
U.S. Navy (Ret.)

# CIRP and Stress Management 101



**A**ir Line Pilots Association (ALPA), several other pilot unions, foreign carriers and ISA have established a Critical Incident Response Program (CIRP) or Flight Assist Teams. These volunteer pilots stand ready, willing and able to assist pilots who have experienced an unusual event on the line, an accident or an incident.

Critical incident stress is a normal reaction by a normal person to an abnormal event. A Peer Support Volunteer responds by contacting each crewmember to talk in a confidential manner about their experiences. This serves to provide peer support and education in order to diminish the emotional impact of the event. No records, written or electronic, are kept and none of the information is reportable to the company or the FAA.

The record of these interactions has been very positive, and crews that have used this resource have returned to flying over 80 percent of the time. The union team complements the resources available through a corporate Employee Assistance Program. Peer volunteers are trained to be a supportive outreach person, by phone or face-to-face, after workplace critical incidents. It is often helpful for them to make contact with their fellow workers as peers, i.e., pilot-to-pilot, flight attendant-to-flight attendant. Peers are trained to listen for warning signs that would result in a referral to an approved Mental Health Professional.

The second major role of the peer volunteer is to serve as co-facilitator in a Debriefing or Defusing Group. Whenever feasible, groups will be offered to employees following a critical event. A Mental Health Professional will lead the groups with one or more trained peers offering support as co-leaders.

The following are types of incidents that would trigger such a peer support contact:

- Accident/Major Incident
- Terrorism/Threat of Terrorism
- Specific Hijack/Bomb Threat
- In-flight Fire/Smoke/Fumes in Cabin
- Aircraft Evacuation
- Flight Control System Malfunction/Failure
- Employee Serious Injury/Accidental Death
- Cabin/Cockpit Crew Injury/Illness (On/Off Duty)
- Diversion/Return to Field for Mechanical Failure
- Turbulence/Injury

- Deceased Passenger/Serious Passenger Illness
- Near Miss/TCAS Incursion

The environment we find ourselves in today is chaotic and unpredictable. Career expectations have been dashed, and many feel as though their lives are increasingly stressed. The educational part of the CIRP is very useful for stress management, regardless of the source. We all have stresses in our lives, and they have different effects on different people. Critical incident stress management information is intended to give pilots a toolbox of resources for managing stress, which can be extended to their family members and friends.

Stress is a response arising as a direct result of an exposure to any demand or pressure on a person. Some stress is benign, but humans can suffer when the coping mechanisms of the body are overloaded. The basic stress response of “Fight or Flee” worked for cavemen confronted with a saber tooth tiger. Life is much more complicated now, and with few opportunities for fighting or fleeing, the stress remains. Stress is cumulative and can lead to weakened immune systems, heart strain and vulnerability to disease. Chronic stress can cause elevated stress hormones in the body, such as cortisol and adrenaline.

There are many sources of stressors, including biogenic (caffeine, nicotine, etc.) and psychosocial (an event or person that is potentially challenging, threatening or affecting our sense of control). The top 10 stressors, in order, are personal finances, career, too many responsibilities, marriage, health, children, loneliness, sex, relatives and neighbors. Stress reactions may include fatigue, headaches, poor attention, intense anger, withdrawal, elevated alcohol consumption and sleep disturbances. A stressor coupled with a stress reaction constitutes stress. Simply stated, it is wear and tear, and there are many ways to mitigate or manage it.

Healthy relationships buffer individuals from the effects of longterm stress. Avoid isolation and maintain supportive relationships. Maintain a healthy routine, with good nutrition, exercise, enough sleep and finding time to relax. Support systems with friends, family, clergy and professionals can be very positive. Avoid excessive use of alcohol as it slows body chemistry returning to normal. A sense of humor is the best medicine!

The goal here is pilots helping pilots. We hope that pilots will find this information useful as we endure the painful restructuring faced by the airline industry.





BY JENNY T. BEATTY  
Pilot Careers Committee Chair

# PILOT CAREERS: Women Pilots Get “Special” Treatment

“You’d better be really, really good or we’re going to get rid of you,” the chairman of the board of Flying Tigers told the cargo airline’s first woman pilot, only minutes after he had publicly welcomed her to the company. As she walked through the crowd, pilots remarked, “Who’d you [sleep with] to get this job?” and “You sure got the royal treatment. No one introduced *me* to the chairman of the board.”

That happened 30 years ago to Norah O’Neill, who recounts the many challenges of her airline pilot career in her gripping memoir *Flying Tigress*.

You might think the equal rights battles were fought and won during the 1960s and 70s. Think again. Decades after women broke down the final barriers to high-level pilot professions, we still get the “special” treatment.

A local commuter airline refused to consider a woman for a pilot job, even though she had an ATP and twice the flight time as the men being hired. At a job interview, she was asked what her husband thought about her taking a job so far from home. In pilot new-hire ground school, an instructor singled her out for a stream of put-downs and sarcastic remarks.

That happened years ago to me, and today I fly for the world’s largest airline.

You might say that I am dwelling on the negative. Point taken. I am pleased to report that you, too, can overcome these challenges and that respectable employers, especially the major U.S. airlines, are very pro-active on diversity issues and do not toler-

ate harassment. Yet I am troubled to hear that incidents of illegal gender discrimination and harassment persist where women learn to fly, gain experience and break new ground as pilots.

An FAA Designated Pilot Examiner failed a woman on her checkride, saying, “I don’t feel comfortable flying with a woman.” After a woman pilot left a good job to fly jet charters with her husband, the customer who recruited her made comments such as, “I don’t believe women should fly, and the only reason you are here is because of your husband.”

These events happened recently, as told by women on the Pro 99s Network.

You might call this whining. I disagree. In every airline pilot recurrent training course, recent accidents and incidents are reviewed in excruciating detail. It isn’t finger-pointing; it’s an attempt to discern the tiny incremental steps that led to disaster. Same here. When discrimination and harassment are discussed frankly and openly, women can feel supported enough to recount their experiences, raise awareness, share prevention strategies and make progress towards a solution.

You might say that we’re making much of a small thing: “It’s just talk—don’t let it get to you.” Denial is a coping strategy but an inadequate one when you are targeted for nonstop daily harassment in the workplace, and your life’s work and livelihood are on the line.

Help us make aviation a great place to work: join the Pro 99s Network, [www.ninety-nines.org/careers](http://www.ninety-nines.org/careers).

## PRO 99s PROFILE: Aileen Watkins

BY BETSY JORDAN DONOVAN, International Careers Committee

Aileen Watkins’ career has deep roots in general aviation as her father and grandfather were both private pilots. “I was fortunate to experience general aviation and flying aircraft at an early age.” Also, her fifth grade teacher Harrilyn Schaaf, with whom she took a flight, happened to be a Ninety-Nine (Long Island Chapter).

Aileen has been a jump pilot, tailwheel and aerobatics instructor, banner tower, corporate, regional and major airline pilot, as well as a 737 Captain at Hooters Air. She is currently a First Officer on her dream airplane, the Boeing 747-400, for Atlas Air. A Houston Chapter member, Aileen holds an ATP, CFI, CFII, CFIME, with type ratings in the ATR-42, ATR-72, B737 and B747-400. A two-time AE Scholarship winner, she has held offices in the Florida Gulfstream and Suncoast Chapters.

Aileen’s advice: “Today, the Pro 99s Network and Flight Training Forum are the most powerful tools in any aspiring woman pilot’s kit. Job opportunities, advice, interview information, flying tips and techniques, and most importantly, the support group function of these forums assist each participant in successfully accomplishing each goal with confidence and strength. A woman never has to feel alone in her journey to her dream of flight.

“Applying for scholarships is worth the effort when you are able to continue your journey with help from organizations that recognize your dedication and spirit. I applied for 47 scholarships and won three, and they were what I needed to keep going and get to the next step.”





Monica Nielsen, Ambassador Chapter, is a new graduate of The 99s Professional Pilot Leadership Initiative.

# Pro 99s Graduate as Aviation Leaders

BY LAURA SMITH  
PPLI Program Leader

Eight new graduates of The 99s PPLI tell how the program helped them succeed as professional pilots and influenced their personal lives.

“**T**hrough interacting with the amazing women who give not only their time but also their energy and spirit and wisdom, I feel empowered to take the initiative to be a leader myself,” says Monica Nielsen, new graduate of The 99s Professional Pilot Leadership Initiative (PPLI).

Launched by The 99s Careers Committee in 2003, the PPLI aims to accelerate the advancement of women in all pilot professions, facilitate mentoring among women pilot professionals and enhance women’s leadership roles in the aviation/aerospace community.

The PPLI participant first takes the Captain role, to take charge of her career direction as PIC while she is mentored by a more experienced professional pilot, her Navigator. When she’s ready, she becomes a Navigator to mentor a new Captain. Along the way, she chooses projects and activities in The Ninety-Nines and other aviation organizations that will help her grow as a leader.

Monica Nielsen (Ambassador Chapter) explains how the program has impacted her career progression and motivation:

*In the past year, the PPLI has truly shaped*

*my outlook on my flying career. The more that I think about the program, the more I am amazed by its ingenuity. Take, just for example, the title. Each word seems to perfectly capture not only how I want to carry myself in aviation but also in all aspects of my life.*

**Professional:** a skilled practitioner, an expert.

**Pilot:** one who operates an aircraft in flight OR one who guides or directs a course of action for others.

**Leadership:** capacity or ability to guide, direct or influence people.

**Initiative:** the power to begin or to follow through energetically with a plan or task; enterprise and determination.

*Who doesn’t want to be all those things? But the incredible part of participating in a program like this is that these lofty ideals become reality.*

*In the fall of 2004, I was nauseous with the prospect of an upcoming interview at ExpressJet. Tracy Leonard (PPLI Mentoring Coordinator and NetJets pilot), took me to coffee, lent me interview prep books, had several extensive phone conversations with me, and somehow I made it*



through and got the job! Tracy told me about the PPLI and encouraged me to check it out. New-hire training was a daunting, formidable unknown. Reading posts on the Pro 99s Network gave me an idea of what to expect and how to prepare. The PPLI represented an opportunity to make a stronger, more personal connection with other women professional pilots.

I was accepted into the PPLI at the beginning of 2005 when I was starting a reserve schedule for ExpressJet in Newark. I was homesick and overwhelmed and not at all sure what I had gotten myself into. This whole airline pilot thing seemed a little over my head. My Senior Navigator, Aileen Watkins (Houston Chapter and B-747 First Officer for Atlas Air), offered me not only wonderful advice but unending support and encouragement. Working on my development plan kept me focused and motivated. More importantly, having a real person to talk to, a friend and mentor who had actually been in the very same place, validated my experience. I needed someone to tell me it was going to be okay, and Aileen did much more than that.

By the end of my first session in the PPLI, I was getting settled into regional airline flying and got my transfer to the Houston base. So now it was my turn to be a mentor. My initial reaction: "Are you kidding? I have no idea what I'm doing! How can I possibly offer anything at all to someone else when I'm so far away from achieving my own goals?"

This might be the cleverest part of the whole plan. Being a mentor forced me to step outside myself and change my perspective. Rather than focusing on getting further and further ahead, acquiring ratings and flight time, I was reminded of how far I had come. As I thought about it, it

seemed like only yesterday that I soloed myself. Memories of my instrument checkride, commercial time-building, CFI training, etc., made me proud of all I've accomplished on the journey so far. Perhaps I did have something to offer after all.

My Captain, Lorena Kniaz (Santa Clara Valley Chapter), never ceases to amaze me. She showed persistence through barriers much more challenging than I myself ever had to face, such as radio communication in her second language and operating in the busiest Class B airspace in the country for her instrument training. She diligently worked on her development plan and accomplished a very big step by completing her instrument checkride! I am so proud of her accomplishments; it's almost as exciting as accomplishing them myself all over again.

So if I really was ready to be a mentor when I was unsure of myself, maybe now I really am ready to be a leader, an expert, energetically and with determination. And if I can do it, I am absolutely certain that any one of us can do it. I guess that's the whole idea of the program. One by one, we become aware of our inner strengths. We take the initiative to help each other become Pilots in Command, of our careers and our lives. I feel honored to be a part of this incredible movement that not only affirms who we are as women pilots but also spreads that wealth exponentially throughout the aviation community.

Monica started the program with 1,000 hours total time. She is currently an EMB-145 First Officer for ExpressJet Airlines with 1,700 hours total time. Monica previously worked as a Flight Instructor and was an appointed Aviation Safety Counselor for the Denver FSDO. She has been published in *Pilot Getaways* magazine. Monica is taking her leadership to a higher level by serving the PPLI program as a Mentoring Coordinator.

Here are some of the successes and highlights of other recent PPLI Graduates:

**Graduate Alexa Singer** (Ambassador Chapter) is a Jetstream 41 First Officer for Trans States Airlines. Alexa is on maternity leave, having given birth to Amelia Karen Singer on September 20, 2005. Alexa started the PPLI as an ATP and CFI/CFII/MEI with 2,000 hours total time and a



Alexa Singer, Ambassador Chapter.

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Far left, Beth Stenning, British Columbia Coast Chapter.



Andrea Bertin,  
Ambassador Chapter.

I didn't know the industry, I wasn't 'in the loop,' I didn't know if I was the only woman on the planet who was trying to fly and not getting there as fast as some of the men I knew.

Far right: Leja Noe, At Large Member, Northwest Section.

CE-500 type rating. Alexa has won numerous scholarships, including a B-737 type rating scholarship donated by Delta Airlines through Women in Aviation in 2005. Alexa completed the 737 training while she was pregnant. She has been published in *Aviation for Women* magazine, and she now has over 2,400 hours total time.

**Graduate Sabrina Valine** (Ambassador Chapter) started the program as a Flight Instructor with 890 hours total time. She utilized her time working with her Senior Navigator Kristen Mansel (Mount Diablo Chapter and Southwest Airlines First Officer) to focus on completion of her CFII and interview preparation.

Sabrina remarked that prior to her PPLI participation: "I didn't know the industry, I wasn't 'in the loop,' I didn't know if I was the only woman on the planet who was trying to fly and not getting there as fast as some of the men I knew. The PPLI initiated me into the 'good old girls' club,' if you will, and I was able to finally make those all-important connections that are so valuable for mentorship and career advancement. I also feel more self-confident about my place in The Ninety-Nines since I became Membership Co-Chair for the Ambassador Chapter."

Sabrina moved on to a Part 135 Cargo Operation, and then after completing the PPLI, she was hired on at ExpressJet. Sabrina is now an EMB-145 First Officer and was based in Houston as of February 2006.

**Graduate Beth Stenning** (British Columbia Coast Chapter) entered the PPLI as a Canadian Class 3 Flight Instructor with 750 hours total time. In 2004 Beth was awarded the Cornelia Fort Scholarship to attend the Women in Aviation conference and received scholarships from Women in Corporate Aviation and the National Gay Pilot's Association.

Beth was mentored by Senior Navigator and Ninety-Nines Vice President Pat Prentiss (Orange County Chapter and CE-650 Captain). Beth found Pat to be "an excellent sounding board" as she faced employment challenges that necessitated three long-distance moves. In turn, Beth mentored Caroline Kolasa (British Columbia Coast Chapter). Caroline remarked: "Beth was instrumental in assessing my attitudes and motivations. With her help I am able to see more clearly how I can manage limita-

tions and hindrances and yet still attain my goals."

Beth now has her Canadian Class 2 Instructor Rating, has completed two of the written Canadian ATPL tests and has 1,525 hours total time.

**Graduate Leja Noe** (Northwest Section member) applied for the PPLI while unemployed after completing the Mesa Airlines Pilot Development Program. She had 436 hours total time and had built some experience as a pilot for a sky-diving operation. Leja was hired by Mesa Airlines and was mentored by Senior Navigator Heather Brown (Delaware Chapter and American Eagle Captain).

"Participation in the PPLI has been a huge support as I started my professional pilot career. I've always been a goal setter, but this program showed me the importance of sharing those goals with someone who has 'been there and done that.' I also was encouraged to apply for scholarships and get involved in my local aviation community."

Leja mentored Julie Menas (San Diego Mission Bay Chapter), who is considering the Mesa program as a way to jump-start her entry into professional flying. Julie said, "I basically picked my Navigator's brain about what life is like as a Mesa Airline pilot. She was very honest with me, which I appreciated. My conversations with my mentor helped me visualize my future life style as a professional pilot." One of Leja's Leadership Activities was the "Flat Stanley" project in which she took Flat Stanley, a paper boy, with her for a week of airline flying and reported back to a third grade class with a journal and pictures to support geography lessons. Leja is currently a CRJ First Officer for Mesa Airlines. She passed her probationary checkride and now has 1,200 hours of total time.

**Graduate Marina Saettone** (Phoenix Chapter) started the PPLI at the same time as starting her job as a Bell 206B3 and L3 Captain with ChevronTexaco, with approximately 2,700 hours







total time. Prior to the PPLI, Marina had received a Whirly-Girls Scholarship for her private rotor wing add-on, and in 2000 was a recipient of The Ninety-Nines Amelia Earhart Memorial Scholarship for her Helicopter Instrument rating.

"My experience in the PPLI has taught me to be more forthcoming in asking for help, advice or just an understanding ear," says Marina.

Marina mentored Lorena Knapp (Columbia Cascade Chapter and Helicopter CFI). Lorena commented, "Marina was a great resource to check in with about my goals. She offered valuable feedback, particularly with the Whirly-Girls scholarship application. I feel more confident as an instructor and more aware of the issues I will face as a female pilot."

Marina works in the Gulf of Mexico from southern Louisiana. Fortunately, she was not there when Hurricane Katrina hit. "This session has been a difficult one for me because of the world around me falling apart. As a mentor, though, I felt useful and really enjoyed the connection." Marina spent considerable time with volunteer efforts in the hurricane-impacted areas, and she now has 3,000 hours total time. Marina regularly attends The Ninety-Nines annual International Conference.

**Graduate Andrea Bertin** (Ambassador Chapter) started the PPLI as a CRJ First Officer for Pinnacle Airlines with 2,400 hours total time. "PPLI has definitely helped encourage me in my professional goals and helped me with career challenges. Having had such an amazing Senior Navigator (Terry Ryan, Southeast Section member and Southwest Airlines First Officer) to help and encourage me in my first session of the PPLI, as well as having a great Captain (Wajiha Khizar, NY/NJ Section member and Flight Instructor) to pass on what I have learned as I progressed in the PPLI, and to listen to and help in her personal endeavors, has definitely helped me develop as a

person, as well as a pilot. I achieved not only an original goal of upgrading to Captain at Pinnacle Airlines, but I was also the happy recipient of a B-737 Type Rating Scholarship donated by Delta through Women in Aviation."

Andrea and Terry had the opportunity to meet in person at the 2005 Women in Aviation conference, and both found it to be an inspiring and delightful encounter. Andrea came forward to assist with organizing the database for the Pro 99s Network as one of her Leadership Activities. Andrea is currently a CRJ Captain for Pinnacle Airlines with 3,200 hours total time, and she aspires to be the first female Check Airman for the company.

**Graduate Kathryn Salm** (Tucson Chapter) started the PPLI unemployed with 2,650 hours total time. She had accumulated flight experience as a Caravan Captain for Air Serv in Africa and as a Flight Instructor. Kathryn was a 2004 recipient of The Ninety-Nines Amelia Earhart Memorial Scholarship for her ATP. Kathryn was paired with Senior Navigator Donna Miller (Colorado Chapter and Frontier Airlines First Officer).

"It was great to get the encouragement of my mentor, ideas for my first airline interview and the support of other women in the Captains' Circle," says Kathryn.

"To hear the ups and downs of everyone made me feel I was not alone in my endeavors over the last two years. Also, the *positive* reinforcement and kudos were very important. My family members just don't know what a big deal these achievements are. They are used to me reaching one goal after another, so at this point they are indifferent and unenthused. Getting some recognition for reaching my goals was psychologically energy-renewing!"

Kathryn mentored Kristen Davis (Chicago Area Chapter), who is now working as a blimp pilot. After starting the PPLI, Kathryn obtained a Beech 1900 First Officer position with Skyway Airlines. She has advanced to Citation Ultra First Officer for NetJets and has 3,600 hours total time.

Congratulations to all of these graduates of The 99s Professional Pilot Leadership Initiative!

For an overview of the PPLI program, go to [www.ninety-nines.org/careers/mentoring.html](http://www.ninety-nines.org/careers/mentoring.html). If you are interested in participating, please email a request for the Fact Sheet and Application to Laura Smith, PPLI Program Leader, [Mentoring@ninety-nines.org](mailto:Mentoring@ninety-nines.org), by June 20. If you have achieved your professional pilot career goals and would like to participate as a mentor only, please request the Senior Navigator application.

*Far Right: Marina Saettone (right), Phoenix Chapter, with Pilot Careers Committee Chair Jenny Beatty.*

Participation in the PPLI has been a huge support as I started my professional pilot career. I've always been a goal setter, but this program showed me the importance of sharing those goals with someone who has 'been there and done that.'



*Kathryn Salm, Tucson Chapter.*

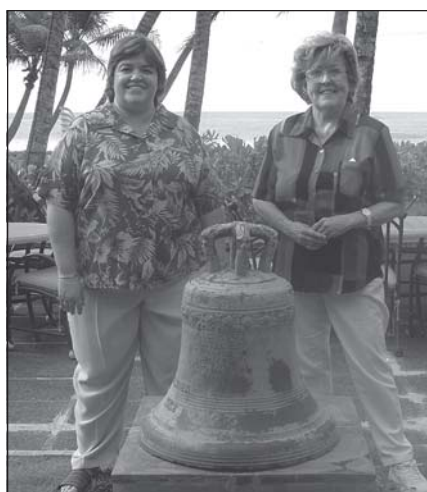
Ninety-Nine  
Katharine Barr  
traveled to Puerto  
Rico looking for  
clues to the  
private life of  
Clara Livingston,  
early aviatrix and  
friend of Amelia  
Earhart.



*Clara in 1948 with two of her beloved dogs and the SeaBee amphibian she owned at the time. She was also the SeaBee distributor in Puerto Rico.*

# In Search of Clara Livingston (Clara Who?)

BY KATHARINE BARR, Eastern New England Chapter



*Katharine Barr, right, and Pat Theberge are shown with the bell Clara Livingston used to signal the beginning and end of the workday on her plantation.*

In May 2005, New England Section Governor Pat Theberge and I traveled to Puerto Rico, where I resumed my research into Clara Livingston preparatory to writing a book on this largely-forgotten lady.

Clara was Puerto Rico's first female aviator and a great friend of Amelia Earhart. In fact, Amelia and Fred Noonan stayed with Clara on their first night away from the Continental U.S. at the beginning of their fateful flight. Clara missed being a Ninety-Nines Charter Member because the weather at the time of the first meeting was so bad between Puerto Rico and Long Island that she couldn't get there in time to complete her qualifying flying hours and attend the meeting. She subsequently joined in 1930. She also was a member of the Whirly Girls, being #11 on the roster of those early women helicopter pilots.

Clara ran her father's highly successful grapefruit, coconut and pineapple plantation in Dorado, 20 miles west of San Juan, from her early 20s (following her father's untimely death) until 1953, when she sold the property to Laurance Rockefeller, retaining a small plot for herself. Rockefeller built the elegant Dorado Beach Resort there, and its opening in 1958 was a glittering event attended by world-wide sports, political and entertainment luminaries. The resort is now a Hyatt and boasts a number of photographs and artifacts of Clara's, which are on display at the hotel.



Among Clara's accomplishments was building the first private airstrip on the island, on her Dorado property, so she could fly directly to San Juan and the mainland any time she wanted. Also she served as Commander of one of the Puerto Rican units of the Civil Air Patrol for two decades.

In 1983, Clara left Puerto Rico for good, retiring to the small town of Lyme, New Hampshire, where she had been summering for many years and where she had a number of friends from Puerto Rico. She died there in 1992. Being an extremely private person, there is not the same wealth of information and photographs available on Clara compared to other early female aviators. This is making my research very challenging!

On our trip, we spoke with people who knew Clara, toured the Dorado property and even dined on the balcony of the restaurant that was once Clara's handsome home on the plantation. We also spent a day with Herman Liboy, current Commander of the Puerto Wing of the CAP, and Elba Cana, Chief of Staff. When Elba was a young girl, she knew Clara.

"She was my hero and started me on my career with the CAP," Elba reminisces. The CAP has a large number of photos,

plaques and other Livingston memorabilia, and Elba spun many a fascinating story about Clara.

There is not only no book written about Clara, but she isn't even mentioned in any of the anthologies on early female aviators that I've seen. I hope to correct this regrettable situation.

When I first "discovered" Clara in an article on Puerto Rico in a United Airlines in-flight magazine three years ago, I wondered why I had never heard the name. I called Charter Member Fay Gillis Wells, who whooped, "Clara Livingston? Of course, I knew Clara!" Fay and her husband rented Clara's hacienda the summer of 1936 when they returned from a posting in Africa, while Clara escaped the island's heat at her summer home in Lyme.

Fay was so excited about this project. She called me every few weeks to check on it. We even planned to travel to Puerto Rico together. Sadly, Fay passed away before we could complete our plans. I intend to dedicate the book to her.

If anyone has information about Clara Livingston, please email me at [kaybarr@primushost.com](mailto:kaybarr@primushost.com).

## Blanche Stuart Scott Inducted into Women's Hall of Fame

BY MARCIA K. GITELMAN, Finger Lakes Chapter

This past October we came together to witness the induction of Blanche Stuart Scott, first American woman pilot, into the National Women's Hall of Fame. She was one of 10 women who were accepted at this time. More than 1,000 people came to the Induction ceremony, including members of both the Finger Lakes Chapter and the Central New York Chapter.

Blanche Stuart Scott soloed in September 1910 in Hammondsport, New York. She was the only female who the famed aircraft designer Glenn Curtiss personally taught to fly. Ironically, Blanche's solo occurred in an era when the suffragette movement was in full swing, and the right for women to vote had still not been established in the United States.

Blanche flew on Long Island, New York during the summer of 1911, and in 1912 she moved to California where she became a test pilot for Glenn Martin, as well as an exhibition pilot. She never possessed a license, none was required at that time. She retired from active flying in 1916 but never lost her enthusiasm for aviation. In her flying days she set several records. In the 1950s she became a consultant to the U.S. Air Force Museum in Dayton, Ohio, collecting many valuable artifacts from the early days of aviation.

In 1970, she passed away in her hometown, Rochester, New York, where she is buried in Riverside Cemetery. In 1980, through the efforts of the Finger Lakes and Long Island Chapters, a stamp was issued in her honor. While Blanche had lived long enough to see man walk on the moon, unfortunately she



*Above, Blanche Stuart Scott with her flight instructor, aircraft designer Glenn Curtiss. Right, Marcia Gitelman and Paul Dowd, a distant cousin of Blanche. He accepted the medal, which he then gave to Marcia, who was instrumental in getting Blanche inducted into the Hall of Fame.*



did not see the great progress that women have made in the field of aviation. Throughout her life she worked to have that door open. She would have loved seeing the various careers that women aviators are pursuing today.

For more information, visit [www.greatwomen.org](http://www.greatwomen.org).

## THE NINETY-NINES WELCOMES THESE **70** NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

**ACADEMIC:** DARDEN, Elizabeth Johnson, Intercollegiate Internet Chapter, North Central Section • SCHWEIGERT, Autumn Faith, Section Member, South Central Section • **FUTURE WOMAN PILOT:** ALAWI, Enas, Section Member, Arabian Section • BURROWS, Sue M., Maple Leaf Chapter, East Canada Section • DORR, Margaret Lorraine, Washington DC Chapter, Mid-Atlantic Section • ELZI, Jennifer Louise, Colorado Chapter, South Central Section • FAIRBANKS, Mary Shannon, Sutter Buttes Chapter, Southwest Section • FOWLER, Sandra B., Mid-Columbia Chapter, Northwest Section • FREDERICK, Sandy Lee, Houston Chapter, South Central Section • FREEMAN-POLLARD, Jhivaun Rose, Mid-Columbia Chapter, Northwest Section • FRIEL, Nicole, Colorado Chapter, South Central Section • HARGIS, Tiffany Rose, Sacramento Valley Chapter, Southwest Section • JEFFREY, Stacy Lynn, Aloha Chapter, Southwest Section • KNIGHT, Cheryl Anne, Mt. Shasta Chapter, Southwest Section • LEE, Star B., Alaska Chapter, Northwest Section • LIVINGSTONE, Kimberly J., San Diego Mission Bay Chapter, Southwest Section • MALLARD, Morgan Vaughn, Colorado Chapter, South Central Section • MUSSER, Mary Sue, Rio Colorado Chapter, Southwest Section • PALMER, Karen M., Eastern New England Chapter, New England Section • RILEY, Jan Y, Rio Colorado Chapter, Southwest Section • SEPULCHRE, Veronique M., Lake Tahoe Chapter, Southwest Section • SINGLETON, Diane (Evelyn), Columbia Cascade Chapter, Northwest Section • STETZKO, Barbara Lynn, Florida Suncoast Chapter, Southeast Section • TUCKER, Marie Victoria, Antelope Valley Chapter, Southwest Section • TYLER, Nonalee Annette, Columbia Cascade Chapter, Northwest Section • WEIDMAN, Karin M., Section Member, German Section • WILLIAMS, Melinda Sue, Ambassador Chapter, South Central Section • **NINETY-NINE:** ALEXANDROU, Natasha, Section Member, British Section • ANDERSON, Carole Elizabeth, Florida Suncoast Chapter, Southeast Section • BALISH, Jacqueline B., Blue Ridge Chapter, Southeast Section • BARDOLPH, Eileen L., Long Beach Chapter, Southwest Section • BARRY, Diane Patricia, Mt. Shasta Chapter, Southwest Section • BAXTER, Wendy Maliane, Santa Barbara Chapter, Southwest Section • BLECH, Lorrie, San Fernando Valley Chapter, Southwest Section • BREISCH, Leslie L., Keystone Chapter, Mid-Atlantic Section • CAMERON, Courtney Anne, Alameda County Chapter, Southwest Section • CAMPBELL, Barbara Ann, Section Member, Northwest Section • COLPITTS, Christina G., Lake Tahoe Chapter, Southwest Section • CULVER, Anne Abbott, Washington D.C. Chapter, Mid-Atlantic Section • DAY, Dallas Christine, Orange County Chapter, Southwest Section • DITTMER, Rhonda Fay, Section Member, Southeast Section • FREDERICK, Triste Anne, Section Member, Mid-Atlantic Section • GEARRY, Shannon Catherine, Mat-Su Valley Chapter, Northwest Section • GIBSON, Dana, Oklahoma Chapter, South Central Section • GOPUJKAR, Sonal Satish, Section Member, India Section • GOUVEIA, Julie Marie, Greater Seattle Chapter Northwest Section • HAYES, Stacy Katura, Section Member, Southeast Section • JAMES, Barbara A., Section Member, New York-New Jersey Section • KIMBLE, Linda E., Section Member, New York-New Jersey Section • LECKLIDER, Nancy Carol, Central Oregon Chapter, Northwest Section • LEVIT, Gabriela Myriam, North Jersey Chapter, New York-New Jersey Section • LORD, Mary Ellen, Columbia Cascade Chapter, Northwest Section • MCRAE, Rosemarie Alma, Section Member, Australian Section • MEISSNER, Julia Brooke, North Jersey Chapter, New York-New Jersey Section • MIELE, Janni R., Eastern New England Chapter, New England Section • O'BRIEN, Amy Louise, Ambassador Chapter, South Central Section • PHARRIS, Aleta M., San Diego Mission Bay Chapter, Southwest Section • PIASECKI-COUCH, Eileen Mary, Section Member, New York-New Jersey Section • POWER, Margaret Anne, Ambassador Chapter, South Central Section • ROETZHEIM, Elizabeth Mary, San Diego Mission Bay Chapter, Southwest Section • ROMBERG, Tanna May, Phoenix Chapter, Southwest Section • STRANG, Marcia J. B., British Columbia Coast Chapter, West Canada Section • TODD, Mary J., Texas Dogwood Chapter, South Central Section • TWINING, Kristie J., Section Member, Southeast Section • VIVES, Teresa Quemada, Member at Large • WARD, Marilou, Bakersfield Chapter, Southwest Section • WATERS, Denise A., Central New York Chapter, New York-New Jersey Section • WEISS, Ruth S., San Gabriel Valley Chapter, Southwest Section • WOICIECHOWSKI, Heather Kemble, Connecticut Chapter, New England Section • YI, Chong Hui, Florida Firstcoast Chapter, Southeast Section.





*Helen Holbird is the first to donate her airplane in support of the 99s Museum of Women Pilots and in memory of her late husband.*

# Wings for History Campaign Takes Off

BY MARGIE RICHISON

**T**he 99s Museum of Women Pilots has launched a unique worldwide fundraising campaign to preserve the history of women in aviation. Through its Wings for History fund, the museum is asking for support through donations of airplanes of all types and sizes.

Ninety-Nine Helen Holbird of Oklahoma City is the first to participate in the program, honoring the memory of her late husband and fellow pilot James Roderick (Roy) Holbird.

"Women have made a significant contribution to the advancement and field of aviation, and I want to make sure that it is not forgotten," said Holbird. "I want to honor the memory of my late husband Roy and support the legacy of so many women who came before me. By donating my plane to Wings for History, I will help preserve the 99s Museum of Women Pilots for generations to come." Proceeds from the sale of her 1981 Cessna 172P

will begin a new fund in her name.

Helen was introduced to aviation by her husband Roy, and she has been flying since 1979. "He loved to fly, and he thought everybody should love to fly." Their first aircraft was a 1975 Cessna 150 in which Helen learned to fly.

They flew the 150 for several years until they began looking for a bigger plane, one with more than two seats. Helen found N52052 in 1984 through Trade-A-Plane, a 1981 Cessna 172P Skyhawk II. It has been hangared since new, is IFR equipped and has a total time of 4,000 hours.

Helen is an active member of the Oklahoma Chapter of Ninety-Nines and serves as their newsletter editor. She has been an active member of the Oklahoma Pilots Association for over 20 years and serves with the local Civil Air Patrol.

By donating an aircraft to the Wings for History fund, benefactors establish their own legacy and help ensure that the history of women pilots will live forever.

If you don't own an aircraft to donate, monetary gifts to the Wings for History fund are encouraged. All donations are tax deductible through the 501 (c) 3 non-profit charitable corporation and will be used to develop and preserve the museum. The museum houses significant artifacts including several of Amelia Earhart's personal possessions.

"We all have to hang up our wings someday, so we ask airplane owners to leave their aircraft to the museum," says Margie Richison, Museum Board Chairman. "We can accept an airplane now, or pilots can leave their airplane to the museum in their will."

If you are interested in obtaining more information about donating to Wings for History, call the museum at 405-685-9990, Margie Richison at 405-364-6661 or visit [www.WingsforHistory.org](http://www.WingsforHistory.org).

# 2006 AEMSF JUDGES

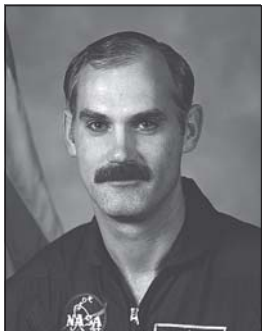
## William Broadwater

**William (Bill) Broadwater** is an active pilot and holds a Commercial Pilot certificate with Single and Multi-engine Land and Instrument ratings with approximately 3,000 hours as pilot-in-command. His formal aviation career began in March 1944 when he was a pilot trained in Tuskegee, Alabama as a member of the now famous Tuskegee Airmen. This group of Black airmen was part of a U.S. government experiment to see if Blacks were capable of mastering highly technical skills required to fly military aircraft as well as becoming an effective fighting force during World War II. Following his discharge in 1946, Bill became a CAA (now FAA) air traffic controller at LaGuardia Airport in New York. At the time of retirement in 1980, he was the FAA's Chief of the Air Traffic Flight Services Division, having served in many capacities.

Bill was an original member of the U.S. Government Senior Executive Service (SES) and reached the highest level of any Black in the history of FAA Air Traffic Service Management.

After retirement from the FAA, Bill started his own consulting firm in the U.S., partnering with overseas law, architect, engineering and aviation planning firms that specialized in technical matters dealing with obstructions in the airspace, aviation regulations, air traffic control operations and procedures, aerospace education and aviation accident litigation.

Among his many varied talents and achievements, Bill is a writer and owner of a casualty insurance brokerage; he lectures, teaches ground school and serves as a check pilot when able. He enjoys a vast array of hobbies, and the most fun, aside from flying, is being a granddad.



## William Readdy

**William Readdy** is founder and managing partner of Discovery Partners International ([www.discovery-partners.com](http://www.discovery-partners.com)), which he founded following a distinguished career spanning three decades with the United States Navy and NASA.

Readdy has logged over 7,000 flying hours in over 60 types of fixed wing and helicopters and over 550 carrier landings. He is a decorated naval aviator, test pilot and a veteran of three space shuttle missions logging more than 672 hours, including command of STS-79 in 1996, which docked with the Russian space station *Mir*.

He served as associate administrator for space operations at NASA, a \$6 billion-a-year enterprise comprising five major programs, four field installations and more than 40,000 civil servant and contractor employees. For the past three years, Readdy guided the space agency's successful effort to return the shuttle to flight after the *Columbia* accident.

Readdy is a Presidential Rank executive, was twice awarded NASA's highest honor, the Distinguished Service Medal, and was awarded the Distinguished Flying Cross. In addition, he is the recipient of numerous other NASA, service and international aviation and space awards and has been recognized for his contributions to aerospace safety.

He is a Fellow of Society of Experimental Test Pilots, a member of many aviation and space-related groups including the Society of Space Explorers and currently serves on the boards of several of these organizations, including the National Aeronautics Association. Readdy is married to Colleen Nevius, a former naval officer, helicopter pilot and test pilot. They have three young children and reside in Arlington, Virginia.

## Mary Anne Stevens

**Mary Anne Stevens** has been a balloon pilot since 1985 and founded her own balloon company in Ottawa, Canada in 1986. She was the President of the Canadian Balloon Association (CBA) from 1993 to 2004 and was the Canadian Hot Air Balloon Champion for 2001. Mary Anne is a balloon pilot instructor and has participated in numerous balloon festivals around the world, both as a competitor and as an official. She has also acted as the CBA's liaison with Transport Canada for more than 10 years.

Mary Anne has been president of the Aero Club of Canada for the past eight years and was elected as the CBA's Alternate Delegate to the Ballooning Commission (CIA) of the Fédération Aéronautique Internationale (FAI) in 2005. In August of 2005, she was appointed by the FAI Executive Board as its liaison to the International Civil Aviation Organization. Mary Anne lives in Ottawa, Ontario, Canada, and is a senior public servant in the Government of Canada,





# National Aeronautic Association Public Benefit Flying Awards: Request for Nominations

**The NAA and the Air Care Alliance** (a league of volunteer-based public benefit flying organizations) have created a set of national awards designed to recognize the outstanding contributions of volunteer pilots and other individuals, groups and organizations engaged in flying to help others. The awards are divided into five different categories with the criteria for each listed below.

## **Distinguished Volunteer Pilot**

Awarded to an individual or individuals for outstanding service as a pilot volunteer. Performance that exceeds expectations and distinguishes nominee volunteers for their effort from others. Consider the amount and nature of the effort, commitment, sacrifice and impact on clients, organization and community.

## **Distinguished Volunteer**

Awarded to an individual or individuals for outstanding service as a non-flying volunteer. Performance that exceeds expectations and distinguishes non-pilot nominee volunteers for their effort from others. Consider the amount and nature of the effort, commitment, sacrifice and the impact on clients, organization and community.

## **Outstanding Achievement in Support of Public Benefit Flying**

For outstanding achievement by a group of individuals, or an organization, that helped raise the standard of service of, or contributed significantly to, the advancement of Public Benefit Flying overall. For an outstanding contribution that advances the state-of-the-art, or raises the standard of service for public benefit flying. Consider the size, complexity and unusual value of the achievement and its positive impact on public benefit flying.

## **Public Benefit Flying Team Award**

Awarded for outstanding cooperation and coordination involving two or more unaffiliated Public Benefit Flying organizations in the accom-

plishment of a common mission, task or objective. Exemplary collaboration involving individuals and/or unaffiliated and independent organizations in order to complete a task beyond the scope and resources of any one public benefit flying organization. Consider the size, complexity and unusual value of the collaboration and its positive impact on public benefit flying.

## **Champion of Public Benefit Flying**

Awarded to an individual, organization or company who, while not operationally directly involved in Public Benefit Flying, has provided extraordinary support for such efforts and thus advanced the cause of Public Benefit Flying. For individuals or groups not directly or primarily involved in public benefit flying, for the extraordinary support and contributions providing fair winds beneath the wings of public benefit flying

BY KRIS IRVIN,  
International Awards  
Chairman

The Public Benefit Awards recognize the contributions of volunteer pilots and other individuals, groups and organizations engaged in flying to help others.

organizations. Consider the nature and scope of the support itself and/or its impact on encouraging others to provide the necessary lift for public benefit flying.

As a member of the NAA, The Ninety-Nines, Inc. is eligible to submit nominations for these awards. The deadline for submission to the NAA is May 31, 2006.

If you know of an individual Ninety-Nine or group of Ninety-Nines, a Chapter or a Section that you think deserves this award, please contact Kris Irvin at CPAAviator@aol.com or 501-470-1452 by April 30, 2006.

If you would like more information regarding these awards, contact Kris Irvin or go to the NAA website at [www.naa.aero](http://www.naa.aero).

## RATINGS AND WINGS

### RATINGS

**Sonya Buckelew** – CFII  
Ventura County Chapter

**Amy Chu** – CFI, CFII, MEI  
Ambassador Chapter

**Kristen Davis** – CFI  
Chicago Area Chapter

**Sandy Goetze** – Private Glider  
Reno Chapter

**Claire Holmblad** – Instrument Rating  
Katadhin Wings Chapter

**Sarah Keegan** – Instrument, Commercial, Multi-engine  
Rating, CFI, CFII, MEI  
Arabian Section

**Lorena Knapp** – Rotorwing Instrument, Rotorwing CFII  
Columbia Cascade Chapter

**Lorena Kniaz** – Instrument Rating  
Santa Clara Valley Chapter

**Julie Menas** – Instrument Rating  
San Diego Mission Bay Chapter

**Patricia Ohlsson** – Commercial Sea  
Long Island Chapter

**Margot Plummer** – Private Pilot  
Colorado Chapter

**Deb Price** – MEI  
Colorado Chapter

### PROFESSIONAL RATINGS

**Michelle Bassanesi** – JAA Commercial Multi Instrument  
license, US Commercial SEL, CFI  
Ambassador Chapter

**Andrea Bertin** – CL-65 type rating and Captain Upgrade at  
Pinnacle Airlines  
Ambassador Chapter

### WINGS

**Coleen Campbell** – Phase IX  
Golden Triangle Chapter

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

**Louanne Gibson** – Phase XIX  
Dallas Chapter

## TOUCH & GO

### ***Barbara Harris-Para Named Flight Instructor of the Year***

Barbara Harris-Para was named Flight Instructor of the Year, Eastern Region, at the annual Safety Counselor's dinner in Philadelphia. Tom Martin, manager of the Philadelphia Flight Standards Office for the Federal Aviation Administration, presented the award.

Barbara is a resident of Sweetwater and has instructed out of the Hammonton Municipal Airport for the past 15 years. She is certified in both single and multi-engine aircraft but does most of her instruction in a single engine plane.

Barbara has been a 99 since 1990 and served as chairperson of the 2004 75<sup>th</sup> Anniversary Conference in Atlantic City, New Jersey. She is also Vice-Governor of the New York/New Jersey Section and Chapter Chair of the Garden State Chapter.

—Barbara Para



*Barbara Harris-Para*

### ***Powder Puff Derby Reunion***

Do you have any connection with the Powder Puff Derby, such as a racer, timer, committee member at a start, finish or stop? If so, come to our reunion in Cincinnati September 6-9, 2006 to share your memories with others.

We are meeting in conjunction with the Silver Wings Convention, and you will have the double pleasure of being with many old-time flyers. Since the PPD had its last race in 1977, our numbers are diminishing, so there may not be many more of these gatherings for you to attend.

Send inquiries to Barbara Evans, 4756 Clayton Rd. #310, Concord, CA 94521; or 925-687-1912; quailr@aol.com

## **Aviation Greeting Cards**

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Call: 605-295-0040

## **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.



## ***Ruth Shafer Fleisher Receives Master Pilot Award***

Ruth Shafer Fleisher's trail-blazing, 63-year career as a military test pilot, air traffic controller and flight instructor was recognized by the Federal Aviation Administration and celebrated by her Florida Goldcoast Chapter.

It's an outstanding recognition for any pilot," said Kathleen Bergen, a spokeswoman for the FAA's regional office in Atlanta, adding that 63 years of spotless service has "got to be among the longest tenures" of any recipient.

The daughter of a pilot, Ruth says that she never wanted to do anything else. "This award and graduating from flying school are probably the two most important things in my life."

Born in Rochester, New York, Ruth started flying there in 1940. She was too young to be admitted into the government's Civilian Pilot Training Program (CPTP) but was hired to teach its ground school. She served as a communications officer at a Coastal Patrol Base on Long Island, New York during World War II until she was accepted as a Women Airforce Service Pilot (WASP) in 1944.

After the WASP were disbanded, Ruth earned her civilian Instrument, Commercial, Multi-engine and Instructor ratings. She worked as a flight instructor and charter pilot in the Philadelphia area and then landed a position as an air traffic controller, a profession very few women were admitted to in the 1940s. Ruth became a senior controller at Philadelphia Airport. In 1949 she accepted a commission in the Air Force Reserves and in 1952 married an Air Force officer, Maurice (Bud) Fleisher, Jr. She retired from the Air Force Reserve as a major in 1973.



*Rene Alvarez, Safety Program Manager for FAA's Flight Standards District Office in Miami, presents Wright Brothers Master Pilot Award to Ruth Fleisher, Life Member of The Ninety-Nines, Florida Goldcoast Chapter.*

A Life Member of The Ninety-Nines, Ruth joined in 1942 and is currently active in the Florida Goldcoast Chapter. She has competed in several air races, including the Powder Puff Derby and has served as a judge for air races and National Intercollegiate Flying competitions. Ruth was inducted into the International Forest of Friendship in 1999. She continues to help young women obtain scholarships and encourages them in their quests for aviation careers.

—Ursula M. Davidson

## ***Virginia Proctor Inducted into Arkansas Aviation Hall of Fame***

Virginia Proctor, an active Ninety-Nine for many years, was recently inducted into the Arkansas Aviation Hall of Fame.

She was Chair of the Memphis Chapter and rose up the ranks to become Governor of the Southeast section in the early '70s.

Virginia was the first woman member of the Arkansas Aeronautics Commission and the first woman chairman. She has her Private, Commercial, Multi-engine, CFI, Instrument and Air-taxi ratings.

She flew the Power Puff and Angel Derbies once each.



*Virginia Proctor.*

She still lives in Wynne, Arkansas.

—Richard Proctor

## ***Melanie Frey-Eppard Recipient of Flight Safety Award***

Melanie Frey-Eppard, a Fort Worth Chapter member, was presented with a Flight Safety Award from the Fort Worth FAA Flight Standards District Office at the annual Aviation Safety Counselor training session. This award recognizes outstanding support of Flight Safety Program Activities. Melanie has been a volunteer Aviation Safety Counselor since 2001. She was recently hired into the Air Traffic Services/Airway Facilities department at the Southwest Regional FAA headquarters.

—Melanie Frey-Eppard

## ***Bonnie Dunbar New President of Museum of Flight***

Dr. Bonnie Dunbar was recently selected as the Museum of Flight's new president and CEO.

A museum trustee since last year, she is a NASA astronaut and veteran of five Space Shuttle flights, totalling more than 50 days in space. Her most recent post at NASA was as Associate Director of Technology Integration and Risk Management at the Johnson Space Center in Houston. A native of Sunnyside, Washington, Bonnie is a private pilot and soon-to-be Ninety-Nine.

—Carolyn Carpp

## NEW HORIZONS

### BARBARA JEAN COLLINS Australia Section

I am saddened to advise that Barbara Collins went to New Horizons on December 25, 2005. Barbara died peacefully after enduring a year of treatment and care for cancer, a confrontation she approached with her usual fortitude, great dignity, noted determination and quiet good humor.

Born on November 6, 1924, Barbara learned to fly at the age of 48 at Parafield Airfield, South Australia. She was an eager student and soon became an accomplished private pilot and proud co-owner of a Cessna 172. Aviation became an important part of her already busy and accomplished life.

Barbara held the position of Australian Governor



*Barbara Collins with Chuck Yeager.*

of The Ninety-Nines and was the only member outside North America to have been elected to the International Nominating Committee. She attended 12 Ninety-Nines conferences in mainland USA, Canada, Hawaii and Australia.

During one of her trips to the USA, Barbara was the passenger in a light aircraft that crashed on takeoff. She only just managed to get out of the

burning wreckage before flames engulfed it. But, as was her way with many things, she took this in her stride. Two aviation highlights for Barbara were an invitation to the flight deck of the now retired Concorde and sitting in the control tower for a day at Chicago Airport.

Barbara enjoyed a long and loyal association with the South Australian Branch of the Australian Women Pilots' Association and contributed enormously as an active flying member and served on both the State and National Executive committees

During her time on the National Committee of the Australian Women Pilots Association, Barbara played a major role in organizing the production of a very fine merino wool scarf that was taken into

space by astronaut Rhea Seddon. The scarf is now held in Canberra at the Australian National Museum. Barbara also convened the International Women in Aviation Conference held in Adelaide, South Australia in 1995.

Barbara was a highly respected and active member of the Australian rural community as well as the wider aviation arena.

Barbara has left behind her husband Ron, her daughter Virginia and grandchildren Rachel, Katherine, Richard and Elizabeth.

We will miss her and will reflect how she enriched our lives. Her memory will remain in our hearts for she was truly a lady of elegance, aptitude and determination.

—Thelma Pye

### Florence Murphy Las Vegas Valley Chapter

Florence J. Murphy, Nevada aviation and real estate pioneer, and one of "The First 100 Persons Who Shaped Southern Nevada," died January, 23, 2006 at the age of 94.

Christened Colanthe Jones, she was born December 13, 1911. Florence did not like her name, and like all "spirited" aviators who wanted to make changes, she did just that and took the name of Florence after her favorite aunt.

Florence spent her childhood in Winnemucca, attending the University of Nevada in Reno for two years before meeting and marrying John Murphy. In 1936, John was transferred to Las Vegas and Florence went to work as a legal secretary. In 1938, they both earned their Private Pilot certificates, and life would never be the same.

Florence, along with her husband and friend Bud Barrett, built Skyhaven Airfield, which has become North Las Vegas Airport, the third largest airport in Nevada. On Dec. 7, 1941, the trio celebrated the grand opening of Skyhaven with a spectacular air show. A military monoplane appeared overhead and Florence was delighted they were coming to join the event. Instead, they were told they were being grounded as Pearl Harbor had just been bombed.

Soon, Florence's husband and their partner Bud went off to train pilots, leaving Florence behind to run the airport. She did

everything while the guys were gone, from teaching to flying charters or what ever came up, including maintenance work and even expanding and building additions to the runway and airport. Florence was the first woman in the United States to co-own, build and operate an airport.

Florence met Edmund Converse, founder of Bonanza Airlines, and from 1946 to 1958 she served as vice president of the company. She was the first woman in America to be vice-president of a scheduled airline in the United States.

Florence was the second woman in southern Nevada to get her commercial license and became the first female to fly commercially in southern Nevada, flying for Bonanza Airlines.

Florence was one of nine charter members of the Las Vegas Valley 99s and held all offices and chaired many committees over the years.

In 1958, Florence started a new career in real estate and was active in the business until age 91. She was truly a woman before her time

—Mardell Haskins



*Florence Murphy*



## NEW HORIZONS

### BEVERLEY "BEV" SHARP

1943-2006

Ninety-Nines International President 1998-2000



On January 11, 2006, a flag was flown over the United States Capitol. The certificate that accompanied it reads, "This flag is flown in honor of the life of Beverley D. Sharp, Past President of The Ninety-Nines, Inc. International Organization of Women Pilots, and her many contributions to aviation

education and safety that she made to this nation and this world."

Bev's story is best told through the impact she had on others, from community activism to education to The Ninety-Nines. Bev learned to fly in the early 1980s and joined The Ninety-Nines in 1982. She accumulated over 1,000 hours of flight time, much of it in her Beechcraft Baron. She became an Aviation Safety Counselor for the FAA. She co-authored the *FAA Accident Prevention Counselor Handbook*. She started a program for her Chapter through Herndon High School's Success Campaign called Flunkbusters, one that rewarded students who greatly improved their GPAs with a free flight. Thelma Calbert, friend and founder of Herndon's Success Campaign, said, "It let the students say, 'Here's a lady who not only flies but has her own plane.' They looked up to her."

Bev served in every Chapter office, as a Mid-Atlantic Section Treasurer and Governor, as International Treasurer and then as International President from 1998-2000. Friend Doris Abbate said, "Bev was a genuine grassroots 99, she never lost sight of the forest for the trees, during and after her tenure in high office."

"We watched and admired her," said Barbara Rohde, friend and sister Washington DC Chapter member. "We watched and admired as she started a program to encourage women to learn to fly that would eventually become the Future Woman Pilot program. We watched and admired as she led our Chapter in raising and donating our funds to create a permanent Amelia Earhart Flight Instructor Scholarship in honor of a Chapter member who had been killed. We watched and admired as she would encourage all of us to join the Wings Program for Safety offered by the FAA. We watched and admired as the FAA Administrator, Jane Garvey, readjusted her schedule to attend our Chapter event in 2001 to honor Bev. We watched and admired when faced with adversity she always had a smile, maybe a little giggle, but always showed us the courage of her convictions."

In the 1960s she was one of the people who moved to Reston, Virginia (Robert E Simon's "New Town") because of the principles upon which it was founded, including diversity of all kinds.

"Her work back then helped shape Reston into what it is today," said her husband Ed Sharp, who affectionately referred to his wife as a "constructive agitator."

Bev was active in her community, in many organizations and served on the boards of the United Way, National Association of Parliamentarians and Icarus International, to mention just a few. She received many awards for involvement, contributions and vocal cheerleading. In 2005 she was honored by BWI Airport (Baltimore Washington International) and Southwest Airlines as an African American Aviation Pioneer. "She was vibrant, exciting, interested, curious," said Reston founder Robert E. Simon. "The breadth of her interests is what knocks me out." He also said he was impressed that she played on a soccer team, was a member of the Virginia State Parliamentary Association, was a crossword puzzle aficionado who traveled each year to crossword conventions and was a "fantastic cook."

Bev, born in Winston-Salem, North Carolina on August 1, 1943, flew to new horizons on January 6, 2006 after a second bout with cancer and a lengthy illness. She is survived by her husband Edward and two sons, Edward Sharp II of New York and Samuel Sharp of Ashburn, and two grandchildren, Gabriela and Sebastian.

—Compiled from remarks by Barbara Rohde, letter by Doris Abbate, and Times Community Newspapers



Beverley Sharp  
with Ninety-Nines  
Charter Members  
Faye Gillis Wells,  
standing, and  
Achsa Donnels  
in 1999.

## NEW HORIZONS

### RUBY ST. ONGE Minnesota Chapter

Ruby St. Onge, a lifetime member of the Minnesota Chapter, passed away on September 1, 2005 in Iowa. She had not been active in flying for many years, but her love of taking to the air was a passion. Members may still recall her from many Ninety-Nines events starting in the 1950s.



*Ruby St. Onge, 1961.*

Ruby grew up in the Glenwood/Alexandria area of Minnesota and lived most of her adult life in Minneapolis doing office manager work. She began flying in 1960 with her husband, Sam St. Onge, and continued with lessons after his tragic death in a crash landing accident in 1961.

She earned her Private Pilot certificate in 1963 and worked flying supplies in and out of fishing camps at Great Bear Lake in Canada during the summers of 1964 to 1967. After joining The Ninety-Nines, she was awarded an Amelia Earhart Memorial Scholarship in 1965, completed an Instrument rating in 1967 and obtained a Single-engine Commercial license in 1969.

One of the highlights of her flying career was participating in 1971 with Ninety-Nine Caroline Olson in the 25th Jubilee Powder Puff Derby, co-piloting Caroline's Mooney Executive 21. Winning Air Canada roundtrip tickets to Europe at the International Convention in Toronto in 1972 was the beginning of Caroline's yearly vacation trips by air to "someplace wonderful." She had plans for going to Australia and New Zealand when a paralyzing stroke in 1999 at age 77 stopped her traveling.

While living with a sister in Oklahoma City, she volunteered at the 99s Museum of Women Pilots, helping to sort and identify photos and archive materials collected from women pilots all over the world, many of whom she had met and knew personally.

A funeral service was held in October. Contributions from family and friends have established a permanent memorial for her on the Wall of Wings at the 99s Museum of Women Pilots.

### MORT PEARSON 49½ of Jean Pearson

Mort Pearson died on April 27, 2005 at age 95. He was a great supporter of Jean, Michigan Chapter member, in all of her 99s activities.

Mort graduated from Michigan State Law School with honors and joined the army in 1942 in the Engineering Amphibians Command serving in New Guinea, the Philippines and on up to Tokyo

Bay. He was one mile away from the Missouri when the WWII treaty was signed with Japan. He retired as a Lt. Col. on November 2, 1969. Jean and Mort traveled all over the world, including behind the Iron Curtain.

After Jean bought her first plane, Mort got his Private Pilot certificate. Jean and Mort were married for 71 years.

—Barbara Evans

### ILOVENE N. POTTER

Ilovene N. Potter passed away on February 14, 2006 in Puyallup, Washington. Ilovene earned her Private Pilot certificate in 1941 flying an Aeronca C-3, Taylor Craft, Cub, Waco and the Porterfield. Due to lack of funds and a growing family, she stopped flying in 1950. She resumed her flying career again in 1960. In rapid succession she earned her Commercial, Instrument, Multi-engine, Seaplane and Helicopter ratings. Next came Instructor and Advanced Ground Instructor ratings.

In the late '60s she earned her Airline Transport rating. She became Chief Pilot for a large flight school on Boeing Field, working as instructor and charter pilot. During this time she became an FAA flight examiner for Private, Commercial, Multi-engine and Instrument ratings.

Ilovene was the first woman in the State of Washington and the 50th woman in the free world to receive a helicopter rating. She was Captain of the first U.S. Helicopter Team to compete in a world championship. After teaching her husband to fly the helicopter, they became the first husband-wife team in Washington and the 17th in the USA. In 1984 she became a certified Fédération Aéronautique Internationale Judge. She served two years on WACOA, the Women's Advisory Committee on Aviation in Washington, D.C.

Every Chapter and Section office in The Ninety-Nines has been served by her guiding hand, as well as serving two years on the International Board of Directors and two years on the International Nominating Committee as its chairwoman. She was Treasurer and Chairwoman of the Nominating Committee for the Whirly-Girls, each for two years. She was President of the Whirly-Girls in 1984.

She was inducted into the Washington State Aviation Hall of Fame and had received the Whirly-Girls annual Arlo Livingston award for lifetime aviation achievement.

In lieu of flowers, please send donations to the Whirly-Girls Scholarship Fund, WG Treasurer Lisa Pendergrass, PO Box 759, Tryon, NC 28782.

—Marian Hartley

### New Horizons Submissions

When preparing your New Horizons submissions, please be sure to include the person's full name, date of death, age, Chapter and a photo if possible, along with additional brief details. In most instances obituaries should be limited to no more than 300 words. Don't forget to include your name and contact information.



## NEW HORIZONS

### JACQUELINE WAIDE Alameda County Chapter

The aviation community lost a great friend when Jacqueline Waide, an FAA examiner, recently passed away after a year-long battle with bone cancer. She fought long and hard to recover.

Those of us who were fortunate enough to have her touch our lives will truly feel a void. Aviation was a very important part of her life. She loved flying, but more than that she loved teaching.

Her goal in a flight test was to make sure the pilot was well qualified to fly. Her standards were high, but at the end of the day when the pilot looked back, she could feel that she got a fair and sometimes even enjoyable checkride. Those who passed a flight test from Jackie could feel they well deserved the certificate or rating.

At the family's request, there were no official services or flowers, but her life was celebrated by her friends when they came together in her honor in February.

—Pat Chan

### FAYE WILLIS Houston Chapter

Faye Willis was born in Indiana April 12, 1923. She went to sleep on December 30, 2005 and flew to new horizons.

Faye obtained her Private Pilot certificate when she married Dale Willis around 1976. Dale was a pilot, and they shared that interest. Faye became a Ninety-Nine in 1979 and was a very active member of the Houston Chapter, holding almost every office. Dale supported Faye in her love for Ninety-Nines by being a hard-working 49½.

Upon retirement, Faye and

Dale lived in Hilltop Lakes Resort near the runway and enjoyed the privilege of taxiing to their home. Faye was a dear friend and was instrumental in inviting me to my first Ninety-Nines meeting. A brick will be placed at Atchison, Kansas at the Amelia Earhart Birthplace Museum in memory of Faye.

She was a member of the Church at Hilltop Lakes Resort, Texas. She is survived by one daughter, Linda Kepke, of Hilltop Lakes, Texas and one son, Keith Colwell, of Dallas, Texas.

We loved Faye, and she will be missed.

—Etta Sue Frantz

### SHIRLEY TANNER Orange County Chapter

My sister, Shirley Tanner of the Orange County Chapter, died peacefully January 2, 2006 after a long and courageous battle with lung cancer. She led an active life full of adventure, competition, generosity, grace and the love of family and many friends. For those who wish to remember Shirley with a memorial, we are suggesting donations in her name to the 99s Museum of Women Pilots, 4300 Amelia Earhart Rd., Oklahoma City, OK 73159. She is deeply missed already, but her memory will always brighten our lives.

—Joan Paynter, Bakersfield Chapter

Shirley was an adventurous lady who learned to fly in the late 1960s. Besides her Private Pilot certificate, her ratings included Commercial, Instrument, CFI and Multi-engine. She was also a glider pilot.

Shirley was born in Los Angeles on May 3, 1933. She attended the University of Southern California as an education major. After she graduated with a Bachelor of Science degree in Education, she taught elementary school for several years.

Shirley's family owned Tanner Motor Tours, started by her grandfather in Pasadena in the early 1900s when the tours were done with horse and buggy. Later the business progressed, becoming Tanner Gray Line. This interest led both Shirley and her sister Joan Tanner Paynter into aeronautics and a love of flying. The two of them shared this passion for years, flying together in many air races.

In 1971, Shirley and Claire Walters flew together in the



Shirley Tanner.

Angel Derby from Ohio to Nicaragua, and during that same year they flew in the Powder Puff Derby. In all the Palms To Pines races in which she competed, Shirley always placed in the top 10, winning the race in 1973 and placing second in 1976. In 1972, Shirley and Joan enjoyed flying the pink and purple polka dotted colors of their sponsor,

Baskin Robbins, during the Powder Puff Derby.

In addition, Shirley flew for the California Highway Patrol, assisting them in checking speeds of highway traffic flows. She also enjoyed doing aerobatics in her Citabria "Charlie."

The ink on her Private Pilot certificate was barely dry when Shirley joined the Orange County Chapter in the fall of 1969. She was our Chapter Chairman from 1972 to 1974. Besides organizing many Chapter fund-raisers, she held the offices of Fly-In Chairman and Air Marking Chairman. She was an active member of the Silver Wings Fraternity. When not up in the air, she shared an intense love for Trojan football with her son, Keith. Her business career was in real estate.

Shirley loved life. Her sense of humor had no end! She had a full and interesting life and will be greatly missed by those who knew her.

—Mary Van Velzer

### ARABIAN SECTION

The Arabian Section is expanding. Two new members have joined, bringing the membership up to nine.

The latest member to join the Arabian Section is a very remarkable young lady in the Arab world, Dr. Enas Al-Alawi. Not only is her hobby flying, but she is a surgeon working in Saudi Arabia. Here is a woman who is bustling to get on with life as a female in a man's world. Welcome aboard Enas.

Our second new member is Sarah Keegan, formerly of the Eastern New England Chapter. She is now settling into Qatar and finding her way to becoming a flight instructor there. This would be a first for a woman pilot in Qatar, so we wish her luck.

Sarah says, "I have attached a photo of me and my dog Gracie on the wing of the Arrow in which I did my Commercial Single rating. Gracie is also an avid aviator, and she was in the back of the aircraft for my entire Instrument rating. She is not as fond of maneuvering flight as she is of IFR flying."

—Yvonne Trueman



New Arabian Section members: above, Sarah Keegan and her flying buddy Gracie; left, Dr. Enas Al-Alawi.



Shreveport Chapter members are ready to get to work refreshing the Minden Airport airmarkings. Back row: Rob Steib, Sandra Presley, Darryl Garrett. Front Row: Lisa Garrett, Marion Piper, Mary-Jo Voss, Evelyn Snow, Evelyn Worley, Melanie Acosta.

### SHREVEPORT CHAPTER

Shreveport Chapter members had a great "Halloweenie" October 18 in Ray Harday's hangar where we were able to see her Model Fords that she has restored herself.

On Saturday, November 5, we airmarked Minden Airport, Louisiana. A guest A-10 pilot who had evacuated during Hurricane Katrina from New Orleans to SHV gave us a helping hand. He had to hurry the A-10 out to avoid damage. The state is recovering very slowly from this hurricane.

—Mary Jo Voss

### CONNECTICUT CHAPTER

Continuing in the tradition of airmarking, an enthusiastic group recently painted the 20-foot high letters "Skylark" on the taxiway of Skylark Airport in Warehouse Point, Connecticut on a beautiful and sunny day. Supplies plus support were donated by the airfield owner.

—Glenna Blackwell



Connecticut airmarking crew, from left, Linda Roberts, Glenna Blackwell, Kristin Niessen, Maureen Snider, Maryellyn Page, George Page and Betty Phillips.



## GRASS ROOTS — Section and Chapter reporters share their recent activities

### EASTERN IDAHO CHAPTER

The Eastern Idaho Chapter held their December meeting at Applebee's in Pocatello. We finally got to meet our newest pilot friend Carol Houk from Lava Hot Springs. Carol shared activities available in and around Lava Hot Springs. A "lost" friend, Pam Sanderson who has been all over the country since she left our group several years ago, has returned to Eastern Idaho.

We plan to paint the rocks on the landing strip in Howe, Idaho in June. We also want to schedule a mountain flying clinic at the Flying B Resort Ranch later in the summer.

Interested women pilots and student pilots are encouraged to contact us to come join our group. For more information, contact Joy McDonald at 208-767-3538 or Sandy Storhok at 208-529-3765.

—Sandi Bills

### FLORIDA SUNCOAST CHAPTER

Barbara Sierchio hosted our Christmas party at the St. Petersburg Yacht Club. Special guests were Pat Clark and her daughter Ebony Hill, one of the winners of our Chapter's Space Camp scholarships. She gave a most interesting report on her Space Camp experience at Huntsville, Alabama.

At our January meeting at Crystal River, Florida we were honored to have Carol Ann Garrett, the Ninety-Nine who flew solo around the world in 2003, give a great presentation of her trip.

If you ever have the



*Ninety-Nines Carol Ann Garrett with Florida Suncoast members.*

chance, don't miss her talk. It is well worth the time.

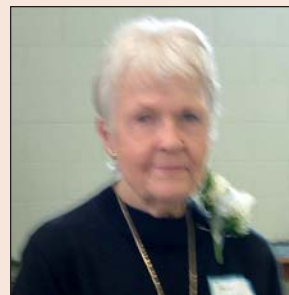
—Sophia M. Payton

### FLORIDA SPACEPORT CHAPTER

#### *Fortieth Anniversary*

The Florida Spaceport Chapter of The Ninety-Nines was chartered on December 8, 1965 with 13 charter members. In December 2005, the Chapter became 40 years old. Four of the original 13 charter members are still living.

Since December is such a busy month for everyone, it was decided that we would celebrate at our January meeting. On January 21, we met in the very spacious, air conditioned hangar of Judy Tokar in Spruce Creek for a potluck dinner. The Chapter supplied the main course. Approximately 35 members and guests attended, bring-



*Florida Spaceport Charter Member Ann Conway.*

ing lots of delicious food.

We were honored to have one charter member, Ann Conway, and our Governor Marie Grein attend the festivities. The Chapter historian brought our early scrapbooks for all to enjoy. We are now looking forward to the next 40 years.

—Barbara Lasher



*Tamara Roper, recipient of the Minnie Wade Memorial Scholarship, is congratulated by Alabama Chapter member Hilda Ray.*

### ALABAMA CHAPTER

The Alabama Chapter held its annual Christmas Luncheon at the Birmingham Museum of Flight the first Sunday of December. Tamara Roper, a brand new member, was awarded the Minnie Wade Memorial Scholarship. Tamara is in the Air National Guard in Birmingham and will complete a Bachelors degree in Accounting this spring. She hopes to start flight training very shortly and to one day fly for the Guard.

After an exciting round of Dirty Santa, the Chapter presented our new Chairman with a baby bath filled with baby gifts. Tomie Ann and her husband Larry welcomed a junior airman, Edward Lawrence, to their family on December 30.

The next Chapter meeting was a joint Amelia Earhart Luncheon with the Birmingham Zonta Club on January 14.

—Holly Roe

## GRASS ROOTS

### LAKE CHARLES CHAPTER

Lake Charles Chapter received hurricane help “from coast to coast!” Members of our small Chapter have been overwhelmed by the care and concern expressed by Ninety-Nines, especially the Marin County and Monterey Bay Chapters from California and the Central New York Chapter. The gifts of clothing and money were deeply appreciated.

When we first received clothing from the California Chapters, we were distributing it to Katrina victims who had evacuated to our area. Then when Rita hit us, we helped our neighbors to the south in Cameron Parish. Southwest Louisiana and east Texas have been forgotten by news media, since the elected officials did such a great job and the people evacuated like they should have. There were no deaths in our area in spite of the destruction. However, people are still hurting, especially in Cameron Parish. I flew over the area and saw Holly Beach literally wiped off the map and much destruction in Cameron.

The terminal building at the Lake Charles Regional Airport will need to be replaced, and that will take two years or more. We have converted a fire station into a temporary terminal and are using temporary buildings and tents. It is a mess! We sustained damage to the FBO that was under construction, but that is back on track. Fortunately there was little damage to private aircraft, although we had a lot of hangar damage.

How comforting it has been to us receiving calls, email and other support. We need to continue to offer support to the New Orleans Chapter.

When recruiting, be sure and mention that among all the aviation and career projects, we care deeply about each other and that Ninety-Nines can be counted on to help during disasters and difficulty.

—Sandra J. Leder



*In October, The Golden Triangle Chapter celebrated its 36th anniversary. Back row from left: Jody McCarrell, Mary Wheelock, Betty Thomas, Tiara Roberts, Dottie Hughes, Linda Hooker. Front row from left: Coleen Campbell, Joan Weightman, Beverly Stephens, Penny White.*

### GOLDEN TRIANGLE CHAPTER

The Golden Triangle Chapter held their annual barbecue and pool party at the home of Betty and Jerry Thomas in Arlington. Fourteen Chapter members and guests enjoyed a swim and lunch.

Chapter member and Purdue University student Connie Irvine completed her AEMSF Tailwheel Endorsement and is concentrating on graduating in May of 2006.

The Golden Triangle Chapter took first place and Chapter Operations took second place at the South Central Section Meeting in Colorado Springs. In October, the Golden Triangle Chapter hosted their 36<sup>th</sup> Chapter Anniversary reception in the terminal lobby at Arlington Airport.

In December, our Chapter's annual Christmas party was held at the home of Coleen and Dave Campbell in Flower Mound. Members and guests enjoyed a buffet dinner and traditional gift exchange.

—Coleen Campbell



*Oregon Pines members Trish Hanna, Bev Clark and Kim Lansdon assembled the quilt top.*

### OREGON PINES CHAPTER

The Oregon Pines Chapter has completed a queen size airplane quilt as a raffle fundraising project. The Chapter chose vintage airplane and propeller block patterns dating to the 1930s to honor the early days of The Ninety-Nines.

Members sewed blocks, and Trish Hanna, Bev Clark and Kim Lansdon assembled the quilt top. It was professionally machine quilted and will be lovingly displayed at select area aviation events and meetings for ticket sales, including the joint Northwest-Southwest Section Ninety-Nines meeting in Ashland, Oregon. The drawing will be held at that meeting on September 23, 2006.

For more information, visit the chapter web site, [www.peak.org/~parsont/OregonPines99s/AirplaneQuilt.htm](http://www.peak.org/~parsont/OregonPines99s/AirplaneQuilt.htm)

—Kimberly Lansdon



## GRASS ROOTS

### HAMPTON ROADS CHAPTER

The Hampton Roads Chapter was chartered in Williamsburg, Virginia on October 18, 1975 during the Mid-Atlantic Section meeting. Almost exactly 30 years later, we celebrated our 30th anniversary on October 23, 2005 at the Nansemond River Golf Club with 25 members and guests present.

Reminiscing was frequently aided by viewing the Chapter scrapbooks prepared by Edith Fischer and Penny Shumaker over the years. It's amazing how much you can forget until your memory is triggered by a photo, and then lots of other details tumble to the forefront. It was also surprising to see how much some of us had changed over 30 years!

We made a real effort to find and invite all the past members of the Chapter who are still living. We were successful with several, and it was great to see them again. Some who had moved away sent notes of congratulations and good wishes. Our speaker was none other than our previous Chapter Chairman, Colonel Verba Moore, USAF, who had just returned from a tour of duty in Iraq. We were fascinated with the presentation she gave about her job running the hospital at Balad Air Base, Iraq. She showed numerous pictures to accompany this most interesting talk. We are so thankful to have Verba home safe. We are looking forward to the next 30 years and already have several projects underway.

—Linda Mathias

### CANADIAN AWARD IN AVIATION

The 99s Canadian Award in Aviation was established in 1974 to promote aviation throughout Canada. The award is presented annually and is awarded in the name of all Canadian Ninety-Nines. The 2005 award was presented to the Canadian Aviation Heritage Centre (CAHC) in Ste-Anne-de-Bellevue, Quebec. The centre is located on the McGill University, MacDonald Campus.

On January 28, Award Trustees Margo McCutcheon, Governor of the East Canada Section, and Dee Birchmore presented the award to Godfrey Pasmore, president, and Bill Doran, treasurer, of the Canadian Aviation Heritage Centre. They and a group of very dedicated volunteers are busy restoring a beautiful old stone barn on the campus into a permanent aviation art gallery and workshops for construction of historically significant aircraft.

Two planes that figured prominently in Quebec's aviation history, The Fairchild FC-2 "Razorback" and Bleriot X1, are well underway. The 1927 FC-2, a pioneer "bush plane," was quite advanced for its time, boasting an enclosed, heated cabin and folding wings. The Bleriot X1 achieved its greatest fame in 1929 when Louis Bleriot became the first to cross the English Channel.

The CAHC works with school boards and other organizations to impart a greater understanding of the role that aviation played and continues to play in shaping our country.

—Dee Birchmore

## BOOK REVIEW

### Flying Tigress

By Norah O'Neill

\$19.95 + \$3.95 s&h  
www.norahoneill.com

BY AILEEN WATKINS  
Huston Chapter

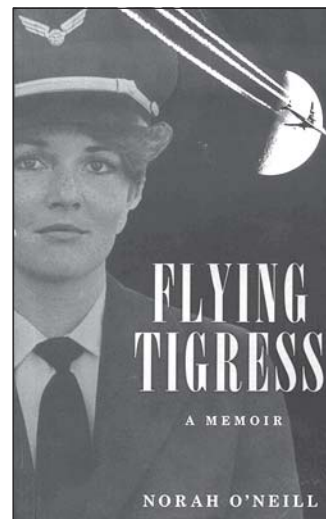
I read *Flying Tigress* by Norah O'Neill and have to say it is truly one of the most candid, well-written, interesting bio-reads I have ever enjoyed. It is a fascinating peek into the life of the first woman pilot hired by the Flying Tiger Line, complete with stories of the good, the bad and the ugly. If you ever wondered what it was like back in the beginning to break into the male-dominated airline cockpit, here's your book.

When Norah was hired by Flying Tigers in 1977, the airline pilot cockpit environment was completely different from what you see today. If you experience old-fashioned attitudes now, you will be amazed at what women had to deal with back then, being the first in their field to break down the gender barrier.

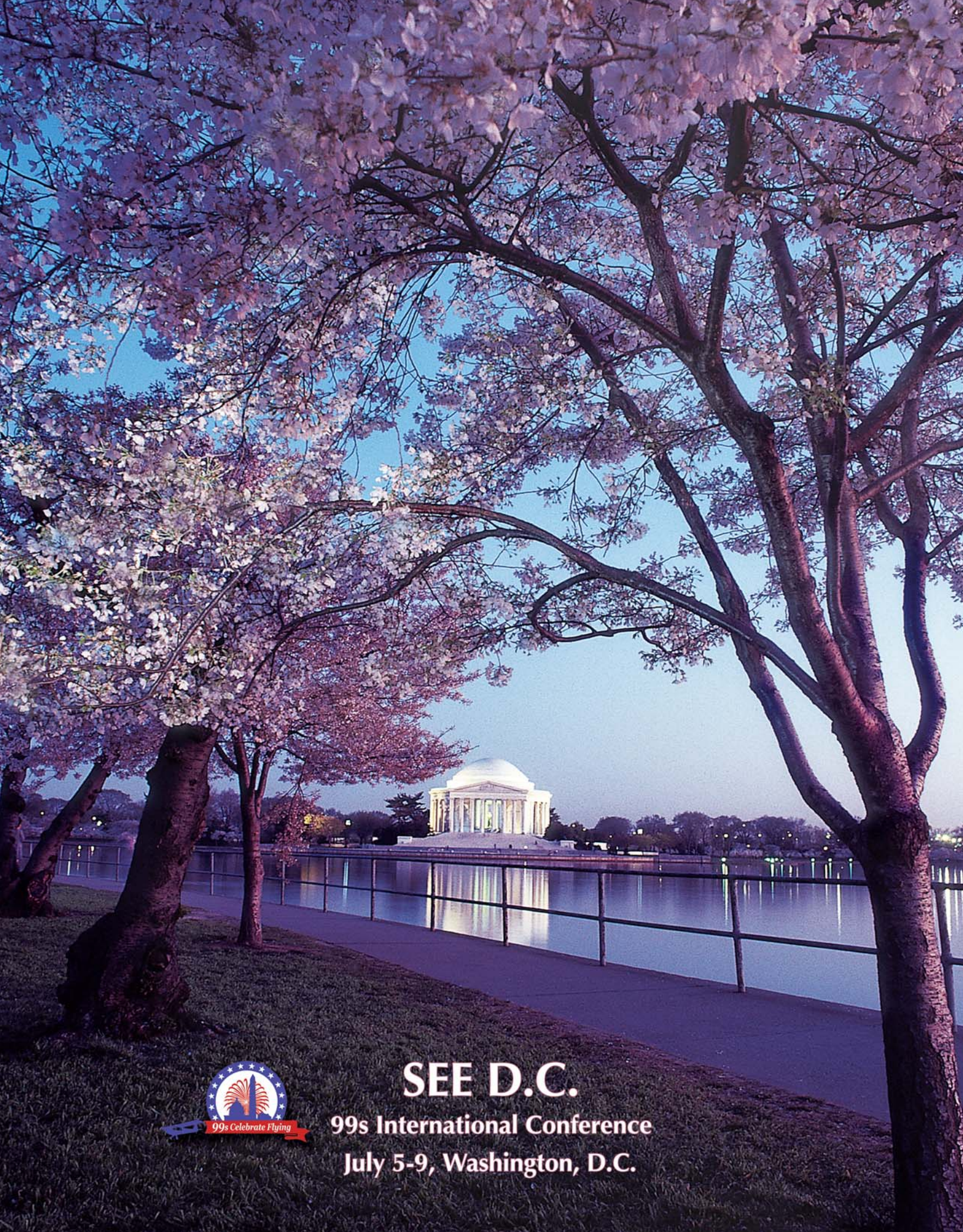
Norah brings you back to those times and reveals the animosity, hostility and intense scrutiny that she faced, as well as the effect these attitudes had on her life and that of her family and friends. She also takes you into her existence at a raw, personal level as she shares the painful issues that arose in her family life and career. She balances these events with some of her favorite feel-good stories of the men and women she encountered along the way who were her support group: the champions of her dreams to become a successful airline pilot and mother. You will travel the world in a 747, experiencing the sky through her eyes and through her heart.

When I read the book, I couldn't put it down. There were so many vignettes that took me back through my career and parallels that many of us have experienced throughout our lives as pilots. You will gain a greater appreciation of how fortunate we are to have had women like Norah who essentially "paved the way" for us: opened the cockpit door so that we may enter and follow our dreams of flight. Thank you, Norah, for your gift to us.

Ladies, if you read any book this year, get a hold of a copy of *Flying Tigress*. Her memoir will inspire you, fortify you and give you a greater sense of clarity in the quest for balance of life in career and family issues. You look from the outside into the story of a woman of courage, persistence, determination and true grit. Many pilots gave up in the beginning when the turbulence was just too much to bear. Norah had what it took to make it onto the flight deck and to inspire others to do the same. *Flying Tigress* is an excellent addition to your pilot library.







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