

99 News

The Official Magazine of the International Organization of Women Pilots

July/August 2006





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

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

This year, 13 pilots received Amelia Earhart Memorial Scholarships, two women were selected for Future Women Pilot Awards and one pilot was presented with the Maule Tailwheel Award. They were honored at a special banquet at the 2006 Ninety-Nines International Conference in Washington, D.C. in July. We hope you'll also celebrate their achievements at your Section and Chapter meetings.

PERPETUAL CALENDAR

2006

AUGUST

- 1** **Deadline for the September/October issue of 99 News.**
- 11-13** **Palms to Pines Air Race** from Santa Monica, CA to Bend, OR. Send \$5 for a Race Kit to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066, 310-397-2731.
- 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 stop-watch. Cherry Capital Airport (TVC), Traverse City, Michigan. For information, Lynn T. Sykes, 906-362-5966, cherokee56978@gmail.com or visit www.mich99s.org.
- 18-19** **The 28th Annual Okie Derby Air Race**, Wiley Post Airport, Oklahoma City, OK. The largest proficiency air race in the world. Polish your flying skills and have fun! For information, Nancy Roberts,

405-378-3602, email Omni7405@cox.net or visit www.okiederby.info.

- 26** **Poker Run**, sponsored by the New England Ninety-Nines. Raindate: Sunday, August 27. Call for more information, Glenna, 413-528-0413 or Maryellyn, 203-457-3210.

SEPTEMBER

- 6-9** **Powder Puff Derby Reunion**, Cincinnati, Ohio, held in conjunction with the Silver Wings Convention. Raddison Hotel, 800-333-3333 and identify SW/PPD for rates. Contact Barbara Evans, 925-687-1912.
- 6-12** **Women Airforce Service Pilots (WASP) Conference**, Portland, OR.
- 13-17** **Reno Air Races**, Reno Stead Field, Reno Nevada.
- 15-16** **Southeast Section Meeting**, Gatlinburg, TN. For Information, contact Linda Meese, linda@meeseagency.com or 865-591-6004.
- 15-17** **Aviation & Women in Europe Conference**, Varese, Italy. For more information contact Michelle Bassanesi, mash@centropilota.it.
- 15-18** **Gold Cup Rally**, organized by the First Canadian Chapter. The rally begins at Oshawa airport and ends at St. Anthony, Newfoundland. The rally is open to all women pilots. For information, contact Corinne Shalley, 905-607-4617, cshalley@sprint.com.
- 21-24** **Southwest/Northwest Section Meeting**, Ashland, OR. For more information, contact Barbara Crooker at 530-515-7929 or flylady@frontier.net.

OCTOBER

- 1** **Deadline for the November/December issue of 99 News.**
- 6-8** **North Central Section Meeting**, Columbus/Worthington, Ohio. Hosted by the Scioto Valley Chapter.
- 17-19** **NBAA (National Business Aircraft Association)**, Orlando, Florida. An opportunity to network with corporate pilots. Contact www.nbaa.org.
- 26-29** **International Board Meeting**, Hilton Garden Inn, Oklahoma City, OK.

NOVEMBER

- 2** **Anniversary of the founding of The Ninety-Nines** in 1929.
- 9-11** **AOPA**, Palm Springs, CA. Visit The Ninety-Nines booth. Contact www.aopa.org.

2006 Scholarship Recipients

*Shown on the front cover, top row from left, **Elizabeth Collins**, Reno High Sierra Chapter; **Rebecca Hempel**, Austin Chapter; **Camille Alleyne**, Future Woman Pilot, Washington DC Chapter. Second row, **Natalie Corrao**, Colorado Chapter; **Kristy Brooke**, Chicago Area Chapter; Bottom row: **Monica Nielsen**, Ambassador Chapter; and **Christine Poelma**, Kentucky Bluegrass Chapter.*

*On the back cover, top row from left: **Katherine Sanger**, Finger Lakes Chapter; **Meg Godlewski**, Mount Tahoma Chapter. Second row: **Laurie Probst**, Maule Tailwheel Award, Wisconsin Chapter; **Kay Sundaram**, Santa Clara Valley Chapter. Third row: **Annie Gross**, Israeli Section; **Flavia Padilha Da Silva**, Brazil Section; **Michele Hovey**, Fort Worth Chapter. Bottom row: **Fidan Thornburg**, Russian Section; **Allison Broaddus**, Future Woman Pilot, Santa Rosa Chapter.*

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July/August 2006

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Volume 32, Number 4

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THE NINETY-NINES MISSION STATEMENT

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

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Articles

Submissions should be typed single space without unusual fonts, headers and footers, and using only one space after a period unless it's the start of a new paragraph. Please furnish author's name, email address and phone information in case we have any questions. For additional submission guidelines, log onto www.ninety-nines.org and click on 99 News magazine. Submissions should be emailed to news@ninety-nines.org. If you have any questions, please email us at news@ninety-nines.org

Photos

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

STATEMENT OF EDITORIAL POLICY

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

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President's Message

BY PAT PRENTISS, International President

Dear Members,

We all ponder at times why we began to fly. Sometimes there is no clear answer; however, for me, I discovered profound meaning and inspiration from a comment Amelia Earhart made in her book *Last Flight*.

When asked why she was attempting this around-the-world-flight, Amelia wrote: *"Because I want to. That was as near a complete reply as I could devise. Here was shining adventure, beckoning with new experiences, added knowledge of flying, of peoples — of myself."*

"Then, too, there was my belief that now and then women should do for themselves what men have already done — and occasionally what men have not done — thereby establishing themselves as persons, and perhaps encouraging other women toward greater independence of thought and action. Some such consideration was a contributing reason for my wanting to do what I so much wanted to do."

I find that my sentiments echo those of Amelia Earhart: a straightforward answer — sim-

ply *because I want to!* And through the process came self-discovery and a connection to many of the original pioneers and their lasting legacy, The Ninety-Nines. I don't know what brought more pride, earning my pilot's certificate or being able to join the organization. Perhaps the two achievements are best appreciated when they go hand-in-hand.

In the years that followed, there were many remarkable women who took me under their wings and who shared their wisdom and experience. From these women I learned that warmth, honesty, stability, loyalty and dedication are paramount to the success of The Ninety-Nines.

Thank you for your vote of confidence in allowing me to serve as your President.

Together, in the next two years, we will reach out and find ways to retain our membership, ways to encourage involvement and ways to honor our organization and keep it moving forward through the 21st Century.

And we'll be doing this...*because we want to!*



Pat Prentiss

Amelia Earhart speaks in New York at a Zonta meeting at the Waldorf-Astoria Hotel circa the 1930s.





Bobbi Roe, Greater Seattle Chapter, is Publisher/Editor-in-Chief. Also on staff is Danielle Carneaux, copy editor and graphics.

The 99s News is your magazine, and we invite you to submit articles and photos that reflect the activities and accomplishments of Ninety-Nine members world-wide.

Donna Crane-Bailey, right, past Southwest Governor, is Chairman of the Publications Committee. Donna is responsible for the 99 News, the Membership Directory and the Headquarters Dispatch. Jacque Boyd, Ph.D., Pamela O'Brien and Diane Pirman are writers and copy editors for the magazine.

99 News

Contribute your articles and photos

BY BOBBI ROE
99 News Editor-in-Chief

The 99 News magazine wants and needs your support! You all have members in your Chapter and Sections who are involved with aviation activities that would be of interest to other Ninety-Nines. If you know a woman who is doing something interesting and special in the field of aviation, we hope you'll send us her story.

Articles:

We encourage all Sections and Chapters to submit articles, and they don't have to be about the "newsmakers." So many women in aviation are making a difference in their own personal ways, and we'd like to recognize them. If you're hesitant to send in a story because you don't feel like you're an accomplished writer, don't let that stop you! We have a team of editors who can use the information you submit to create an interesting article and, if necessary, obtain more information.

Photos:

Be sure to send photos with your articles. Keep in mind special pictures that would look great on the cover, too! All photos should be related to the articles, be in good focus and highest resolution. Please email digital photos as separate attachments; do not embed them in your article. Photos processed on paper should be scanned separately at 300 dpi and also emailed as separate attachments.

Many photos are sent to us in low resolution and cannot be used in the magazine. Please put your digital cameras on their highest setting. Low resolution photos that appear fine on the computer screen or web will look jagged and fuzzy in a printed magazine. Also, do not include a date stamp – it takes us a lot of time to edit it out of the photo. Another caution: do not use paperclips on printed photos or write on the backs with a gel-like pen –

they put dents and smudges on your faces!

Email:

You can email your submissions and photos to us at news@ninety-nines.org. Remember to send the photos as a separate attachment. If you have any questions, you may reach us at this address also.

Guidelines:

Photographer and writer guidelines are on the Web at www.ninety-nines.org. Click on 99 News magazine, and the writer and photographer guidelines are at the bottom of the page. You can also find them on page 19 of your printed Membership Directory

I have a motto. An article is an article and an advertisement is paid. The magazine is not a forum to promote your business or yourself. It is purely a membership benefit and a vehicle to highlight our members and their aviation life.

The 99 News magazine is brought to you through the Publications Committee. We are all dedicated to making the 99 News your magazine. With your help submitting articles, photos and cover photos, we can continue to bring you stories from around the world about special women in aviation.

I look forward to many more articles and fabulous photos for the 99 News.



Congratulations to Our New Officers!



Pat Prentiss
President

The new officers, below, were installed at the 2006 International Conference in Washington, D.C. in July. They join the existing two Directors elected to odd-year terms, Lisa Cotham and Joan Kerwin.



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99s MUSEUM OF WOMEN PILOTS

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AMELIA EARHART MEMORIAL SCHOLARSHIP FUND

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Director



Carol Craig Morris with the award-winning RV-7A in her Hicks Field hangar.

A Homebuilt Winner

**The RV-7A
built by Carol
Craig Morris
wins the top
award in Sun
'n Fun's
Homebuilt
category**

BY PAULA PEDOTA
Guest Author

After retiring from her self-owned advertising agency in 1998, Fort Worth Chapter member Carol Craig Morris decided to become more involved with aviation in her community. In 2001, she purchased several lots on Hicks Airfield, 17 miles northwest of downtown Fort Worth, and built an airplane hangar and living quarters. Her apartment was upstairs, and below were a pilots' lounge and bath, plus a two-bedroom, two-bath apartment.

"I had planned to do a Fly-in B&B but concluded it was too much work."

Instead, Carol decided to purchase an RV-7A kit instead. "Boy, did I make the right decision!" The completed airplane won the Outstanding Aircraft award at this year's Sun 'n Fun in the Homebuilt category.

A number of Carol's friends on Hicks were flying RVs, and one ride and taking the stick for a few minutes were enough to convince her that this airplane would be a wonderful cross-country aircraft. The kit arrived in April 2004, and after inventory, the nightmares started: "What am I getting into? Will I ever finish this?" Her mentor

and friend Shawn Scott was of great help and encouragement for the next 16 months.

The building of N729CM was completed and a test flight preformed on August 30, 2005. Then came flight training. "After an absence of 20 years from flying, the learning curve was quite steep, especially the avionics," says Carol. The RV-7A has a Garmin 396 with weather, Trutrac Digiflight autopilot, Dynon EMS-D10 engine monitoring system, Garmin 327 transponder, two Garmin SL40s and the sacred six.

With training completed early last December, it has been blue skies ever since. She flew to Sun 'n Fun in Lakeland, Florida and entered the aircraft in the Homebuilt judging competition. With help from Craig Barnett of Scheme Designers, Mark Zello of Flying Colors of Texas and Troy Thompson for interior work, N729CM won Outstanding Aircraft in its category.

Carol started flying in February 1967 on her 30th birthday and joined The Ninety-Nines in March 1968. She was a member of the Dallas Chapter for about 20 years and then transferred to the Fort Worth Chapter. Carol served as Chapter Chair in Dallas twice and once as Co-Chair for the Fort Worth Chapter.

Her four children and her father live in different cities across the U.S., which gives Carol an excuse for plenty of cross-country flying in the RV-7A, especially to see her two grandchildren. Aviation has been a big part of her life since her father started to work for Lockheed at Marietta, Georgia in 1950.



She has been an avid traveler for the past 25 years, visiting such diverse places as Masi Mari, Kenya and Napa Valley for hot air ballooning. She rode in the cockpit of an Egyptian Airliner from Abu Simbel to Cairo and in the cockpit of a Boeing 757 of Royal Nepal Airlines from Katmandu, Nepal to New Delhi, India in 2000. Her first seaplane ride was to the Great Barrier Reef in Australia, and she had a great wild ride in a helicopter over Iguazu Falls, Argentina.

"I'm just another flying grandmother having lots of fun!"

Carol, right, and her friend Louie Burnett, both Dallas Chapter members at the time, participate in the Dallas Doll Derby in 1970.

"After an absence of 20 years from flying, the learning curve was quite steep, especially the avionics."



Carol enjoys her cockpit seat on a Boeing 757 of the Royal Nepal Airlines during a trip from Katmandu, Nepal to New Delhi, India in 2000.

AEMSF: Taking the Next Step

BY DR. JACQUELINE BOYD, Trustee

Planning for your future (in writing) can help other women, like this year's AEMSF recipients, achieve their flying goals



Thank You

Sincere thanks to every woman in this organization who has served as a Trustee. Those Trustees felt the obligation of our Resolution and protected its charge. Thanks also go to every woman who has ever served on the International Board of Directors. They guided and protected the ideals of this organization, and we are strong today because of them. Lastly, and most importantly, thanks go to our members, who are the reason the AEMSF is strong and vital today. Without the Individual, Chapter and Section donations, we would not be where we are. And, a heartfelt thank-you to the members who have flown West and remembered the Fund and its work in their enduring legacies.

We've all gotten them: Bequest brochures. Make plans. Make plans. Make plans. They tend to start conversations about those "things" that are difficult for some people to face head-on. And unfortunately, many of us never get beyond the contemplation phase. When my husband died, we had no Will. I thought I knew what he wanted. We'd discussed plans about where we wanted funds to go if we ever had anything "left over." I think I ended up doing what he wanted, but probably, more precisely, what I wanted.

This year the AEMSF benefited unbelievably from the plans made by two of our members — plans that went the extra step of being put into writing. Neither of these women ever held International office nor was "in the spotlight" in any way that we know of. They were *members*. They were part of the bedrock of this organization. Because two members — two women just like the rest of us — made plans and then actually put it in writing, the Amelia Earhart Memorial Scholarship Fund has reached new heights. The Fund is now over \$2,000,000 dollars.

Christine Winzer

Christine Winzer was a member of the Chicago Area Chapter, Lake Michigan Chapter and the Michigan Chapter. She worked for the FAA. Christine was awarded the Amelia Earhart Memorial Scholarship in 1966 for an ATP.

She made plans and then took it a step further. She wanted to give back to the organization exactly what she had received and put her wishes in her Will some years ago. We were made aware of those plans by her attorney upon her death. Christine's estate had its final disposition in October of 2005. She bequeathed funds to several Ninety-Nines trusts and projects. The AEMSF received a check in the amount of \$347,985.08. She was *very* specific about her wishes. The AEMSF is to award an ATP rating each year, given in her name. And we will do so.

Helma DeFronzo

Helma DeFronzo joined The Ninety-Nines

on December 4, 1987. She passed away in December 2004 at the age of 60. She had been a member of the Connecticut Chapter. The AEMSF was unaware that she had written a specific bequest to us in her Will. In the first letter from her attorney, he stated that The Ninety-Nines had been named as a beneficiary in both her Will and her Living Trust and that both gifts to The Ninety-Nines were "to be added to The Amelia Earhart Scholarship Fund and are to be used for scholarship purposes only."

When I spoke with her attorney, he said he'd flown with her several times and that she loved aviation and had done some aerial photography. She had conducted some very specific research about how any "gifts" would be protected. She told him she was adamant about being able to help further other women's opportunities in aviation. When I spoke with her husband, he said he had no idea about her motivation, and he didn't know about the bequest until after her death. So far, we've received two dispositions from her Will and Living Trust totaling \$490,000.

Remembering Our Roots

When I was at Headquarters recently, I did some research on former AEMSF recipients. I found some of the early newsletters and will quote from the December 17, 1939 News Letter:

"Since Amelia Earhart always championed the cause of women pilots and their equality with men, it seems most fitting that the 99'ers, for whom she gave so much time and who elected her as first National President, should work for a memorial that would help bring this about. One of the best methods of assisting women to attain equal opportunity with men is to furnish them with, as far as possible, equal flight training and experience. At the present time, the most important quality for a pilot to attain, along with her fundamental flying technique, is the navigational knowledge required under other than "contact weather" conditions. Hence for the next few years this Scholarship will focus the attention of women pilots, as well as the public, on Instrument Rating."

The first Amelia Earhart Memorial Scholarship was awarded to Patricia Thomas Gladney July, 1941. She was awarded \$150 to obtain her Instrument Rating, and she went on to become a flight instructor. Sixty-five years later, we are proud to be able to award 13 Amelia Earhart Memorial Scholarships. Three of those scholarships are for Instrument Ratings (two recipients from the USA and one recipient from Israel) with an average cost now of approximately \$5,563.

MAULE TAILWHEEL AWARD

LAURIE PROBST, Wisconsin Chapter, North Central Section

"If you were born without wings, do nothing to prevent them growing." While Coco Chanel was not renowned for being an aviatrix, her words have merit in my life. I teach elementary school, hoping to give children wings to reach their own dreams. Born in Milwaukee, Wisconsin, I was one of three children. A first-generation American on my mother's side, I am the only family member to have attended college and earned a Master's degree, let alone take to the skies. I earned my Private Pilot certificate in 2004 and am currently working on my Instrument rating. I am married and have one child. My first passenger was my young son, who loves it when mommy takes him "in that big rectangle" (pattern!). What an opportunity to give a child, one that I didn't have. My wings grew much later in life, but I have no regrets — I can fly!



FUTURE WOMAN PILOT AWARDS

CAMILLE ALLEYNE, Washington DC Chapter, Mid-Atlantic Section

Camille Alleyne serves as the Systems Engineering Lead for Requirements in the Exploration Systems Mission Directorate at NASA Headquarters. She manages the development of the Constellation Architecture-level requirements. Prior to this, Camille served as an aerospace systems engineer at the Missile Defense Agency. She also spent several years at the Department of the Navy working on various ballistic missile projects. Her career began at the NASA Kennedy Space Center as a Flight Systems Test Engineer. Camille holds a B.S. in Mechanical Engineering from Howard University, a M.S. in Mechanical Engineering from Florida A&M University and a M.S. in Aerospace Engineering from University of Maryland, College Park. Camille was a 2004 finalist for the U.S. Astronaut Candidate Selection Program. She served as a member of Cosmos Education's 2006 Under African Skies Expedition to Nairobi, Kenya. She enjoys flying, triathlons, reading and traveling.

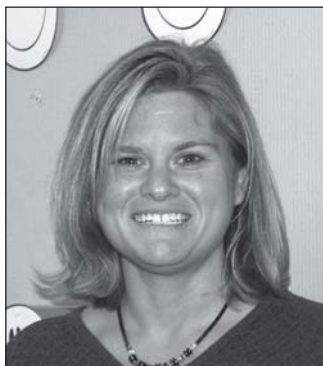


ALLISON BROADDUS, Santa Rosa Chapter, Southwest Section

My name is Allison Broaddus and I am 22 years old. I was introduced to flying from the moment I was born. Both my father and mother were awarded their Private Pilot certificates in their 20s. I am currently working on my Private Pilot certificate and have soloed and passed the FAA written exam. I have my Electronics Technicians degree and graduated in the top five in my class. I am a very dedicated and motivated person, and I hope to complete my Private Pilot certificate this summer.



AMELIA EARHART MEMORIAL SCHOLARSHIP AWARDS



KRISTY BROOKE, Instrument Rating, Chicago Chapter, North Central Section

Born the granddaughter of a WWII B-24 Bomber pilot, I was destined to learn to fly. I grew up to be an elementary school special education teacher, but my love for aviation never faded. After jumping out of an airplane on a milestone birthday, I decided, "If I can jump out of an airplane, I can fly one." I earned my Private Pilot certificate in March of 2003. My immediate goal is to earn my Instrument rating. I hope to eventually become a CFI and combine my two passions of flying and teaching.



ELIZABETH COLLINS, CFI, Reno High Sierra Chapter, Southwest Section

I became involved with general aviation in 1982 when I began skydiving at a small airport in Eastern Maryland. Twenty years later I finally trained for my Private Pilot certificate. I live and fly out of the Truckee/Lake Tahoe area and have attained my Commercial, Instrument, Multi- and Single-engine Land ratings, as well as my Single-engine Seaplane privileges. I fly as many different aircraft as possible, on land and sea, from a C-150 to a Cessna Citation. I am currently working on my CFI rating.

NATALIE CORRAO, Multi-engine Instructor, Colorado Chapter South Central Section

After my first flight lesson, I changed careers from computer programming to aviation. Subsequently, I received my Master's degree in Aeronautical Sciences and my Bachelor's degree is in Mathematics. I worked as a college professor teaching aviation, an airline supervisor and as a Flight Information Analyst and Flight Dispatcher for Jeppesen. Currently I am a CFI/CFII. As a member of the Colorado Chapter of The Ninety Nines, I sit on the Board of Directors and am the Flight Activities Chair. Also, I sit on the Board for the Mile High Chapter of WAI and am a Mission Orientation Pilot for Angel Flight-Colorado Wing.



MEG GODLEWSKI, Multi-engine Commercial, Mount Tahoma Chapter Northwest Section

Meg Godlewski grew up in California. Her first solo flight was done in a hang glider built from a tube tent. After graduating from college with a degree in Journalism and Public Relations, she pursued jobs that combined journalism with aviation. Godlewski is a reporter with Flyer Media, the publishers of the nationally known General Aviation News and The Southern Aviator. She is also a frequent contributor to Aviation For Women magazine. Godlewski is a Master Flight Instructor employed by Wings Aloft in Seattle, Washington. Her goal is to be the best flight instructor in the Northwest.

ANNIE GROSS, Instrument Rating, Israeli Section

I was born in Bulgaria in 1967, and at age four I moved with my family to Israel. After high school, I served two years in the Israel Air Force. I then attended Haifa University and completed a B.A. in Political Science and Philosophy. In 1992 I began working as a cabin attendant for El Al Israel Airlines, and I also married. I have three children, now aged 7, 8 and 12. In 2002 I began flight training, earned my Private Pilot certificate 18 months later and am now starting the Instrument rating with the ultimate goal to fly for El Al.





REBECCA HEMPEL, Multi-engine Instructor, Austin Chapter South Central Section

After joining the Ninety-Nines in 1994, I have continued to work on additional ratings to include my ATP AMEL and CFII ASEL. With a 1998 AE scholarship for my COMM ASEL, I was on my way to obtaining my goal of flying as a second career. I currently fly King Air 200s Part 135 for Georgetown Aviation. I have held every Chapter office except Treasurer, and in years past have been on the South Central Section AE scholarship committee. With this AE scholarship I will obtain my Multi-engine Instructor add-on. This will enable me to pursue my goal of eventually becoming a Designated Pilot Examiner.

MICHELE HOVEY, 737 Type Rating, Fort Worth Chapter, South Central Section

Since my introduction flight in 1993, I loved everything about flying. After getting my Private through CFII in 1994, I was finally getting paid for something I loved to do. I flew charter and got my ATP with the help of an Amelia Earhart Scholarship in 1997. It was soon after that I was hired by American Eagle, where I have been ever since. I hope to fly for a major airline and balance my family too — my six-month-old son and husband. I couldn't have made it this far without the support of The Ninety-Nines I've met along the way!



MONICA NIELSEN, MS in Aeronautical Science, Ambassador Chapter South Central Section

Monica Nielsen will be pursuing her Master's degree in Aeronautical Science with an emphasis in Human Factors through Embry-Riddle University. She is a First Officer on the EMB-145 for ExpressJet Airlines, based in Houston. Monica has 1,900 hours and is a CFI, CFII, AGI and Commercial Multi-engine Instrument-rated pilot with a Tailwheel endorsement and mountain flying experience. She is an FAA Aviation Safety Counselor and a member of the ALPA Safety Committee at ExpressJet. As a freelance writer, she has been published in Pilot Getaways magazine.

FLAVIA PADILHA DA SILVA, Multi-engine Rating, Brazilian Section

I began my Private Pilot course, Commercial in 2000. I concluded my airline pilot course in 2002 with a good average. Actually I did Commercial flight hours. My family does not have sufficient money even for my high school. I did a for-free Chemistry technician course and worked in labs and factories in 1993-1995. Unfortunately, my salary was not sufficient enough. I did a Physical Education course in order to find more jobs. I work 16 hours a day. I learned English, German, French, Spanish and informatics. I found The Ninety-Nines in 2005. They encourage me to follow my goals.



CHRISTINE POELMA, ATP, Kentucky Bluegrass Chapter, North Central Section

My name is Christine Poelma, and I cannot get enough of aviation. I grew up in Wichita, Kansas and first flew in an airplane at age 22. I have been addicted to it ever since. I graduated from Wichita State University in 1991 with a degree in Aeronautical Engineering. For the next 11 years I worked as an engineer for Cessna. Learning to fly inspired me to accumulate flight ratings, obtain an A&P certificate and share the joys of aviation with others. In 2002, our family relocated to Louisville, Kentucky where I now work as a part-time flight instructor. I am married with three beautiful young children



KATHERINE SANGER, Instrument Rating, Finger Lakes Chapter, NY-NJ Section

My name is Katherine Sanger, and I was born in Rochester, New York in 1949. For the past 25 years, I have helped thousands of people become better acquainted with their computers. In 1999 I battled cancer, and that experience prompted me to join the Williamson Flying Club in 2000 and realize my dream of flying. I obtained my Private in 2003. My intention is to obtain all of the ratings necessary to become a CFI and help future pilots realize their dream of flying. As a member of WFC, I have served as Secretary on the Board of Director's for three years. Recently I was placed on the ballot for the Nomination Committee for The Ninety-Nines. My residence is in Sodus, New York.

KAY SUNDARAM, Multi-engine Instructor, Santa Clara Valley Chapter Southwest Section

Kay is a full-time aeronautical engineer and part-time Multi-engine Commercial Pilot and CFII. She has 11 years of technical experience in the aviation and aerospace industries with a focus in design engineering and program management. As the founder of her own aviation company, Kay has trained many pilots. In addition, she possesses university teaching experience in general aviation and airline management. Currently, she is a consultant in Washington, D.C. for Next Generation Air Transportation System (NGATS). Her goal is to obtain a leadership position that will utilize her program management and technical skills in flight operations and air traffic management.



Fidan Thornburg, BS in Professional Aeronautics, Russian Section

In 2002, after city government closed the only FBO in my area, I came to this country to have a chance to fly. I was born in July 1, 1982 in Baku, Azerbaijan Republic. In 1992, my family escaped the war, and we moved to Belgorod, Russia. I entered the Belgorod flying club in 1998. Along with flying gliders (the only available aircraft at that time), I had my first skydive jump in the same year. I soloed in a Blanik L-13 glider in the June of 2000. I wasn't able to enter any flying schools because of the fact that I am female. I entered Belgorod Business college in 2000 and graduated in 2002. In 2002, I left Russia and came to the U.S. with a huge hope to fly. I got a full-time job at a bank so I could pay for my Private Pilot certificate. I started training for it in May 2004 and received the certificate in November 2004. After talking to military pilots, I realized I needed a Bachelor's degree to fly for the Air Force, so I entered school in April 2005. I am currently a full-time student at ERAU and work full-time for the Private Jet Company in Seattle as a Customer Service Representative and getting as much flying as I can afford.



Trudy Briscoe: “You’re Never Too Old!”

BY BILL RUZGIS
Guest Author

Sixteen Years ago at the age of 55 years, Trudy Briscoe of Long Beach, California was enjoying a week of snow skiing in Aspen, Colorado. During this trip, the thought popped into her head that it might be fun to rent an ultralight aircraft to get a different view of the mountain.

Trudy often made statements to her husband Bill that in her next life she would like to be a bird so she could soar high above the ground. All of Trudy’s statements about renting an ultralight and soaring like a bird in the clouds finally alarmed Bill so much that he distracted her by offering Trudy three flying lessons in a real airplane with an instructor. Bill arranged for Trudy to receive the lessons at Eagle Aviation in Long Beach, California. Returning home after her third flying lesson, Trudy told Bill that her hands were still sweating after holding the yoke. At the same time, Trudy held up her new log book and in-

formed Bill that she was going to get her Private Pilot certificate. Trudy went on to not only receive her Private certificate but added to it her Instrument and Commercial rating. Trudy, who just celebrated her 71st birthday, said the scariest part of flying was getting her Instrument rating, to fly through the clouds.

Trudy’s husband has long since recovered from his initial shock of his wife becoming a pilot and going on solo cross-country flights.

What Trudy received from learning to fly was the confidence that you can do anything you really want to do. Trudy says, “Most of us think we’re too old, not smart or rich enough or whatever,” but those are all weak alibis.

Today, Trudy’s “island in the sky” is her Cessna 172 Skyhawk. She is also active in the Orange County Ninety-Nines and is an inspiration to anyone who would like to fly, regardless of their age.

What Trudy received from learning to fly was the confidence that you can do anything you really want to do.



Yvonne appeared on the BBCTV London "Ready Steady Cook" program last year with her daughter Katharine. She auctioned her apron signed by all the cooks and raised \$3,000 for Dreamflight.

Flying, Charity Work Fuel Yvonne Trueman's Life



Yvonne with one of the children at the Belize orphanage.

BY DANIELLE CLARNEAUX
99 News Associate Editor

All Ninety-Nines Section Governors face challenges and hard work during their tenure, but Arabian Section Governor Yvonne Truman has accepted a Herculean task in promoting aviation in the Middle East. Although the Arabian Section covers the immense area from Egypt down to Oman, including the small island of Bahrain in the Arabian Gulf where Yvonne lives, the membership is only a handful. Women there are just now starting to look towards flying with interest, and Yvonne sees this as a wonderful pioneering area for the future.

"Even though our Section is small, each Ninety-Nine supports our Section through keeping their membership, and for this I am so pleased. We have women pilots coming on stream through the Dubai American Academy, and sooner or later we will have a breakthrough with numbers in the region...it's only a matter of time."

Flying has always been a part of Yvonne's life. She was born in London and brought up in Hatfield, the British home of aviation. "All my family joined the De Havilland Aircraft Company," says Yvonne. She joined the firm when she was only 16 while continuing her education at Hatfield Technical College. "I began at the bottom and worked my way up to becoming personal assistant to John 'Cat Eyes' Cunningham, Chief Test Pilot at De Havilland."

In 1963, Yvonne left De Havilland to marry and set up a family aviation business. It was not long until she was raising two children and feeling the urge to fly. They had their own aircraft, and Yvonne earned her PPL and Night rating in three months.

She worked as an aircraft broker prior to moving with her husband in the late '70s to Bahrain, where she found herself living in an area of limited flying activity. Although flying out of Bahrain is still restricted due to the lack of available aircraft on the small island and increased security because of the war in Iraq, Yvonne continues to take off from other airfields and fly throughout the Gulf.

"My task now is to recruit as many women pilots into The Ninety-Nines as possible. I try to visit as many places in the Gulf as I can to see what is developing as far as aviation is concerned." The lower Gulf is far more aviation-savvy than Bahrain, says Yvonne, and one can parachute and micro pilot there, which is on her to-do list. In fact, the Section has just recruited an Arab woman with her microlight (ultralight) license, Shazia Anwar, into The Ninety-Nines.

It's an exciting time for the Section, says Yvonne. "Dr. Enas Al Alawi, my recruit in Saudi, is a female surgeon working in a man's world and will have her full PPL by July. She plans to buy an aircraft in Bahrain, so that will be our first private aircraft owned and flown by a Bahraini lady. That will be history in the making!"

One of Yvonne's more memorable flights in the Middle East occurred in 1991 when she was scheduled to fly her check rating in Dubai. It was on the eve of the ground invasion of the Gulf War. "No one knew when the ground invasion would start," says Yvonne. "We booked an aircraft, did

our flight plan and took off on February 24. Oblivious to this dramatic event, we were airborne and well into our itinerary by the time we realized what was happening.

"Flying high above the United Arab Emirates, we had a bird's eye view of all the activity moving out of Abu Dhabi, the field ambulance in Fujairah and the activity out of Dubai. It must have seemed very strange to the folks on the ground to view this tiny Piper Warrior aircraft flying amongst the military movement. This was really an unforgettable experience."

She also served as a co-pilot during the Iraq-Iran war ferrying passengers out of Baghdad to Kuwait. "That was a novel experience as in those days, to see a woman pilot was really quite unusual in the Arab world."

Yvonne takes off to the four corners of the world to gain additional flying time, visiting local Ninety-Nines as she goes. One of her memorable trips was to Moscow via Hong Kong, Beijing, Siberia and Mongolia, where she visited with Russian Ninety-Nine Galina Korchugenova, who had been a Yak test pilot and Russian aerobatic champ. Yvonne has flown in every continent in the world and has current British, American, New Zealand and Bahrain fixed wing licenses and a Seaplane rating that she earned in Florida.

Charity work is a vital part of Yvonne's family ethic, and she and her two brothers have run 50 marathons between them for charity. "All our family is in the aviation business one way or another," she says, "and my brother Derek Pereira started the Dreamflight Charity in 1986 that takes very sick children to Disneyworld." Over 5,000 children have visited the Magic Kingdom, and every year since 2001, two Bahraini children have participated in Dreamflight, flying to London and meeting up with another 200 children, doctors and nurses to go on a holiday to Orlando, Florida.

Actually, Yvonne's involvement in charity work started some 20 years ago when she began running to raise funds for the Muharraq Geriatric Hospital in Bahrain. She raised a substantial amount of money for the home in the many kilometers she covered running four London marathons, two New York marathons and a number of Bahrain local half marathons.

Tragedy entered Yvonne's life in 1994 when her only son, Captain Julian Pooley, a helicopter pilot with the British Army, was killed in Belize, Central America. Afterwards, Yvonne discovered he had been involved with supporting the Belize Child Care Home. She took on her son's work and has been supporting the home for 10 years.

"This was my therapy for a lost son," she explains. "And now I have some 50 abandoned children to care for."

Yvonne's good deeds have not gone unnoticed, and she was recognized last year by none other than the Queen of England. In the New Years Honours list of 2005, her majesty Queen Elizabeth awarded Yvonne the coveted Medal of the Member of the British Empire (MBE) for her charity work. The Queen presented Yvonne with the award during a ceremony at Buckingham Palace on June 7, 2005. "My son was my inspiration, so my award is in his honor," says Yvonne.

She is equally recognized for her role in aviation, recently becoming a Fellow of the Royal Aeronautical Society (RAS), which is a rare designation for a woman.

Yvonne also joined the Guild of Air Pilots and Air Navigators in 1972 as a Freeman, and in 1989 was made a Liveryman – quite a prestigious honor. "The Guild of Air Pilots and Air Navigators is an upmarket organization for commercial and airline pilots, and the minimum qualification is a PPL," explains Yvonne. "You then rise in levels, from Freeman to Upper Freeman and finally Liveryman, which is top of the elevation, and this is by election. There are not too many lady Liverymen, so it is a great honour for a private pilot." The Guild celebrated its 50th anniversary in May with a gala celebration attended by Yvonne — and members of the Royal Family.

When Yvonne is not flying throughout the Middle East or completing marathons, she runs a small clinic, teaching Reiki, reflexology and massage — and in keeping with her spirit of giving, all proceeds go to charity.



Yvonne with her son Captain Julian Pooley, who was killed in Belize in 1994. He was her inspiration for becoming involved with the Belize Child Care Home.

Her Majesty Queen Elizabeth honors Yvonne for her charity work. She was presented with the Medal of the Member of the British Empire last year.





Carol Andrews with her soaring instructor Fred Lasor.

Soaring Minden on Mother's Day

The theme of the Southwest Section Meeting was "Soaring Opportunities." On the last day of the conference, which included seminars on soaring, many of the attending Ninety-Nines (and some of their husbands) took advantage of the opportunity to experience why Minden is a world-class soaring site.

I can't think of a better way to spend Mother's Day, and my children understand.

BY CAROL ANDREWS
Sutter Buttes Chapter

A few years ago, I celebrated Mother's Day in a floatplane while at the Southwest Section Spring meeting in Columbia, California. This year, I took advantage of the opportunity to be at the controls of a Grob glider before flying home from Minden.

My instructor from Soar Minden was Fred, a quiet, calm man who immediately had my confidence. There was a brief preflight and familiarization with the primary instruments. He added a

10-pound weight to the nose of the glider to balance our weights, and I climbed into the front cockpit. He explained that the stick is like the throttle in a power plane: push forward and your speed increases, pull back, and you slow down, as well as climb or descend. The rudders are used to control yaw as you bank with the ailerons, and the turn coordinator was a six-inch piece of red yarn attached to the bottom center of the windscreen.

After Fred got in, we closed the glass canopies, and I looked straight ahead at the tow plane

lining up in front of us. It was a Piper Pawnee that I recognized as a crop duster, and to which we were connected by a 200-foot-long rope, which Fred assured me was *very* strong. Without hesitation, the tow plane accelerated, and we were gliding along on the ground as it gathered speed.

We were off the ground and flying in ground effect several seconds before the tow plane left the ground and began our gradual but steady climb to 10,000 feet msl. The Minden airport is at 4,700 feet, and we were hoping to catch some thermals to help get us to altitude.

The sensation was one of solitude; there was a hissing of air, like the vents wide open on an older car, but it was extremely steady and calm as we ascended. In fact, Fred was bemoaning the fact that it was *too* smooth — a sign that the ground hadn't heated up enough to cause rising thermals. The tow plane worked the higher mountains to the west and the ridge top heading out over Lake Tahoe, searching for lift. Finally Fred cut him loose with a POP! at exactly 10,000 feet. The tow plane dropped away and banked steeply back toward the airport, while we turned back in a more gradual turn.

After we were stabilized and headed east, we picked up a little lift, and Fred let me fly toward the opposite hills and attempt to keep that piece of red yarn flying straight up the windscreen. If we felt the beginning of a burble, I reduced air-speed while gaining precious feet in altitude. It took quite a bit of rudder to make coordinated turns, but manipulating the controls in flight wasn't that much different from flying a powered plane. The thing I was most impressed with

was the constant necessity of searching for thermals and then using them to stay up as long as desired. Because without lift, a glider is eventually going *down*.

Fred showed me how the different colors in the terrain of the valley could influence lift (or not). For some reason, the bright green circles of irrigated hay rarely produced lift, while the sun warming the whitish hills could usually be counted on for help. Starbuck's big white roof on their Minden plant was another place he said pilots circled over hoping for some lift. Fred kept a constant awareness of position, so he was well within gliding distance to enter downwind to RW 30 at 800 feet. He flew a comfortable pattern, making steeper turns than I was used to doing to base and final, but he said it was difficult to stall this trainer, and it was not uncomfortable. He touched down at his desired spot and did a high speed taxi to the glider ramp, parking it precisely where he had intended.

I have to admit I left my first flight in a glider reluctantly. I had a lot to think about and have a need to learn more. As I readied my Grumman Tiger for the flight home to Grass Valley over the Sierras, I thought about using the ridge to gain altitude before attempting to cross over Spooner Pass. It worked! And it was exhilarating to watch the altimeter winding up in a steady climb, helping the O-360, which was working hard to climb in density altitude. I was still glowing from the soaring experience as I followed Highway 80 and landed at Nevada County Airpark, a mere 65 miles away. I can't think of a better way to spend Mother's Day, and my children understand.

Fred showed me how the different colors in the terrain of the valley could influence lift (or not). For some reason, the bright green circles of irrigated hay rarely produced lift, while the sun warming the whitish hills could usually be counted on for help.



June Armanino with a sailplane at Minden.

Lots of Fun at Sun'n Fun

During Sun 'n Fun 2006, over 400 guests visited the popular Ninety-Nines building, which was enhanced this past year with new exterior paint and a fence.

BY BARBARA SIERCHIO
Florida Suncoast Chapter

We had another very successful year in The Ninety-Nines building at Sun 'n Fun April 4-10. Nancy Wright and Barbara Sierchio attended the Sun 'n Fun planning meetings and took supplies each visit. International President Elaine Morrow and her husband Glen arrived early to help.

The building received some enhancements during the past year. Sun 'n Fun maintenance painted it on the outside and erected a fence on the side. Jim Pappas, in addition to helping with maintenance all year, erected a gazebo with help from Danyielle and Rob Hall.

There were over 400 guests at the building, including Ninety-Nines from all over the U.S. and Canada. One young lady from Panama stopped by to inquire about the organization. Since our Spanish is limited and likewise her English, she took a brochure and information, along with the name of members in Mexico since they share a common language. We also had a Canadian pilot

Barbara Sierchio and Nancy Wright at the Ninety-Nines building.



who is moving to Panama, so perhaps in the future we'll have a Section in Panama.

Our President, Elaine, talked to many women, explaining all of the opportunities available to women pilots. Southeast Governor Marie Grein was also available to meet members. We signed up two Future Woman Pilots; six Ninety-Nines, including a Sport Pilot and a Balloonist. There was one Ninety-Nine reinstatement and one transfer from a Section to a Chapter.

The Ninety-Nine/WASP luncheon was held on Thursday with 43 people attending. We were honored by the presence of the following WASP: Caro Bosca, Nell Bright, Ruth Fleisher, Fran Sargent and Helen Snapp. Another WASP, Vi Cowden, arrived the next day. All of these women are Ninety-Nines, and we are proud to claim them. Their stories were interesting and entertaining. The WASP are furnished a tent and have a wonderful display with life-size cutouts of themselves. Sherry Ringler travels with this display and helps set it up. We all missed Ethel Finley, who passed away in February.

On Friday, over 50 children arrived from Pinellas County Schools, Skycrest and Kings' Highway. These students are in Marie Grein's My First Wings Program for fifth graders. Nancy Wright assists Marie with this program. After the tour, the students had lunch and snacks at The Ninety-Nines building and enjoyed a piñata that Nancy had filled with candy. On Saturday, the Florida Suncoast Chapter held their meeting in the building.

Volunteers who worked the entire week were Elaine and Glen Morrow, Nancy Wright and Jim Pappas, Elinor and Steve Kline and Barbara Sierchio. Others who helped were Marie Grein, Barbara Yeninas, Rita DeBeer, Mary Fletcher, Barbara Stetzko and Dima Haobsh.

The Volunteer Workers Parade was held on Sunday. Elaine Morrow and Nancy Wright provided the artistic touches on the golf cart with "Things that Fly" and Glen Morrow provided the heavy work.

In the past year, the building has hosted several events. It was decorated with lights for the annual Christmas event at Sun 'n Fun. The Florida Suncoast Chapter held a potluck there when they airmarked the taxiway and touched up the compass rose. And, on October 14 of this year, an event to benefit breast cancer will be held.

We are close to having the mortgage paid thanks to generous contributions and fund-raising.

Visit us next year at Sun 'n Fun, scheduled for April 17-23, 2007.



PILOT CAREERS: Passing the Controls

BY JENNY T. BEATTY
International Careers Committee Chairman

A team of Ninety-Nines members supports our organization and Pilot Careers projects. The benefit of being part of a team is that you're never alone, having to carry everything on your shoulders, because every team member puts her shoulder to the task. Whether it is large or small, or in this arena or that, her effort contributes to the whole and influences the outcome.

When my professional women pilot friends and protégées were furloughed from their jobs after 9-11, I began a small email group to network for jobs and resources, but a team launched the Pro 99s Network, starting with Past President Vicki Lynn Sherman and the 2002 International Board of Directors; our tirelessly dedicated Ninety-Nines webmaster Pamela O'Brien; and those who kept the nascent network going, including Chris Abbott, Thyra Blaom, Heather Brown, Betsy Jordan Donovan, Erin McCoy, Dot Norkus and Connie Troyer. Today the Pro 99s Network team of 500-plus women pilots works toward a common goal: advancement as professional pilots. They come together via email to listen, learn, and encourage each other while sharing their perspectives on all pilot careers topics.

For many years, Vicky Anderson and Susan Theurkauf showcased The Ninety-Nines at the Women in Aviation International Conference with our Exhibition Booth and Reception. In 2003, they graciously allowed me to use this venue for our professional pilot members to promote pilot careers to conference attendees. The Ninety-Nines leadership, Past President Jody McCarrell and the 2003-2004 International Board of Directors supported this outreach with a modest budget.

So The Ninety-Nines team at the WAI Conference begins with Vicky, Susan and Jennifer Miller, who have managed the booth, with Laura Conover, Betsy Jordan Donovan, Monica Nielsen, Torea Rodriguez and Aileen Watkins assisting them with volunteers. The Pilot Careers Forum has featured dozens of Ninety-Nines who have spoken about their careers as pilots, but Donna Miller, Pat Prentiss, Laura Smith, Aileen Watkins and Lucy Young stand out for going above and beyond to make it a successful event. And this year, President Elaine Morrow and the Board approved a more substantial budget to make future Pilot Career Forums even better.

At the 2003 Ninety-Nines International Conference, Laura Smith asked me, "Have you thought about a mentoring program?" I had, and the 99s Professional Pilot Leadership Initiative was launched six months later with Liz Clark, Tracy Leonard and Laura Smith on the coordination team. Since then, Ninety-Nines mentoring partners have flourished under the under the care of Jenny Harwood Higgs, Kristen Mansel, Donna Miller, PPLI Graduate Monica Nielsen, Carol Rayburn and Evelyne Tinkl, with Laura Smith at the helm.

To these Ninety-Nines and others too numerous to mention who have worked on behalf of Pilot Careers projects: It's been great being on the crew with you, and you have my profound admiration and gratitude. As I step down after more than four years as Chair of the Pilot Careers Committee, it is my pleasure to pass the controls to these emerging leaders, who will fly farther and higher. Happy flying!

PRO 99s PROFILE: Mary Build

BY BETSY JORDAN DONOVAN, International Careers Committee

A seaplane flight over Cape Cod in 1975 eventually led Mary Build to run a seaplane flight school in Naples, Maine. After her children grew up and her job became mundane, Mary took another scenic flight and knew she had to fly. "My intent was to become a private pilot. I had given up my goal with no further thought about it. I honestly thought I was too old. It was 1991 and I was 47." Once she got her Commercial Seaplane rating, the opportunity to run a seaplane operation arose, and Mary was in business. "It wasn't until I was flying my first charter that I realized I had accomplished my goal of becoming a commercial seaplane charter pilot! Other than giving birth to my two wonderful daughters, I had never experienced such joy...In the

winter we fly the Cubs off of our 1,100 foot strip on skis and fly all over Maine and New Hampshire. How can life be any better?" Mary holds an ASEL, ASES and MEI. She is also a DPE and a Safety Counselor.

A Ninety-Nines member for 12 years, Mary belongs to the Katahdin Wings Chapter where she served as Secretary, Vice-chair, Chair, Aerospace Educator, Ways and Means Chair and Co-chair of the International Convention held in Portland, Maine in 1997. She received the Award of Merit from the New England Section in 2005.



ANN WOOD-KELLY New England Chapter

On May 14, 2006, Ann Wood-Kelly, one of the truly “Grand Dames” of aviation, flew off to new horizons. Her infectious smile, cheerful spirit and contributions to the advancement of women in aviation will live on forever — especially in the hearts of those of us who had the privilege of knowing her.

Ann Wood-Kelly became one of 28 American women flyers to serve in the British Air Transport Auxiliary (ATA), which was formed by Jacqueline Cochran prior to her establishing the WASP.

This “Flying Legion of the Air” recruited flyers from Britain, the Commonwealth, the U.S. and a dozen other countries to ferry warplanes from factories to the air bases of the Royal Air Force and the Royal Navy’s Fleet Arm. This important contribution to the war effort freed up British pilots, allowing them to focus on combat duty. From 1942 to 1945, Ann ferried more than 900 planes of 75 different types, mostly the renowned Spitfires, to destinations in England and France.

In recognition of this war time service to the United Kingdom, Ann Wood-Kelly was awarded the King’s Medal by King George IV, which was presented to her in Washington, D.C. by the British Ambassador. In 1946 after the war, she served as the First Assistant to America’s first Civil Air Attache, based at the U.S. Embassy in London.

After the war, Ann returned to the Boston area and started her long, successful ca-

reer in the airline industry. She became Public Relations Director for Northeast Airlines and later became the first female Vice President for Pan American World Airways. Ann is recognized as a true pioneer and a mentor to women in aviation.

Ann’s career in aviation started with the encouragement of her mother to take up flying, as her brothers had, and she attended ground school through the federal government’s Civilian Pilot’s Training Program. Initially rejected at the all-male Bowdoin College flight training program, she was accepted when the 12-person program failed to locate a final male applicant. In short time she became a flight instructor herself at the Bowdoin Program.

Ann remained active in aviation throughout the years, speaking at numerous events and enthralling all with her aviation stories. She continued flying and had recently sold her beloved Piper Arrow.

In 1996 she was awarded the Aero Club of New England’s prestigious Godfrey L. Cabot Award for her “lifetime achievements and contributions to aviation.” Ann is one of six New England aviators, and the only female, featured in a documentary film “Beyond Kittyhawk,” which was aired on public television in 2003.

Among her many achievements, she was appointed by President Lyndon B. Johnson, and later by President Nixon, to the Women’s Advisory Committee on Aviation. It was on that committee that I came to know Ann as the proud, sophis-



Ann in her official ATA portrait, 1942.



Ann wearing the same uniform 50 years later in 1992.

ticated, competent lady that she was.

Ann has been a Ninety-Nine and member of the Eastern New England Chapter since 1984. Aviation has lost a courageous aviator, and many of us have lost a great friend. Her

accomplishments and contributions are numerous. I was privileged to know her over many years. Ann is remembered lovingly by her son, Christopher ‘Woody’ Kelly and her brother, Oliver Wood.

— Georgia Pappas

DELORIS E. DYVAD El Paso Chapter

Deloris E. Dyvad, 90, a longtime resident of Alamogordo, New Mexico, took her last solo flight on Friday, March 3, 2006 in Alamogordo.

Deloris was born August 25, 1915 in Watertown, South Dakota to Charles R. and Ella Louise (Hanan) Hess. Her life in Alamogordo began in the early 1950s when the town’s population was small in number but growing. She flourished in the Southwest. Having been raised in Minnesota, Alamogordo’s weather was a welcome change.

People were Deloris’ job. She specialized in being an aunt and great-aunt to her nieces and nephews, along with much watchful care over all of her loved ones.

Dee, as she was affectionately called, worked side-by-side with her husband Larry in developing land west of town, along Highway 70, into Midway Airport. It was here that many local adults learned to fly when they were young.

Deloris will also be remembered as a Mary Kay Consultant for over 30 years. She was a former member of the Business and Professional Women, the Pan American Roundtable, the Hospital Auxiliary, the Alamogordo Aviation Association and The Ninety-Nines. She was preceded in death by her husband, Lawrenz H. ‘Larry’ Dyvad, in 1973.

NEW HORIZONS

HAZEL CORRY **Dallas Chapter**

One of our Chapter Life members, Hazel Corry, went on to new horizons on April 10, 2006.

—*Jill Williams*

BETTY KRAMER **Greater Seattle Chapter**

I received a note today from Betty Kramer's family letting us know that she passed away on March 17, 2006, after fighting pulmonary fibrosis for over 20 years. We hadn't seen Betty much recently because of the distance involved in driving down from Skagit County, but she kept up her Ninety-Nines membership faithfully and dropped a few lines to the Chapter from time to time.

Betty is survived by her husband Anton and daughter Toni Simonson.

—*Marian Hartle*

RUTH NICHOLS **San Antonio**

It is with great sorrow that the San Antonio Chapter members bid farewell to Ruth Nichols, 85, a good friend and longtime member of the Chapter, who passed away on April 24, 2006 after an extensive illness.

Ruth joined the San Antonio Chapter in the late '60s and served as Chair from 1971-1973 and as Treasurer in 1982. She was dedicated to The Ninety-Nines and attended practically all the South Central Section meetings and International Conferences up until the last few years when her health became a problem. In the late '70s and early '80s, she and her husband, Leroy, attended many of the OX-5 events.

Ruth participated in airmarkings, poker runs, pancake breakfasts, EAA fly-ins, spot-landing contests, AOPA conventions and all Chapter activities. She was also a longtime member of the Trinity Baptist Church in San Antonio.

A memorial service was held on April 28. She leaves behind a legacy of fond memories for all who knew her. She will be missed!

—*Alice Foeh*

JOHN STUHLMACHER **49½ of Lorrie Stuhlmacher** **Indiana Dunes Chapter**

John Stuhlmacher, husband of Indiana Dunes FWP Lorrie, lost a brave battle with cancer on May 11, 2006 at age 60. They had been married 28 years and have two sons. John had patented 17 inventions and had many other talents. An Army veteran of the Vietnam conflict, John's fellow vets served as Honor Guard with a 21 gun salute at his funeral.

RATINGS AND WINGS

RATINGS

Lyndsay Asmussen – Multi-engine Instructor
Utah Chapter

Austin Madder Clark – Private
Santa Clara Valley Chapter

Dianne Hanigan – Commercial
Tucson Chapter

Jennifer Jacob – Private
Greater Detroit Area Chapter

Heather Kimberly Jordan – Private, Instrument,
Commercial, Multi-engine, CFI
Greater Detroit Area Chapter

Nalena Rieder – Instrument
Ventura County Chapter

Diana Towne – Commercial Multi-engine Instrument
San Diego Chapter

Rachel D. Thomas – Instrument, Commercial
Ambassador Chapter

Belinda Wildman – Private
Coyote Country Chapter

PROFESSIONAL

Kristina Glenn – B-737 type rating
Phoenix Chapter

Wendy O'Malley – Captain SA227, Metroline type rating
Bay Cities Chapter

Agata Pares – Captain, EMB145 type rating
Ambassador Chapter

Vicki Lynn Sherman – Master CFI
Florida Spaceport Chapter

WINGS

Linda Ann Jordan – Phase II
Greater Detroit Area Chapter

Evelyn Kropp – Phase XI
Connecticut Chapter

Marcelaine Lewis – Phase VII
Michigan Chapter

Marilyn Patierno – Phase XV
North Jersey Chapter

Patricia Smart – Phase XV
Greater Detroit Area Chapter

Rachel D. Thomas – Phase IV
Ambassador Chapter



Rose Dorcey with her 2006 Blue Light Award for excellence in reporting Wisconsin aviation news.

Rose Dorcey Recognized for Aviation Reporting

Rose Dorcey, Wisconsin Chapter, received the Wisconsin Airport Management Association's 2006 Blue Light Award for excellence in reporting Wisconsin aviation news and information.

Dorcey received the award at the annual Wisconsin Aviation Conference in Green Bay, Wisconsin. She is a correspondent for several aviation publications and owner of SkyWord Communications, LLC, providing writing, marketing and consulting services to aviation firms. She is also president of the Wisconsin Aviation Hall of Fame.

Ashley Evans Wins Design Award

How wonderful it is as a Ninety-Nine to watch the young members shine. I met Ashley Evans when I was on the selection committee for the 2004 Golden Empire Flying Association's scholarships. She was the recipient of the group's \$5,000 award to be used toward obtaining her Private certificate.

While a senior in high school, maintaining honor roll grades and applying to colleges, she did just that, with the support of her parents and working at a job part-time.

She became a member of the Sutter Buttes Chapter, where she has received the support and mentoring of all the proud surrogate mothers and grandmothers.

Ashley was accepted into the Aerospace Engineering Department at Cal Poly, San Luis Obispo, and on Orientation Day, discovered she was the only incoming freshman in the department holding a Private certificate. Now, a sophomore at Cal Poly, she recently competed with other sophomores from the Aerospace Engineering Department in a symposium competition where three student sophomore groups from the Design Class were chosen to submit their aircraft design project to a group of industry engineers and executives for critique.

Ashley's group won first in the competition, and the judges were impressed with the quality of work done by second-year students. Through this competition, she received two offers for future internships, but she's looking forward to returning in the fall for her junior year. The following year, as a senior, she will compete in Cal Poly's Symposium where the senior design students present their Senior Projects and AIAA Competition designs for critique before industry engineers.

This summer, Ashley will be doing research work funded by NASA Ames on the Cal Poly campus, San Luis Obispo.

—Carol Andrews

Jean Tinsley Honored in England

Jean Tinsley, Bay Cities Chapter and Whirly-Girl, sent Chapter members this bit of information:

"In May I go to London as the first American woman elected to the Livery of GAPAN (Guild of Air Pilots and Air Navigators). I was elected to the Guild more than 15 years ago and have been enjoying their functions when I go to England. For info on the Guild go to GAPAN.org to read an interesting background of the Guild in England. Jolly good. Blue skies all."

Jean was robed on May 17 and promises to have some photos to share.

—Joyce Wells



Jean Tinsley was robed on May 17, the first American woman elected to the Livery of the Guild of Air Pilots and Air Navigators.

PPLI Graduate Creates Library Display

Jennifer Shaw is a Ninety-Nine in the San Diego Chapter who has been participating in the PPLI and graduated at the end of this session in June. A component of the PPLI is undertaking Leadership Activities of your own choosing, and Jennifer was inspired to ask her local library to have a display about The Ninety-Nines, with happy results. Jennifer explains:

"I worked closely with a curator at the Aerospace museum to gather artifacts; I coordinated with the librarian about scheduling and options and gathered artifacts from our famous member/air racer Fran Bera. I also conducted research about the women featured in the display and books the library has to offer about these amazing people. I was the person who did the actual setting up of the display.

"This project will benefit many people on various levels. The Ninety-Nines will receive publicity about our organization, what we stand for and what we offer to communities all over the world. The San Diego Aerospace Museum is building a new Women of Flight display and this will generate support for that. The library will have new-found interest in books that have not been checked out for years (literally!). Local people in my community will be inspired and educated (hopefully) to learn more about the accomplishments of these women and may be inspired to learn how to fly. I am very proud of this display, and it has helped to increase my confidence as a leader in my Chapter and my community."

—Jenny T. Beatty



Janet Patton, right, and her sister Ninety-Nine Aileen Watkins tour IAH airport together.

Ninety-Nines Fellowship

In May, I had a long layover in Houston and called my Ninety-Nine sister and friend Aileen Watkins, Houston Chapter member. We spent part of our time reminiscing and the other part on an airport tour of the George Bush International/Houston Airport (IAH), thanks to Aileen's husband Bob. The only problem with this cool picture is that it's not an American Airlines jet (since that is who I work for) in the background!

—Janet Patton, Ambassador Chapter



Wally Funk reunites with the Cessna 120 in which she took her 1957 solo flight.

Wally Funk Honored, Reunited with Cessna She Soloed in Almost 50 Years Ago

Wally Funk has been very busy this year. She was a presenter at the Women in Aviation Conference and was a hostess at a luncheon for Shuttle Commander Eileen Collins in Nashville.

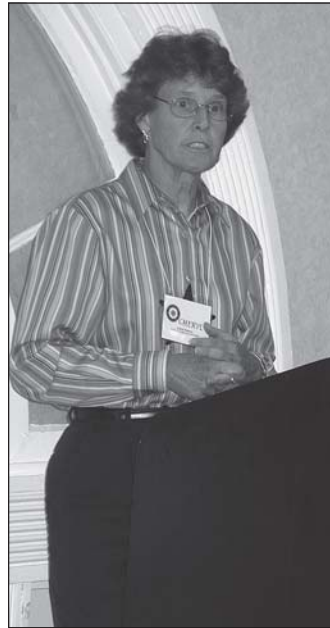
Wally also had previously received an email from Jennifer Jacob, a Greater Detroit Area Chapter member, about Jennifer's Cessna 120. While researching the history of 29V, Jennifer noticed that Wally had soloed in it at Stephens College in Columbia, Missouri in December 1957 and went on to use the aircraft to obtain her Private Pilot certificate. Wally graduated from Stephens in 1958.

Jennifer and her husband had restored 29V and flew it to Nashville to show Wally. This was ironic, in that Wally was this year's Commencement Speaker at Stephens College, where she was presented with the first ever Doctor of Science Honors. She also received the President, Trustees and Faculty of Stephens College Award.

Wally also recently judged at the NIFA competition where she awarded the Wally Funk Safety Competition Award to this year's winner, Southeast Oklahoma State University.



Around the world solo-flyer and Ninety-Nine Carol Ann Garratt.



Ninety-Nine Cheryl Stearns, member of the Army's Golden Knights Parachute Team.

KITTY HAWK CHAPTER

April Wings Weekend

The annual April Wings Weekend in Greensboro, North Carolina drew over 200 pilots from all over the Carolinas. They came to hone flying skills with volunteer flight instructors and attend state of the art seminars on all things flying. Flight Instructor MayCay Beeler took to the skies for the 15th straight year as a volunteer CFI in this event, while Margaret Riddle kept her feet on the ground presenting a pilot seminar on the latest instrument approach procedures. The Saturday night banquet brought well deserved awards to flyers, including Margaret, who was named FAA Aviation Safety Counselor of the Year for the Greensboro FSDO, and to Krystle Tew and Cheryl Dyson as Ninety-Nines scholarship winners to further their aviation goals.

That evening, banquet speaker Carol Ann Garratt shared the story of her 2003 around-the-world solo flight in her Mooney. Imagine flying 36,667 miles over the course of seven months and logging 360 hours. Many of Carol Ann's legs included long hours such as a 15-hour nonstop jaunt across the Pacific. Carol Ann's flight was a tribute to her mother, Marie Garratt, who passed away from Lou Gehrig's disease, and an effort to raise awareness and funds to find a cure for the disease.

The following weekend the Kitty Hawk Chapter hosted the Southeast Section meeting in Fayetteville, North Carolina. Cheryl Stearns took to the podium to reveal a life journey of overcoming obstacles and "you can't do that" attitudes.

Her impressive list of accomplishments includes that of airline captain with 16,000 flight hours, the most successful competitive skydiver in the world, the current and 22-time U.S.

Women's Parachute Champion and the first female member of the Army's elite Golden Knights Parachute Team — a position she earned despite high odds. Cheryl overcame huge roadblocks including poor eyesight and lack of test-taking skills to get into the Army to make her Golden Knights dream come true. Today, she has her sights set on suborbital space travel. Cheryl is developing a space escape system in a program called StratoQuest.

Kitty Hawk Contraption Captures Imagination

RJ Gritter, the 14 year-old son of Kitty Hawk Ninety-Nine Aerospace Ed Chair MayCay Beeler, was funded by the Kitty Hawk Chapter to design and build a simulator-type flying contraption as a fun educational hands-on tool for aerospace education events. RJ and his contraption made their debut appearance at a Johnson County, North Carolina (JNX) airport Aviation Badge Girl Scout event.

The contraption was inspired by and somewhat modeled after the one Amelia herself had once used to promote flying. Basically, it's a simulator in a big box on wheels with a model airplane, control yoke, rudder pedals, control surfaces, servos and electrical wiring. RJ designed it without blueprints (basically out of his head).

RJ helped Girl Scouts fly the contraption that demonstrates how an airplane's control surfaces work. This was part of an event sponsored by the Kitty Hawk Chapter where area Girl Scouts had the opportunity to visit half a dozen aviation-oriented stations manned by Ninety-Nines. They were set up in a hangar featuring everything flying including presentations by an airline pilot, aircraft owner and a record-breaking fly girl.

—MayCay Beeler



RJ Gritter supervises a Girl Scout flying his homemade simulator that demonstrates how airplane control surfaces work. Ninety-Nine Tonya Hampton-Koon observes.

FORT WORTH CHAPTER

The Fort Worth Chapter members have been very active this year. Our January meeting kicked off 2006 at Wally Funk's home with a screening of *Wings of Their Own* featuring several of our members. In February, our visiting Ninety-Nine from the Netherlands, Ina Derksen, received the Check Ride Scholarship from our Chapter.

At the end of March, we began repainting the compass rose at Gainesville Municipal Airport, which took three weekends. We have received many compliments on the rose from area pilots.

Our annual pancake breakfast was held at the Denton Air Fair. A highlight this year was the addition of the Extreme Air Show Challenge, a competition pitting eight pilots against each other over the course of 12 air shows. Aerospace Education Advisor Karen Slater presented the NASA program to 125 fourth graders at Bebensee Elementary School in Arlington. She had FAA-donated balsa gliders for demonstrating the four forces of flight and discussed Bernoulli's Principle.

On Memorial Day, we held a farewell party for Ina Derksen, as her work contract here was finished and she was returning to the Netherlands in June.



Fort Worth Chapter members at the farewell party for Ina Derksen, a 99 from the Netherlands who was in Ft. Worth on a one year contract at Lockheed-Martin as an engineer. From left, Nan France, Melanie Frey-Eppard, Ina, Karen Milchanowski, Debbie Gorron dona, Charli Lamb, Angela Casteel, Marilyn Nottorf and daughter/future woman pilot Wendy, and Ellie Block.



Santa Rosa and Bay City airmarkers complete their project at Agwin-Parrett Field.

BAY CITIES CHAPTER

On May 7, Santa Rosa and Bay Cities Chapters airmarked Angwin-Parrett Field in the California wine country.

Seven members of Santa Rosa Chapter, headed by Betsy Taggart, and two members of Bay Cities Chapter, Joyce Wells and Kath Holcombe, all pitched in with help from four 49½s. The day was perfect for airmarking on the 1,400-foot displaced threshold. Santa Rosa plans to also paint a compass rose at the field in the future.

In April 2005, the two Chapters re-airmarked another wine country airport, Sonoma Sky Park. The first airmark had been done by Bay Cities in 1998 before it was re-surfaced. Bay Cities has also airmarked Oakdale ('96), Mariposa-Yosemite ('99), and Pine Mountain Lake ('02) airports.

—Kath Holcombe

99s Place Tops in Air Race Classic!

The top 10 finishers in the Air Race Classic that was run June 20-23 from Mesa, Arizona to Menominee, Michigan, included Ninety-Nines in eight of the teams. The top finishers were: 1st: Gretchen Jahn & Carol Foy; 2nd: Denise Waters & Ruth Maestre; 3rd: Katherine Conrad & Katie Sparrow; 4th: Courtney Hedlund & Leslie Treppa; 5th: Mary Build & Jenny Jorgensen; 6th: June McCormack & Toookie Hensley; 7th: Jan Seiwert Bell & Lara Zook Gaerte; 8th: Trish Minard & Karen Monteith; 9th: Dottie Anderson & Jean Sloan; 10th: Elaine Roehrig & Marolyn Wilson. Congratulations to all!

Air Race Classic winners Gretchen Jahn and Carol Foy.



CHICAGO AREA CHAPTER

The Chicago Area Chapter's Second Annual Girl Scout Aerospace Badge Day was a huge success. Nearly 250 enthusiastic Girl Scouts, plus 80 Troop Leaders and parents from the city and suburbs, gathered at the Illinois Aviation Academy at DuPage Airport to attend the event.

Thanks for the success of this activity goes to many volunteers, but it never would have happened at all without the dedication of Co-chairs Kristy Brooke and Elizabeth Hitchcock, who took on the project for the second year in a row. They were incredibly organized, did all the advance work, made all the right contacts, created the promotional materials, guided Chapter members to put together all the registration packets, and so much more.

Seven stations were set up in the Academy hangar with presenters covering various topics: How to Talk to ATC: Cher Gupta, Donna Klein; Dining in Space: Diane Cozzi, Karen Ballard; Aviation Careers: Carol Skiber (our airline Captain), Ellen O'Hara; Glider Competition: Leslie and Grant Prellwitz; Maps and Charts: Vickie Szewczyk, Rita Adams; Real Airplane Display/How Planes Fly: Cynthia Madsen, Madeleine Monaco; Amelia Earhart Portrayal: Vicky Dumez.

A special thanks and kudos to Bob Werderich, president of the Illinois Aviation Academy, and his staff. He put all his resources at our disposal and was an enthusiastic supporter of our efforts. In appreciation, the Chicago Area chapter presented a plaque to IAA representative Jeff Blackman, who accepted on Bob's behalf.

The event garnered terrific news coverage for The Ninety-



Leslie Prellwitz talks with Girl Scouts about gliders at the Chicago Area Chapter's Second Annual Girl Scout Aerospace Badge Day.

Nines in a major Chicago newspaper as well as local papers, including large photos and interviews of Chapter members and several of the Girl Scouts. The Chapter is encouraged by the success of this event and is looking forward to continuing this aerospace education activity on an annual basis.

—Diane M. Cozzi



Working to make the flying seminar a success are Orange County members, back row from left, Chris Stulik, Brenda Jackson, Gretchen Lindelof, Sandra Park, Barbara Ward and Vicky Anderson; front row, Linda Eldridge, Cynthia Shofer, Patty Murray and Diane Myers.

ORANGE COUNTY CHAPTER

Eleven of our members participated in Orange County Chapter's annual Flying Companion Seminar on May 20. The well-attended event was held in the Aviation Technology Building at Orange Coast College in Costa Mesa, California and was co-chaired by Linda Eldridge and Pat Prentiss.

Members sharing their expertise in aviation were Sandra Park, Weather; Vicky Anderson, How The Airplane Flies; Brenda Jackson, Basic Instruments; Patty Murray, Radio Procedures; Cynthia Shofer, What'll I Do If?; Kelley Gorman, Introduction To The Sectional; and Diane Myers, Plotting The Course.

Chris Stulik, Barbara Ward and Pam Hengsteler were on the sidelines answering questions and helping the attendees understand the charts. A luncheon prepared by Cynthia Shofer was also included in the day's activities.

—Mary Van Velzer

EMBRY-RIDDLE DAYTONA CHAPTER AND FLORIDA SPACEPORT CHAPTER

On April 22, members of the Embry-Riddle Daytona Chapter and the Florida Spaceport Chapter joined together to paint a compass rose at New Smyrna Beach Airport, Florida. This is the third rose that the two Chapters have painted together in the past year.

However, this one was different. Instead of our usual 50-foot diameter compass rose, this one was 100 feet in diameter. That meant that all dimensions had to be doubled and the amount of paint (and work) was multiplied by four.

We started the layout at 9 a.m. and finished the painting at 5 p.m. In addition, two of the members painted over an old compass rose at a different location on the airport. Why such a big rose? Because that's what our customer needed.

The Airport Director, Rhonda Walker, was so impressed that she now is talking about having us come back and paint the airport name on a taxiway. That will have to wait until next fall when our Florida temperatures cool down below 90 degrees.

The painters were Erin Rowett, Kasi Bartsch, Tanisha Lawrence, Meaghan Greany, Alexandra Brender, Adrienne Johnson, Letty Kolb, April Larsen, Carlye Moore and Andrea Brogdon from Embry-Riddle Chapter; Laura Sherwood, Gerri



Compass rose painters, back row: Carlye Moore, Letty Kolb, Tanisha Lawrence, Meaghan Grenny, Andrea Brogdon, April Larson. Front row: Alexandra Brender, Kasi Bartsch, Erin Rowett.

Schultz, Dolores Vitullo, Bobbi Lasher, Marlene Smith and Sindy Fitzpatrick from Spaceport Chapter; Pat Ohlsson from the Long Island Chapter; and Jennifer Muellner, a pilot with Continental Airlines.



MONTEREY BAY CHAPTER

Outgoing Southwest Section Governor Donna Crane-Bailey, above, was surprised and honored with a quilt comprised of handmade squares contributed by and representing individual Chapters in the Southwest Section. The surprise project was coordinated by Laura Barnett of the Monterey Bay Chapter.

OKLAHOMA CHAPTER

On May 1 and 2, Lt. Governor Mary Fallin sponsored the second annual Aerospace Conference at the Cox Center in Oklahoma City. Exhibitors representing all phases of aviation in Oklahoma and some with national affiliations presented their services to the 1,000 attendees. The Oklahoma Chapter's booth stressed

this year's Okie Derby and the 2007 Air Race Classic Start as well as publicizing the International Ninety-Nines. Margie Richison manned a separate booth promoting the 99s Museum of Women Pilots. The Museum has a fantastic three panel display and a interactive TV presentation. We were pleased with the response.

—Carol Sokatch



Ann Pogson, Phylis Hensley, Charlene Davis and Wyvema Startz host the Oklahoma Chapter's booth at Lt. Gov. Mary Fallin's Aerospace Exposition and Summit.

INDIANA DUNES CHAPTER

First graders at Bailly Elementary School in Chesterton, Indiana recently enjoyed an Air Bear presentation led by Indiana Dunes members Diana Austin, Janice Welsh and Jan Topp. As a follow-up to the role-playing session, the 100 children toured both the terminal and the Aviation Museum of WWII planes at the Porter County Airport in Valparaiso. Diana has presented the Air Bear sessions with a number of other schools, as well as working with Scouts at the Challenger Learning Center in Hammond, Indiana.

— Joy Valek

Diane Austin leads one of the Air Bear sessions at Bailly Elementary School.



REDWOOD COAST FLYERS

Rose Hanan, above, presents a \$1,000 Kay Gott Chaffey scholarship to both Elizabeth Duncan and Stormy Burnes. These are our two newest FWPs. This scholarship was presented at our April 30 breakfast meeting held at Murray Field in Eureka, California.

—Rita Limmer

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SAN FERNANDO VALLEY CHAPTER

The highlight of April was the arrival of EAA's magnificent B-17G Flying Fortress to Van Nuys Airport for a day of flying and memories.

Member Anne Marie Radel organized our booth in conjunction with the Young Eagles Program. Our members gave rides to about 150 youngsters. Bob Hoover was graciously signing autographs and having his photo taken with anyone who wanted to stand beside this aviation legend.

In May, we won the first place trophy for Aerospace Education at the spring Southwest Section Meeting in Minden, Nevada.

June always means airshows at Van Nuys Airport; this year the show had the intriguing title, "Van Nuys Rockin' AirFest 2006" showcasing the City of Los Angeles' first-ever flyover by the U.S. Air Force F-22 Raptor, the world's only fifth-generation fighter jet.

—Jaye Howes



EAA's historic B-17G Flying Fortress at Van Nuys Airport.

THE NINETY-NINES WELCOMES THESE **83** NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

ACADEMIC: BOCKUS, Lydia Beth, Intercollegiate Internet Chapter, North Central Section • GERHOLD, Laura Ann, Section Member, North Central Section • KASKEL, Danielle Alona, Section Member, Northwest Section • MANETTA, Lindsay Clare, Section Member, South Central Section • MARDIAN, Fallon A., Palomar Chapter, Southwest Section • PRIVETT, Jessica Renee, San Gabriel Valley Chapter, Southwest Section • THORPE, Erin Michelle, San Fernando Valley Chapter, Southwest Section • VIOLETTE, Alligan Noel, Sutter Buttes Chapter, Southwest Section • **FUTURE WOMAN PILOT:** ABITTAN, Joan Mary, Reno High Sierra Chapter, Southwest Section • AUDRA, Kathy, Washington DC Chapter, Mid-Atlantic Section • BACCHUS, Rehana S., Sugarloaf Chapter, Mid-Atlantic Section • CLAPPER, Tammy Marie, Eastern Pennsylvania Chapter, Mid-Atlantic Section • CROTHERS, Karen R., Chicago Area Chapter, North Central Section • CURRY, Amanda Brooke, Houston Chapter, South Central Section • DATTILO, Jessica Louise, Kentucky Bluegrass Chapter, North Central Section • DAVISON, Michelle H., San Gabriel Valley Chapter, Southwest Section • DAVIS, Joanne, San Fernando Valley Chapter, Southwest Section • FAULKNER, Carla J., Kitty Hawk Chapter, Southeast Section • FETYKO, Stephanie Kay, Kitty Hawk Chapter, Southeast Section • FORD, Heather Lesley, Section Member, Australian Section • FRANKLIN, Brooke Marie, Garden State Chapter, New York-New Jersey Section • GREENE, Shannon Janine, Kitty Hawk Chapter, Southeast Section • GUTIERREZ SMITH, Marcia, Western Washington Chapter, Northwest Section • HILD, Adelina V., Greater New York Chapter, New York-New Jersey Section • JOST, Kelly Jo, Michigan Chapter, North Central Section • LI, Vanessa, Aloha Chapter, Southwest Section • MARTIN, Judith B., Dallas Chapter, South Central Section • MCVICKER, Catherine M., Penn-Jersey, New York-New Jersey Section • MICHELLE, Kelly, Mount Diablo Chapter, Southwest Section • MORRIS, Joanna Lorene, Houston Chapter, South Central Section • NGUYEN, Amara Kay M., Aloha Chapter, Southwest Section • NOEL, Alexis Christine, Kitty Hawk Chapter, Southeast Section • OVCHAROVA, Tatyana G., Section Member, British Section • PIGEON, Jackie Kim, Greater New York Chapter, New York-New Jersey Section • POLLITT, Juli A., Chicago Area Chapter, North Central Section • RIECAN, Courtney E., Greater Seattle Chapter, Northwest Section • RODRIGUEZ, Yandra I., Member at Large • SCHELHORN, Rachel Margaret, Connecticut Chapter, New England Section • STEPHENS, Connie R., Kentucky Bluegrass Chapter, North Central Section • STONE, Shanna Denise, Houston Chapter, South Central Section • WRY, Carolyn A., Florida Spaceport Chapter, Southeast Section • **NINETY-NINE:** ALDRICH, Rene Karine, Indiana Chapter, North Central Section • BAKER-MUENCH, Bonnie Jean, Coachella Valley Chapter, Southwest Section • BANKS, Paulette S., Kitty Hawk Chapter, Southeast Section • BUBB, Teresa L., Columbia Cascade Chapter, Northwest Section • COOLEY, Dorothea L., Section Member, Southwest Section • CRIDER, Mae E., Section Member, North Central Section • DURBIN, Frances Margaret, All-Ohio Chapter, North Central Section • FELDSTEIN, Lynda Sue, North Jersey Chapter, New York-New Jersey Section • LUMAN, Roberta Ann, New York Capital District, New York-New Jersey Section • FRAPE, Amanda C., First Canadian Chapter, East Canada Section • GARVEY, Jane Ray, Kitty Hawk Chapter, Southeast Section • GILDAY, Kerri Lynn, Section Member, New York-New Jersey Section • HERZING, Kimberly Jo, Kitty Hawk Chapter, Southeast Section • HESSELLUND, Judith Ann, Monterey Bay Chapter, Southwest Section • HILLMAN, Susan Ann, Chicago Area Chapter, North Central Section • JACKSON, Michelle M., Mississippi Chapter, Southeast Section • JOHNSON, Kristina Hope, Section Member, New England Section • KNOWLTON WINDER, Katherine, Section Member, Mid-Atlantic Section • LAWRENCE, Marguerite M., Kansas Chapter, South Central Section • LAWSON, Bonnie Kristine, Houston Chapter, South Central Section • MACKEAN, Ashley Bree, Santa Rosa Chapter, Southwest Section • MAINES, Marilyn Gail, Yavapai Chapter, Southwest Section • MARTIN, Natacha A., Austin Chapter, South Central Section • MARTYN, Gina Marie, Monterey Bay Chapter, Southwest Section • MCCURDY, Debra Ann, Eastern New England Chapter, New England Section • MCKINLEY DUNNING, Christine, Alaska Chapter, Northwest Section • MELVILLE, Wilma, Ventura County Chapter, Southwest Section • MILLIS, Julia Ann, Sedona Red Rockettes Chapter, Southwest Section • NEHRING, Emily Jean, Rio Grande Norte Chapter, South Central Section • NOTTORF, Marilyn Parker, Fort Worth Chapter, South Central Section • OGONOWSKI, Kristine S., Mat-Su Valley Chapter, Northwest Section • PETRINA, Michelle Marie, Montana Chapter, Northwest Section • RACHMIAN, Batel, Sugarloaf Chapter, Mid-Atlantic Section • RIDER, Kristina Diann, Alaska Chapter, Northwest Section • ROSE, Petra Mae, Idaho Chapter, Northwest Section • SCHULTZ, Geraldine L., Florida Spaceport Chapter, Southeast Section • SHERIDAN, Linda Y., New York Capital District, New York-New Jersey Section • SHRESTHA, Sabina, Section Member, Nepal Section • SLADEK, Constance M., Montana Chapter, Northwest Section • STEARNS, Cheryl Ann, Kitty Hawk Chapter, Southeast Section • TRAUTH, Katherine Ann, New Orleans Chapter, Southeast Section • VAN REETH, Joan D., Chicago Area Chapter, North Central Section.



2006 Scholarship Winners

