

99 News

The Official Magazine of the International Organization of Women Pilots

September/October 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

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

On the Cover

Background photo: Members attending the 2006 International Conference in Washington D.C. were treated to a dazzling fireworks display viewed from the National Mall. Photo top left: Senator John Glenn, International President Pat Prentiss and Annie Glenn. Top right, Little Stinker, the Pitts Special experimental bi-plane flown by Betty Skelton Frankman on display at the Smithsonian's Udvar Hazy Center; Bottom left, Ninety-Nines wait for the fireworks to begin. Bottom right, Gretchen Jahn and Cathy Wappler.

Fireworks photo by Lillian Holt.

PERPETUAL CALENDAR

2006

SEPTEMBER

22-24 South Central Section Meeting, Odessa, TX, hosted by the Purple Sage Chapter. Contact erasew@cablone.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.

14 Ohio Chapter Fly for Breast Cancer Cure Chili Event. Contact Donna Moore, 330-832-8593 or flyaxa@aol.com.

17-19 NBAA (National Business Aircraft Association), Orlando, Florida. An opportunity to network with corporate pilots. Contact www.nbaa.org.

19 Embry-Riddle Industry/Career Expo, 3700 Willow Creek Road, Prescott, Arizona.

24 Patty Robertson Aerobatic Symposium, University of Texas Medical Branch, Galveston, Texas. Call (409) 747-6131 or email dmelliso@utmb.edu.

25-26 Embry-Riddle Industry/Career Expo, ICI Center, 600 S. Clyde Morris, Daytona Beach, Florida.

26-29 International Board Meeting, Hilton Garden Inn, Oklahoma City, OK.

NOVEMBER

2 Anniversary of the founding of The Ninety-Nines in 1929.

6 National Aeronautic Association Fall Awards Banquet, Arlington, Virginia. Ninety-Nines Fran Bera and Barbara Erickson London will receive Elder Statesman of Aviation awards.

5 Women Take Flight, New England Air Museum, Bradley International Airport, Windsor Locks, CT. New England Section 99s are involved with this annual event. Visit www.neam.org for more information.

9-11 AOPA Expo, Palm Springs, CA. Register soon for the AOPA/Ninety-Nines breakfast Nov. 11 featuring guest speaker Cholene Espinoza. For breakfast reservations, contact Rose Hollstrom, (760) 409-7392, vmprflying@gmail.com. For addi-

tional AOPA Expo information, visit www.aopa.org.

DECEMBER

3 Santa and Mrs. Claus Fly-In, MAPS Air Museum at the Akron/Canton Airport (CAK) Canton, Ohio. Sponsored by Women With Wings. Patricia Austin, 440-779-4163 or FlyerDreams@aol.com.

2007

FEBRUARY

15-17 International Women in Aviation Conference in Orlando, FL. For information, visit www.wai.org.

MAY

18-20 Southwest Section Meeting, Santa Maria, CA. For information, contact Diane Pirman, dpirman@verizon.net.

JUNE

15-17 International Forest of Friendship celebration, "Flying, Forests and the Future." A goal is to attract as many young people as possible and to induct a number of honorees who are under 35.

18-22 Women Soaring Pilot Association (WSPA) seminar at Hollister, CA. For information, contact higgiruthh@hotmail.com.

AUGUST

23-26 Northwest Section Meeting, Gillette, WY.

SEPTEMBER

12-16 99s International Conference, Boulder/Denver CO at the Omni Interlocken Resort, www.omnihotels.com.



Bylaws and/or Standing Rules

amendments may be made by this Committee, a Chapter, a Section, the Council of Governors or the International Board of Directors to be presented to the membership of the 2007 annual meeting in Boulder, Colorado.

Postmark all proposed amendments by December 31, 2006 to: Sally Biggin, Intl. Bylaws/Standing Rules Chair, PO Box 1127, Hoopa, CA 95546. Contact Sally at (530) 625-4736, sbiggin@thegrid.net.

99 News

The Official Magazine of The International Organization of Women Pilots

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Patricia Theberge



Elaine Morrow

THE NINETY-NINES MISSION STATEMENT

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

EDITORIAL AND PHOTO GUIDELINES

Articles

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

Photos

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

STATEMENT OF EDITORIAL POLICY

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

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

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Thank you to the Mid-Atlantic Section for hosting an extremely successful Conference, and to Linda Cain and her committee for making our trip to Washington D.C. a memorable one. Anyone who has ever had the task of organizing a Section meeting or Conference can truly appreciate the time and effort that goes into planning one of these events. The rewards of doing so, of course, are the many friendships that develop along the way and the accomplishment felt at its conclusion.

I would like to introduce two of your new International Committees and their Chairs. In the coming issues, I will continue to introduce others who have stepped forward to volunteer. Please help me welcome Sharon Blodinger, Virginia Chapter, and Anne Marie Radel, San Fernando Valley Chapter, as your new Membership Committee Chairs. Sharon has served in many leadership roles and has most recently ended her term as Governor for the Mid-Atlantic Section. Anne Marie Radel started with The 99s as a Future Women Pilot and is currently serving as Treasurer for her Chapter. Sharon and Anne-Marie are developing new incentive programs to help promote, recruit and retain members.

Joining them in this endeavor are Stephanie Hahn, Greater Kansas City Chapter, Bobbi Roe, Greater Seattle Chapter, and Marikay Lindstrom, Orange County Chapter. All of them are committed to making sure your membership needs are met. Should you have any questions or concerns, please feel free to get in touch with them.

After six years as Bylaws/Standing Rules Chair, Jerry Anne Jurenka has retired. *"It has been a good learning experience and has given me the opportunity to get to know more of our members. To all of you, I want to say "thank you" for making my job more enjoyable. There have been differences of opinions on some issues, but as a group, we have worked together to find a solution that was most beneficial to all. We did this with a great sense of respect in the debates, and that reflects most positively on our organization,"* says Jerry Anne.

Replacing Jerry Anne is Sally Biggin, Redwood Coast Flyers Chapter. Sally brings to this position extensive experience in the field of Bylaws and Standing Rules and understands the complexity of Robert's Rules of Order. Any future proposed amendments should be sent to Sally Biggin.

Just as our aviation world changes daily with advances in technology, training and equipment, The Ninety-Nines also continually updates and

President's Message

BY PAT PRENTISS, International President

adds enhanced membership benefits to keep pace. Our website, www.ninety-nines.org, is filled with useful information, including a Members Only section that enables you to access the most current member information through the Online Directory. The Ninety-Nines also sponsors three eNetworks that allow you to interact electronically with other members. I encourage all members to sign up for these valuable resources, as each one is a wealth of information. For more information and to sign up, please go to www.ninety-nines.org/emailnetworks.html.

In closing, I quote Angela Masson, attendee at the International Conference and first female 747 Captain, *"The Ninety-Nines nurtured my early attempts at flying. My first air-race I won the Tail-End Charlie award—my first trophy! Now I have lots of world speed records, but how could I forget my roots?"*

Our Charter members created one of the earliest aviation organizations. In doing so, they laid the foundation to support and encourage one another; to forge a path through obstacles, to preserve the rich heritage of women pilots and to come together for fun and to celebrate amazing achievements. Today, we are the ones who maintain those goals and who live the legacy of The Ninety-Nines.

Wishing you clear skies, strong tailwinds and a great adventure.



Pat Prentiss.

The Ninety-Nines Officers were recognized at the International Conference: sitting, Susan Larson, Pat Prentiss. Back row: Frances Luckhart, Lisa Cotham, Joan Kerwin, Elaine Morrow, Pat Theberge, Virginia Harmer, Kristine Irvin-Herron.



PILOT CAREERS: Sharing Success and Fellowship

BY LAURA SMITH
Bay Cities Chapter

We now have Ninety-Nines members with professional flying experience in everything from balloons and blimps to the Space Shuttle. When The 99s was founded, the Charter members envisioned the purpose of “good fellowship, jobs and a central office and files on women in aviation.”

Even back in 1929, many 99s were hungry for professional flying jobs. How pleased they would be to see the plethora of opportunities now available!

Many of us attended the 2006 International Conference, and it was a perfect way to share the “good fellowship.” The Pilot Careers Committee presented a seminar, “Professional Pilot Panel.” This format can easily be suited to Section meetings or other 99s events, and it provides the opportunity both to showcase members and also be a resource for attendees to hear the real deal about diverse pilot careers. Our panelists:

Traci Leider, FlexJet Lear 60 First Officer. FlexJet is a fractional ownership company, and Traci is based in Ontario, California. Traci had this to say, “The company is growing like gangbusters and morale among employees is upbeat. I look forward to a quick upgrade. This job has been my pot-of-gold at the end of the rainbow.” Traci advanced through four flying jobs, living in three different states in the course of 22 months, to reach her pot-of-gold position. Traci is the new 99s Pilot Careers Committee Vice Chair.

Aileen Watkins, Atlas Air B-747-400 First Officer. Aileen described some of the rewards of cargo operations. “Flying the B-747 around the world, travel, international experience, meeting people of many different nations and cultures, competitive compensation package, military operations, disaster relief flights, better understanding of the world economy and our role in it, 17 days on/13 days off schedule and personal pride in reaching my lifelong goal of flying the 747.”

Marina Saettone, Chevron Bell 206L3 “Long Ranger” Captain. Supporting the offshore gas and oil industry in the Gulf of

Mexico, Marina spoke of the basic accommodations and perks provided for the crews who work and live off shore. She works a seven days on/seven days off schedule, and flying an average size field Marina will typically log about four flight hours a day with 75 landings. She expressed how much fun her training can be as she recently had the opportunity to practice emergency auto-rotations to the water instead of a runway.

Linda Mae Draper, Master Flight Instructor/Flight School Owner, Citation II Co-pilot for a private open wheel racing team and Cessna 206 Contract Pilot for State of Nevada Department of Wildlife. Linda Mae considers instructing as the ultimate challenge and learning experience. Contract flying offers unique diversity. She feels very fortunate to have flown an assortment of equipment in her “late blooming” aviation career.

Corbi Bulluck, Cessna 441/Conquest II Executive Pilot for North Carolina Department of Transportation. Corbi’s position entails both transportation of state officials/employees and aerial photogrammetry. She says, “The aerial photography is very unique and very intensive. Using GPS receivers that interface with the aerial cameras, we fly solely by reference to flight instruments. Although we may fly photography missions at altitudes ranging from 500 feet to 24,000 feet, the majority of our work is flown below 3,000 feet, requiring us to be especially alert for other aircraft as well as the obstacles and significant terrain of the North Carolina mountains.”

Four of the five panelists are previous recipients of The 99s Amelia Earhart Memorial Scholarship, and one even won it when she was more than 50 years young. Two panelists are PPLI (Professional Pilot Leadership Initiative) graduates and two have volunteered in the PPLI as Senior Navigators (mentors). Two panelists are 99s Section Vice Governors. All subscribe to the Pro 99s Network. Scholarships, networking, mentoring — these are all ways we are coming together in fellowship within the 99s, and there’s never been a more opportune time to seize the day as a professional woman pilot.



Traci Leider



Aileen Watkins



Marina Saettone



Linda Mae Draper



Corbi Bulluck



Harriett Quimby (aka Giacenta Bradley Koontz), Susan Jordan (Black Hawk PIC), Margie Richison, Jen Cress (AWAC), Carolyn Smith, Gary Stearman.

MWP Open House a Rousing Success

BY CAROL SOKATCH, Oklahoma Chapter

The second annual Museum of Women Pilots Open House on Saturday, June 3 was a great success due to Margie Richison and Carolyn Smith assembling an awesome group of aviation activities. Attendance at least tripled from the inaugural Open House last year.

Popular Saturday morning radio talk show hosts Gary Stearman (yes, his uncle designed the Stearman), Henry Benedict and Tom Miller broadcasted live from our Museum.

Dressed in her 1910 trademark purple flight togs, Harriett Quimby (Giacenta Bradley Koontz) talked with visitors. Civil Aerospace Medical Institute made available a helicopter simulator, strength test equipment and a vertigo chair, and the FAA provided a medical examiner. Susan Jordan and her all-female crew (except for one) landed a Black Hawk rescue mission helicopter, and visitors were invited to get in the craft and talk with the crew.

The Airborne Warning and Control Wing was represented by Jen Cress of the Oklahoma Chapter and others from Tinker AFB, and the FAA provided a medical examiner. Headquarters tenant Rocketplane was delighted to make the public aware of its intention to begin suborbital flights within the next two years. Girls Scouts supervised activities including paper airplane making and launching, and a photo opportunity in a poster open cockpit plane (equipping pilot with goggles, helmet and scarf).

The Challenger Learning Center Project headed by Magi Whitaker set up interactive stations for visitors to learn about its programs. Bonita Ades, Francis Luckhart, Elaine Morrow and

Phyllis Scott helped host, along with Oklahoma Chapter members and helpers Tweet Coleman and Patrick, Jen Cress, Charlene Davis, Helen Holbird, Liz Lundin, Jody McCarrell, Gladys McCaslin, Lin Modestino and Carmen, Randy Richison, Carol Sokatch and Lucille Watkins.

The day was a smashing success, and already plans are underway for a bigger and better open house in 2007.



Army medical rescue Black Hawk landing by MWP, crewed by Susan Jordan, PIC, Spc. Ashley Robinson, Sgt. Melanie Myers and Warrant Officer Wes Jones.



Frances Luckhart, Pat Prentiss and Pat Theberge.

Unidentified, Nan France, Melanie Frey-Eppard, Jerry Anne Jurenka, Jody McCarrell, Carol Morris.

Arlene Feldman, Carole Wyman and Ginny Fanfera.

Senator Bob Doyle and Vicki Lynn Sherman.



2006 Scholarship winners.

Mary Van Velzer, Linda Eldridge, Irene Engard and Kim Ernst at the business meeting.

Ellen Nobles-Harris with the quilt she made as a raffle prize to help support the conference.

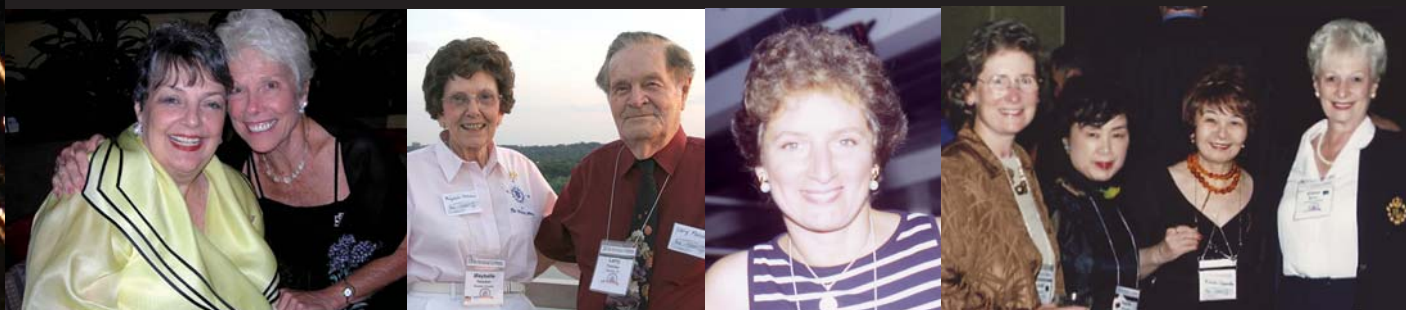


Vicki Lynn Sherman, John Glenn and Lois Erickson.

Donna Moore.

Linda Thompson and Fran Bera.

Front: Marina Saettone, Linda Mae Draper, Corbi Bulluck, Aileen Watkins, Traci Leider. Back: Jenny Beatty, Laura Smith.



Linda Cain and Peggy Doyle.

Maybelle and Larry Fletcher.

Theresa Dellaquila.

Corbi Bulluck, Rikako Sugiura Carpenter, Yasuko Ishiyama and Eileen Malan.



Fidan Thornburg, Russia, Annie Gross, Israel, and Flavia de Silva, Brazil.

Front, Marina Saettonne Trish Sauve. Back, Asti Livingston, Jenny Beatty, Georgia Pappas.

Patricia Ohlsson, Reba Ludlow, Joyce Makkmes and Lianne Rene Oakes.

A Capital Event

Fun, Fireworks, Awards and Business Combine for a Grand International Conference in D.C.

BY SUSAN LARSON
International Vice-President

Photos by Bobbi Roe, Lillian Holt,
Margaret Shaffer and Laura Smith

The Capital of the United States, Washington, D.C., charmed and impressed the attendees of the 76th Annual Business Meeting and Conference. The city was clean, welcoming and very impressive with inspiring monuments to freedom fighters and defenders, Americans both famous and not so famous. Our hotel, the Washington Marriott, was wonderfully situated so that the intrepid walkers amongst us could readily access the Mall and the Smithsonian museums, and the Foggy Bottom metro stop was only blocks away.

For many, the week began with a Fourth of July bang-up dinner and dance cruise on the Potomac River with one of the most fantastic fireworks displays ever seen. I understand that some members really boogied down. Others enjoyed the fireworks display from the Mall on a hot humid evening.

The Annual Business Meeting was handled once again in a timely manner, and the final gavel fell before lunch. Three by-laws amendments and one standing rule came to the floor for discussion and vote. The first Proposed Amendment dealing with extending two consecutive terms to both the President and the Vice President failed, as bylaws changes must pass with two-thirds of the delegate votes in favor.

The second proposed amendment to create a new 'Associate Member' class also failed, this time with near unanimity. Proposed Amendment three, submitted to align the terms of office of the Amelia Earhart Birthplace Museum with the other Trusts, passed unanimously.

The fourth amendment, a standing rule change allowing U.S. members to renew for three or five years, was modified on the floor to read "Members may renew membership for three or five years at current rates (non-refundable). FWP and Academic memberships are not eligible for multiple year renewals." This passed on a near unanimous basis.

The new officers and directors each took their oaths of of-

fice and received a rose from Past Presidents. The new Trustees also participated in the installation ceremonies, and immediate Past Trustees, Directors and Officers were thanked. Outgoing President Elaine Morrow was presented a plaque with a gavel and a lovely blue glass vase etched with The 99s logo in recognition of her two years of service. Roses and hugs abounded, ushering in another two years of challenges and opportunities for the new Board of Directors and Trustees. These ladies need to hear from you. Your input is most valuable.

The Amelia Earhart Scholarship Trustees honored not only this year's winners, which included women from the Israel, Brazil and Russian Sections, but also those 2005 winners who could not attend the conference in Christchurch, New Zealand last year. Every year we marvel at the winners, at their accomplishments and particularly at their goals. We chuckle at the stories of their misadventures, just as we recall our own. The Trustees thank those in attendance for their feedback on the event and will be evolving their protocols for future annual awards functions.

We honored Ed Sharp and Robert Feigenbaum, spouses of Past Presidents, with the new George Palmer Putnam 49½ Award. Dianne Cole (San Joaquin Valley Chapter) received the Award of Achievement, and Richard MacDonald received the Award of Merit. The President's Award was presented to the Publications Committee (count 'em, eight women), and Sondra Ridgeway, AEBM Chair (NE Kansas Chapter), received the Award of Inspiration. Annie Glenn, wife of Astronaut and Senator John Glenn, was presented with the Katharine B. Wright Award, which is a joint award presented with NAA.

Kudos and still more kudos to Linda Cain and her team from the Mid-Atlantic Section who served as our hostesses while in Washington, D.C. In their red, white and blue vests, they were easily identified and always ready and willing to help us with every silly and not so silly question.



Left, Lt. Gen. Arthur J. Lichte, Lorraine Rodger, Senator Bob Dole, Gayle Bevis, Reed and Margaret Ringenberg.

Right, recognized for 50-plus years of 99s membership are, back row, from left: Maude "Maxie" Walker, Kate Macario, unidentified, Elizabeth Fisher, Madaline Boyes. Front row, Fran Bera, Barbara Evans, Marion Andrews.



Ninety-Nines Awards 2006

Each year at the annual conference, awards are given to individuals or groups who have made outstanding contributions to the organization.



Annie Glenn.

Katharine B. Wright Award

ANNIE GLENN

The winner of the Katharine B. Wright Award given in conjunction with the National Aeronautic Association is Annie Glenn.

She and John Glenn were childhood playmates, then high school sweethearts, and after John received his commission in the Marine Corps, they were married on April 6, 1943.

We can think of no single lady who has given more to supporting Aviation and Aeronautics than has Annie by her tireless contributions and sacrifices surrounding John's success — a success he quickly states was only possible through her support. She exemplifies the spirit of the Katharine B. Wright Memorial Award.



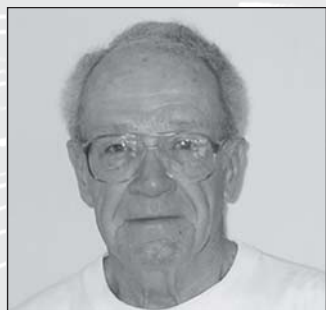
Dianne Lauren Cole.

Award of Achievement

DIANNE LAUREN COLE

In October 2002, Dianne began representing pilots' rights as President of Mt. Diablo Pilots Association. She fought for reasonable hangar and tie-down fees, which forced the airport to retract their huge rate increases and lead to the replacement of the airport manager.

In June 2003, the County Supervisors proposed closing the airport and selling the land to developers. Dianne founded the Friends of Concord Airport Association, which is a coalition of local businesses and pilots with almost 400 members. She worked ceaselessly to keep the airport open. All of Dianne's unwavering work paid off, and in September 2005, the developer withdrew their proposal. Dianne continues to work as a committee member to develop the airport's 20-year master plan. Dianne dedicated an incredible amount of time to this project, and it was more than a full-time job for her.



Dick MacDonald.

Award of Merit

RICHARD "DICK" MACDONALD

The world has many flight instructors, but the Greater Detroit Area Chapter of the Ninety-Nines feel they have the best in Dick MacDonald. His commitment to aviation safety is demonstrated in all that he does with the EAA, the Aerobatic Club and, most importantly, to the Greater Detroit Area Chapter of The Ninety-Nines, volunteering as a flight instructor for the Pinch Hitter Course.



Sondra Ridgeway.

Award of Inspiration

SONDRA RIDGEWAY

Sondra Ridgeway, Chair of the Amelia Earhart Birthplace Museum (AEBM), is an example of the saying, "If you've got something that needs to be done, give it to a busy lady." Sondra was elected to the AEBM Board of Trustees in 1998. When AEBM Chair Marilyn Copeland became suddenly ill and died within a short period of time in 2001, Sondra not only substituted for the leadership of the Birthplace, she stepped in to coordinate planning for The Ninety-Nines 2002 International Conference in Kansas City.

With the many assignments Sondra has had to juggle, she has truly been an inspiration to all of us on what one person can accomplish.

President's Award

PUBLICATIONS COMMITTEE

The strength of any organization is its members, but an important part of the glue that binds the members together is its communications. The Publications Committee has three distinct responsibilities: the *99 News*, the *Headquarters Dispatch* and the annual *Membership Directory*.

We thank the Publications Committee for the numerous amount of hours and their expertise to keep us in touch and informed. Members of the Committee, and some of their other commitments to the organization, are:

Donna Crane-Bailey: Chair, 2004-2006 Southwest Section Governor, Chapter Membership Chair, incoming member of the International Nominating Committee. **Jacque Boyd:** Amelia Earhart Memorial Scholarship Fund Chair. **Diane Pirman:** Chapter Chair and Chapter Membership Chair. **Pamela O'Brien:** Internet Connections and Security Chair, 99s Webmistress. **Linda Horn:** Information Management Chair, Chapter Treasurer. **Anna Taylor:** Elections Procedures Chair, Chapter Secretary. **Bobbi Roe:** Editor in Chief. **Danielle Clarneaux:** Associate Editor, Graphics.



Publication Committee, from left, Jacque Boyd, Linda Horn, Bobbi Roe and Anna Taylor. Inset above, Donna Crane-Bailey, Pamela O'Brien, Diane Pirman and Danielle Clarneaux.



Robert Feigenbaum, left, and Edward Sharp with Elaine Morrow.

George Palmer Putnam 49½ Award

ROBERT FEIGENBAUM AND EDWARD SHARP

This new award has been created to recognize the exceptional support of individual 49½s or a group. George Palmer Putnam, Amelia Earhart's husband, originated the term. The 49½ concept has evolved to include anyone who supports an individual Ninety-Nine, a Chapter or Section, or the organization as a whole. A 49½ can be a mother, friend, husband or institution that offers moral encouragement or backing.

The first recipients in 2006 are Robert Feigenbaum and Edward Sharp, spouses of Past International Presidents Lois Feigenbaum (1976-78) and Beverley Sharp (1998-2000), whose dedication and enthusiastic assistance to their wives allowed them to serve the organization well.

Nominations Open for 2007 Awards

BY CYNTHIA MADSEN
International Awards Chairman

Fall is approaching and so is the time when the International Awards Committee asks for nominations for two prominent awards to be presented by The Ninety-Nines, Inc. at its 2007 Annual Awards Banquet.

Award of Achievement – For Ninety-Nines

An individual (member of The 99s), a Section or a Chapter. The individual may be living or dead. Not limited to the United States. Criteria: Significant contribution(s) to aviation, aviation education, science, aviation history or to The Ninety-Nines, and which occurred at any time in the past or present as a single action or series of events.

Award of Merit – For Non-Ninety-Nines

Eligibility: An individual or an organization. Individual may be male or female and cannot be a former Ninety-Nine.

Not limited to the United States. Criteria: Significant contribution(s) to aviation, aviation education, science, aviation history or to The Ninety-Nines, and which occurred at any time in the past or present as a single action or series of events.

Deadlines: Nominations for both awards are due by November 30, 2006.

The nomination should be in the form of a one-page letter signed by two Officers or two Trustees, as appropriate; include the name, address and phone number of the nominee or, if the nominee is deceased, the nominee's next of kin. Up to three additional pages of substantiating material (such as a resume) may be attached to the letter. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee so that it arrives before the November 30 deadline. For information, please contact csmadsen2002@yahoo.com or by telephone at 815-469-2631.



Margaret Ringenberg in the Cessna 340 that she piloted in the Round the World Air Race in 1994.

In 1994, at the age of 72, Margaret Ringenberg was invited to fly as co-pilot in a race around the world, and she faced huge obstacles. She had never flown over large bodies of water and had only flown in the continental United States.

Margaret Ringenberg: “You Can Do Anything You Put Your Mind To”

BY MARSHA J. WRIGHT
Margaret Ringenberg's Daughter

Margaret Ringenberg's hands shook as she gripped the yoke of the twin-engine Cessna 340. She and her flight crew had flown out of Sendai, Japan four hours earlier and were approaching Petropavlovsk, Russia, the next stop in the “Round the World Air Race.” Her copilots quietly discussed the route and the deteriorating weather conditions. The sky had been crystal clear when they had flown out of Sendai, but as soon as they flew over the northernmost island of Japan the air started getting rough. At first the fog had been patchy, but for the last hour it had been solid. They could see nothing below but fog, fog and more fog. It looked like they would have to make an instrument approach.

Margaret frowned. Russia was one of only a few countries in the world where flying was done

in the metric system. Speed was always reported in kilometers per hour, altitude in meters and airport surface winds in meters per second. She found the whole system confusing. She dreaded translating the information to English units. Math had never been her strength, and the consequences of a mistake in this setting were life threatening.

She was also concerned about the readings they would be given. In some of the countries where they had landed, the quality of the Instrument Landing System (ILS) had been very poor. If readings were not accurate, she could fly her plane right out of the fog and into the ground.

She shrugged her shoulders. She had no choice. She didn't have enough fuel to go back to Sendai, the nearest airport with the kind of aviation fuel they needed. She would have to “shoot” the approach. Margaret's copilot tapped her on

the arm to alert her to the fact that they had reached the correct coordinates to start their descent. With trepidation Margaret reached for the microphone to call the Petropavlovsk airport for approach information.

At 23 days into the race, she knew that although English was the universal aircraft controller language, being understandable didn't seem to be a requirement. Clicking on the mic she spoke, "Victor Hotel Hotel Mike November 30 miles out requesting ceiling and visibility." Approach control responded immediately and, true to past experiences, she couldn't understand a word of the Russian-accented English. She would have to presume someone had cleared her for the approach. She clicked on her mic and confidently stated, "Cleared for approach."

By now she was following the ILS on a descent through solid fog. According to her charts, there were mountains on both sides of her. Her stomach churned as she thought about what could happen in the next minutes.

A voice within was saying, "Margaret, why did you do this? You aren't going to make it. Your family will have to have your remains shipped back to Indiana." She closed her eyes and in a flash thought of all of the previous times she had thought she couldn't do something. Her father had always told her, "Margaret Jane, you can do anything you put your mind to." She was clinging to his words again.

She had proven his words to be accurate when her first big dream had come true. The dream had started in 1928 when she was a seven-year-old girl living with her parents and two older sisters on a farm in northern Indiana. While the family was riding through the countryside in their very first car, they saw a barnstorming pilot land in a farmer's field. They stopped to talk to him, and soon they were all taking their first airplane ride. Margaret's sisters were intrigued with the view out the windows. The instrument panel Margaret could see by peeking through the seats fascinated her. What a thrill it would be to fly an airplane. But everyone knew girls couldn't be pilots! Thirteen years later she had proven "everyone" wrong when at the age of 20 she had achieved her dream and had earned her Private Pilot certificate.

Then the United States found itself in the midst of a war. She wanted to do more for her country than roll bandages for the Red Cross but didn't know what she could do. Then, a telegram informed her that her services were needed in the Army Air Corps. She could serve her country by

doing what she loved the most: flying.

The series of interviews, mental and physical tests and six months of military training at Avenger Field in Sweetwater, Texas challenged her resolve and confidence again and again. When Jackie Cochran, the most famous woman pilot of the day, pinned Margaret's graduation wings onto her lapel in a moving ceremony, her father's words once again echoed in her mind: "Margaret Jane, you can do anything you put your mind to." She could hardly wait to get back to the farm to tell him he had been right.

When the Women Airforce Service Pilots, known as WASP, were disbanded in 1944, Margaret returned to Fort Wayne and worked on her Instructors rating. In 1945 she went to Indianapolis to take her flight instructors test. At the completion of her flying time, the examiner told her about an organization of women pilots called The Ninety-Nines. Shortly after that, Margaret joined the Indiana Chapter.

Back in Fort Wayne, Margaret knew she wanted to teach, but it seemed no one wanted to ride with a 23-year-old female pilot despite the fact she had logged more time and experience than the other instructors. Well, she knew how to be patient. She worked around the airport doing whatever needed to be done: answering the phone, typing letters, mowing the lawn, even pumping fuel. When no other instructors were available, customers sometimes agreed to fly with her. They seldom went back to their other instructor, and soon her schedule was full.

Then her life changed. She met and married banker Morris Ringenberg, and they had two children. A photo of her in the 1955 *Fort Wayne News-*

Her father's words
once again
echoed in her
mind: "Margaret
Jane, you can do
anything you put
your mind to."
She could hardly
wait to get back to
the farm to tell him
he had been right.

*Margaret's family greets her
after she arrived home in
Fort Wayne, Indiana after
flying the race around the
world.*





Margaret is greeted by press and well-wishers while refueling in Tunis, Tunisia, Africa during her race around the world.

Could she learn to race? Her father's words came back to her again. The next year she completed her first cross-country race, a tradition she continued for 48 years.

Sentinel was captioned, "It is presumed that Mrs. Ringenberg's flying days are over since she has the responsibility of two children now." Morris had known about her passion for flying when he had married her, and he had encouraged her to follow her dreams. With babysitting help from her mother, Margaret managed to continue instructing several times a week.

In 1957, the All Women's Transcontinental Air Race, better known as the Powder Puff Derby, came to Fort Wayne as a refueling stop. Margaret was intrigued. Could she learn to race? Her father's words came back to her again. The next year she completed her first cross-country race, a tradition she continued for 48 years. In 1988, flying solo, she won the coast-to-coast Air Race

Classic. In 1999, her co-pilots Lois Feigenbaum and Marilyn Copland were both Ninety-Nines. She loved racing and consistently found herself in the top 10. Then a phone call brought her a new challenge.

In 1994, at the age of 72, she was invited to fly as co-pilot in a race around the world. She faced huge obstacles. She had never flown over large bodies of water and had only flown in the continental United States. While the primary financial obligations of paying the entrance fee, providing the airplane and paying for the fuel would be met by the pilot who was asking her to fly with him, her own expenses would be substantial. And too, she would have to be away from her children and grandchildren for an entire month.

At the encouragement of family and friends, she accepted the challenge. After applying for the needed visas, getting the inoculations and preparing the charts, she traveled to Australia to pick up the aircraft they would be flying.

Then she received devastating news. The pilot had suffered a stroke and would be unable to go. The entry fee had already been paid, so he graciously offered to allow her to pilot his plane, but she would have to find a co-pilot and pay for the fuel herself. She knew she couldn't afford her own expenses plus the fuel, so in one week's time she would have to find someone who had a pilot's license, could leave in a week's time, could be gone a month, had visas to all of the host countries and could afford to pay for the fuel. She thought of her father's words but decided it just wasn't going to work this time. She called Paris to withdraw and found to her amazement that two



Margaret, center, with her sisters Violet and Mary and parents Albert and Lottie Ray. Margaret's family called her Margaret Jane, while the people at the airport called her Maggie. "When she was going to marry a banker, she got sophisticated and became Margaret," says her daughter Marsha.

ladies from Canada had just withdrawn because their pilot was no longer available.

She called them and discovered that they, too, were Ninety-Nines. Within five days Adele Fogle, Daphne Schiff and Margaret were flying around the globe. They discovered that the other all-female team, Pat Keefer and daughter Marian Jane, were also Ninety-Nines. All were delighted to be greeted by Ninety-Nines in many of their stops as they raced around the world.

Now, here she was navigating this difficult descent into Petropavlovsk, Russia. Margaret's eyes darted from the altimeter to the directional gyro and out to the masses of white. She wiped a bead of perspiration from her brow. Turbulence was knocking the crew about. Randomly, it came in violent unexpected spasms. Margaret reached down and tightened her safety restraint belt. The tension in the cockpit increased as the plane descended. Just when it seemed they would crash into the earth, the fog thinned enough to let them see dim lights at the end of a runway. The three women breathed a sigh of relief.

Margaret didn't win that race, but she still considers herself a winner. "The only losers are the ones who don't try," she often tells potential racers. And did her racing career end at the comfortable age of 72 after racing around the world? No, she has continued to race. At the age of 79 she put her new international flying skills to work, serving as copilot in a race along the old Kangaroo Trail from London, England to Sydney, Aus-



Margaret, center, with her Air Race Classic co-pilots, Ninety-Nines Marilyn Copland, left and Lois Feigenbaum.

tralia. She has continued to fly the Air Race Classic every summer, and in 2003 at the age of 82, her indomitable spirit took her to a second place finish as she buzzed the finish line at Kitty Hawk. Her father was right – she *could* do anything she put her mind to.

Margaret wiped a bead of perspiration from her brow. Turbulence was knocking the crew about. Randomly, it came in violent unexpected spasms. She reached down and tightened her safety restraint belt.

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Letter

ATA not Founded by Cochran

Just a quick correction to the article by Georgia Pappas (in the July/August issue of 99 News) about Ann Wood-Kelly, New England Chapter.

The British Air Transport Auxiliary (ATA) was NOT formed by Jacqueline Cochran! She took a group of American women over there to serve — but they had nothing to do with the formation of the ATA! In fact, I'm afraid most Brits in the ATA didn't think much of Cochran, who did not fly with them herself.

—Marion Hodgson

Editor's Note: We found the following quote that elaborates on the founding of the British Air Transport Auxiliary:

"Because of Pauline's (Pauline Gower) zealous efforts, the decision was made in November 1939 to form a pool of eight women pilots to ferry Tiger Moths, which were small, slow single-engined open cockpit trainers. As it was in the case of Gerald d'Erlanger, the one who proposed the idea was the one who got the job, and Pauline was appointed commander of this first batch of women flyers. Like d'Erlanger, she would hold the post throughout the war."

Bequest Provides Additional Funding for Five Future Woman Pilots

BY JACQUE BOYD, AEMSF Chair

The Amelia Earhart Memorial Scholarship Fund Trustees are very pleased to announce the names of five new Future Woman Pilot Award winners. Because of a bequest from the Estate of Evelyn Saunders (British Section), we had more money available than we expected. The Trustees made the decision to open a second application period for the Award. We'd received only two eligible applications earlier in the year, and both of those terrific applicants received the award.

Even with the short notice, the Section AE Chairs did a marvelous job of getting the word out. Thirteen applications were received. Congratulations to the following five women!



JESSICA DATTILO, Kentucky Bluegrass Chapter, North Central Section

Becoming an aviator has been a dream of mine for a long time. I started flying when I was a senior in high school working towards my Private Pilot certificate. I also joined the Kentucky Bluegrass Chapter when I became a senior. Since then, I had a number of setbacks with surgery, time taken up with school and most importantly — the lack of money! Now that I have received the AE Future Woman Pilot Award, I have the opportunity to finish up.

I was raised by my mother, Whitney Graves, in Henry County, Kentucky and graduated from Henry County High School. Now I am a full-time student at Eastern Kentucky University. I eventually want to fly for an airline or UPS.



NANCY MATRAS, Lake Erie Chapter, North Central Section

This future woman pilot is heading towards her Private Pilot certificate with excitement and the support of women pilots both financially and verbally. Since September 12, 2001, I have been actively pursuing this childhood dream starting with a school at Burke Lakefront Airport but could not begin flying because of the 9/11 disasters. Within the past five years, I have gone to four different flight schools. I made the mistake of thinking that since I had previous flight experience that I could resume where I had left off after a three-year leave and started training in the early part of 2005 in a newer Cessna 172. That was a very expensive lesson, and I knew I could not financially afford to continue. One of the members of the Lake Erie Chapter (Darlene Grant) asked about my flying, and she highly recommended that I switch schools. I took her sound advice! Four days after my 65th birthday, my instructor let me solo. I know that I have an abundance of great women that have accomplished so much, and I am very honored and appreciative to someday be counted with them as a full member of The Ninety-Nines, Inc.!



JEAN SHIPP, Greater Detroit Area Chapter, North Central Section

My first flight took place on August 14, 2004 at the Oakland County International Airport Open House. Upon my return to the ground, I knew that I wanted aviation to be part of my life. Shortly after my 16th birthday, I completed my first solo and became very involved at Oakland County International Airport. I serve on the airport's Open House Committee and work at a local FBO. Next year, I will be serving as Secretary for the Greater Detroit Area Ninety-Nines and am looking forward to spending many more years with them.

SARA UMANA, Florida Goldcoast Chapter, Southeast Section

All my life I have been dreaming of becoming a military pilot. I know it is a big dream, but I'll make it someday. My first step to becoming a pilot was with the Civil Air Patrol. I was accepted to a CAP flight academy in Nebraska where I completed my first solo flight. As part of my high school program, I am also enrolled in the George T. Baker Aviation Maintenance School working towards my airframe mechanics license.

My family moved from Columbia, South America seven years ago. My father's big dream is to make my dream a reality. He has worked very hard for this to happen by working more than 10 hours a day to help pay for my training. This award will help make my dream real.



SARAH RANSTROM, Dallas Chapter, South Central Section

The forefront of my being and joy comes in being a student helicopter pilot with professional goals in sight. I also enjoy being an aviation tutor and simulator instructor at Mountain View College. My job as a server with Houston's restaurant is perfect for networking purposes and keeps me humble. Being a Boot Camp instructor for my newly formed corporation, Lean Ladies, LLC, stretches my capacity while showing promise. I just graduated with my Associate degree and will pursue a Bachelors degree in Global Aviation Sciences through Utah Valley's on-line program. To counteract the demands of my current jobs and student affiliations, I volunteer in the community, attend Bible studies and exercise. I am able to appreciate the current intensity of my life when I am reminded of future benefits being attainable through the bolstering effects of organizations such as The Ninety-Nines.



AOPA 99s Breakfast



Cholene Espinoza

Join us at our 99s Buffet Breakfast in Palm Springs on Saturday morning, November 11. One of our newest members, Cholene Espinoza will be our Guest Speaker. Cholene, currently a United Airlines pilot, graduated from the U.S. Air Force Academy in 1987. In 1992 she became the second woman selected to fly the U-2 reconnaissance aircraft. Espinoza has lived many lives. Upon her return to the States from covering the war in Iraq, Espinoza became a military correspondent for Talk Radio News Service and now lives in New York City. We look forward to seeing you for breakfast!

When: November 11, 7 - 9 a.m.

Where: Hotel Zoso, across from the Convention Center, (760) 325-9676

Price: \$28 (includes a scrumptious breakfast)

Reservations recommended: Contact Rose Hollstrom, (760) 409-7392, vmprflying@gmail.com or Pat Prentiss, (951) 533-334, patprentiss@aol.com

Variety of Scholarships Help 99s Meet Aviation Goals

BY JENNY BEATTY
AEMS Vice Chairman

Most members know that the AE Scholarships are for advanced flight training, but few are aware that they are also for purposes such as obtaining a Masters in Aeronautics and Journalism, a Ground Engineer A&E mechanic certification and a Competency Check in a PA-31 aircraft.

The trustees of the Amelia Earhart Memorial Scholarship Fund are pleased to announce the scholarships and awards available to Ninety-Nines members in 2007. Our applications and procedures continue to evolve, and this year's changes are highlighted here.

The 2007 Amelia Earhart Memorial Scholarships

These are the primary scholarships offered by the Fund since 1941 so that deserving Ninety-Nines in need of financial assistance may complete advanced training and education to progress toward a specific goal in aviation and aerospace.

Most members know that the AE Scholarships are for advanced flight training, but few are aware that they are also for purposes such as these:

- In 1948, Jean Hixson won the fourth AE Scholarship for her Master of Science degree in Aeronautics and Journalism.
- Nancy Ellis Leebold of Australia won a 1954 scholarship for her Ground Engineer A&E mechanic certification.
- Cathy Fraser of Canada won a scholarship to complete a Competency Check in a PA-31 aircraft in 1986.

We began offering transport jet type ratings in 1995, and in 2002, Adele McDonald was the first to win an AE Scholarship for a type rating in a business jet (in her case, the Cessna Citation V).

Some applicants have struggled to make their special request using the application forms designed primarily for flight training. That's why this year we developed four separate applications in order to accommodate the most common types of requests. The applicant should use the appli-

cation form most appropriate to her circumstances and goal.

Flight Training Scholarship: Fully paid scholarship to complete an advanced pilot certificate or rating or pilot training course. *Examples:* Multi-engine rating, commercial certificate, KingAir competency or qualification training. *Note:* Excludes jet type rating. *Requirements:* Must be a current pilot with the appropriate medical certificate and must be approaching the flight time requirement for the rating or certificate, if any.

Jet Type Rating Scholarship: Fully paid scholarship to complete type rating certification in any jet aircraft. *Examples:* Cessna Citation, Boeing 737. *Requirements:* Must be a current Airline Transport Pilot with a First Class medical certificate or non-U.S. equivalent, and at least 100 hours multi-engine flight time or combined multi-engine and turbine time.

Academic Scholarship: Up to \$5,000 scholarship towards college degree in aviation or aerospace. Students may re-apply for continuing support through graduation. *Examples:* Associates, Bachelors, Masters or Doctorate degree in fields such as aerospace engineering, aviation business management, air traffic management or professional pilot. *Note:* Flight training may be included if integral to curriculum. *Requirements:* Must be currently enrolled. Associates or Bachelors degree students must have cumulative grade point average (GPA) of 3.0 or better on a 4.0 scale or equivalent.

Technical Training Scholarship: Fully paid scholarship to complete an aviation or aerospace technical training or certification course. *Examples:* Airframe and/or Powerplant Mechanic certificate, Dispatcher certificate, Air Traffic Control training program, government or manufacturer's safety training, specialized training or certification course. *Note:* Excludes any flight training and any technical training that is part of a college degree program.

The 2007 New Pilot Award

The New Pilot Award is the award given to Future Woman Pilot Ninety-Nine Members with a need for financial assistance to become licensed pilots. We've expanded the scope of this award to provide up to \$1,500 towards completion of the Recreational Pilot, Sport Pilot or Private Pilot certificate, or non-U.S. equivalent, in any aircraft. *Requirements:* Must have soloed, and, if required for the pilot certificate sought, must have a current medical certificate and must have passed the written exam.

The 2007 Maule Tailwheel Training Award

We are pleased to announce that the Maule family has once again donated a Maule Tailwheel Training Award. Please visit the Maule family website at www.MauleAirInc.com and www.MauleFlight.com.

The Maule Tailwheel Training Award is for 10 hours tailwheel flight training at Maule Flight, Inc., in Moultrie, Georgia, with an estimated value of \$1,500. *Requirements:* Must have the financial ability to pay for travel, food and lodging expenses during training. Must be a U.S. citizen and be current and qualified as a pilot with the appropriate medical certificate but with *no* previous tailwheel experience as pilot. Must be willing to spread word on the joys of tailwheel flying to the aviation community.

AE Research Scholar Grants

Our Fund also offers Research Scholar Grants to scholars and scientists to add to the world's knowledge of women in aviation and aerospace. Submission procedures and deadlines listed below do not apply — for information and application package, contact Dr. Jacque Boyd, AEMSF Research Scholar Grant Chairman.

Changes to Procedures

Each applicant who belongs to a Chapter needs to request a recommendation from her Chapter. Each Chapter AE Scholarship Chairman should set her own deadline for members to submit scholarship applications and must promptly return original applications with the completed Ninety-Nines Recommendation to the Applicants.

New Submission Deadlines

The original application (including Ninety-Nines Recommendation for Applicants belonging to Chapters) must be submitted by the applicant to her Section AE Scholarship Chairman.

AE Scholarship applications: Must be received by Section AE Scholarship Chairman by December 1, 2006.

New Pilot Award and Maule Award applications: Must be received by Section AE Scholarship Chairman by April 1, 2007.

Available Now

Detailed information, including complete eligibility requirements and submission procedures, is available with the applications on the Ninety-Nines website: www.ninety-nines.org/aemsf.html. We look forward to seeing your scholarship application!

RATINGS AND WINGS

RATINGS

Erin Cappel – CFI and ASES
Mt. Tahoma Chapter

Robyn Hinnant – Multi-engine
Columbia Cascade Chapter

Ellen Pretorius – CFII
Women With Wings Chapter

Deb Price – Multi-engine ATP in King Air 200
Colorado Chapter

Kristen Tarabetz – Private Pilot (Tailwheel)
Santa Clara Valley Chapter

Rachel Thomas – Multi-engine
Ambassador Chapter

PROFESSIONAL

Kathleen Mary Felker – CE500 type rating
Palomar Chapter

Leslie Fink – First Officer, American Eagle
Fort Worth Chapter

Rani Hobgood – CRJ First Officer, Air Wisconsin
Old Dominion Chapter

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

C. Elizabeth Davidson Murray – CE500 type rating
Palomar Chapter

Elisabeth Powell – Flight Engineer (Turbojet Powered) type rating
Florida Gulf Stream Chapter

Marilyn Riddle – Gold Seal Flight Instructor
Utah Chapter

WINGS

Glenna Blackwell – Phase III
Connecticut Chapter

Kaye Combs Moore – Phase IX
Kentucky Bluegrass Chapter

Ana Province – Phase X
Southwest Section

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RUTH DEERMAN

June 17, 1905 -
May 6, 2006

INTERNATIONAL PRESIDENT 1963-1965

In Ruth Deerman's own words, "Flying is my first love, and the fringe benefits are innumerable. Such as, serving as International President of The Ninety-Nines and 'Mama Bird' of the 66s; watching the 66s get their licenses and turn that 66 to 99; owning 'Cotton Clipper, Jr.', a sleek little Cessna 140-A, my pride and joy; flying air races and contests, winning a few and losing a few. Friends I have made, some who are famous and others who aren't — I respect and admire them all. Flying lifts me above the mundane and gives me a new lease on life. I LOVE IT!"

Ruth received her pilot certificate in 1944 in El Paso, Texas, fulfilling her early childhood ambition to fly. Musing about jumping off the barn roof with an umbrella at age seven, she often told people that she nearly broke

her neck but was determined to someday fly. Her first actual flight was in an open-cockpit Bird with the doors wired shut, an adventure that confirmed her love of flying and led her husband Charlie to call planes "flying kites."

After WWII, Ruth began taking flying lessons without letting the less than enthusiastic Charlie know. She did well, but her first landing was not very pretty. She hit a mudhole, broke the landing gear and bent the propeller.

"I got mad but the instructor just shook his head and made me get out of the plane and into another one and try again." The prop ended up hanging over the mantle in her home as a souvenir.

But that was only the beginning of Ruth's journey in aviation. She continued on to obtain her flight instructor and instrument flight instructor ratings and during her term as President of The Ninety Nines earned her helicopter rating and became Whirly-Girl #78.

She and racing partner Ruby Hays flew the little



Ruth Deerman

Cessna 140-A in the All-Woman Transcontinental Air Race three times, winning the race in 1954. Spot landings, navigation, you-name-it, she liked being first and filled her house with trophies.

She was a charter member of the El Paso Ninety-Nines and held almost every office at the Chapter and Section level. She also helped found the El Paso Aviation Association.

During her term as International President, she tracked down Charter Members of The 99s, many of whom had dropped out of sight in the time between 1929 and 1963. She

encouraged more widespread membership outside the North American continent and personally invited each International member to attend the annual meeting, which many of them did for the first time. She coined the term for pilots in training as 66s (what is now termed Future Women Pilots).

She received many awards and honors during her lifetime, including being the Texas Flying Farmer Queen, receiving the Jimmie Koln Memorial Award and being inducted into the El Paso Aviation Hall of Fame. In addition, her little Cessna 140-A hangs from the ceiling in the War Eagles Museum in Santa Teresa, Texas.

The song that captured her spirit goes "*Oh, give me land, lots of land under starry skies above, don't fence me in. Let me ride through the wide open country that I love, don't fence me in...*"

—Compiled from submissions
by Dottie Loveless, newspaper
articles and The Ninety-Nines
History Book

MARIE D'ALTERIO

Deep South Chapter

Marie D'Alterio died on May 26, 2006 at the age of 86. She was a Life member of The Ninety-Nines, with most of her active years as a member of Eastern Pennsylvania Chapter where she held several offices. She flew in the Powder Puff Derby, worked on Pennies-A-Pound, airmarking and much more. She was also Governor of the Middle East Section from 1964-1966.

When her 49½ Tony retired, they moved to Savannah, Georgia and she transferred to the Deep South Chapter. After Tony died, she moved to Charlotte, North Carolina to be near her daughter Pat.

There are many of us who remember what a lovable and active person she was.

—Kate Macario

KATHY LONG

Dallas Chapter

A Life member who belonged to the now-defunct Dallas-Redbird Chapter and a South Central Section member at the time of her death, Kathy passed away on June 6, 2006.

She learned to fly in 1959 along with her husband, L. K. Long, beginning a lifelong love and passion for flying.

She traveled the world in her Bellanca aircraft, participating and racing in many Powder Puff Derbies and International Angel Derbies, along with other races.

She was a judge for many flying competitions, including college competitions. She was the Dallas area dealer for Bellanca aircraft for many years.

—Jill Williams

NEW HORIZONS

HAZEL MARCELLA CORRY Dallas Chapter

Hazel passed away April 10, 2006. She joined The Ninety-Nines on July 27, 1959 and was a Life member. She and her husband operated a flight school and general operation at Highland Park Airport before it was replaced by a high-rise. She also ran a flight school on Addison Airport in a building now located behind the Addison Police Department. She was always ready to help with any projects in which the Chapter was involved. She did not do too much race flying or set any records but was a genuine friend to everyone she knew.

—Jill Williams

ELIZABETH (BETH) AND VERN MILLER Santa Clara Valley Chapter

Santa Clara Valley Chapter is saddened by the loss of Beth and Vern Miller of San Jose, California. Both were lost in an aircraft accident near the Rogue River in Oregon on Saturday, June 17, 2006.

Vern and Beth were well known in the local area aviation community and owned and operated Vern Miller Aviation at Reid-Hillview Airport in San Jose.

—Torea Rodriguez

ALICE CUTRONA Suncoast Chapter

The Florida Suncoast Chapter is sad to report the passing of Ninety-Nine Alice Cutrona, 79. She died in Florida of complications from Parkinson's disease.

A memorial service was held at the Cloisters, Deland, Florida, where she had lived since 2003, and a Memorial Mass was held on January 21, 2006 at St. Peter's Catholic Church in Deland.

Alice was a longtime member of the Suncoast Chapter, having come to the West Coast from New Jersey. She attended many International Conferences and was always a strong supporter of the Chapter, attending and partaking in



Alice Cutrona.

meetings and events. We remember her with great fondness.

—Mary Fletcher

ROSE ELIZABETH SISSONS ANDREW Central Illinois Chapter

Rose Elizabeth Sissons was called tenderly to her eternal



Rose Elizabeth Sissons.

peace and rest on May 25, 2006 at her home in Tucson, Arizona. Rose was a beloved wife, mother, grandmother, sister, aunt and a friend to so many. She had a graciousness and sincere loving humanitarian spirit that lasted a lifetime.

Rose was born May 8, 1913 on a small farm in rural Macoupin County, northwest of Modesto, Illinois, to William Alonzo and Emma Miner Agard Sissons. She grew up in a world of education, music and agriculture. Upon graduation from

Palmyra, Illinois Consolidated High School in 1930, she pursued her advanced education and musical talents while living with her sister and cousins in Tifton, Georgia and attending the Georgia State College for Men from 1931-1933. She achieved a standard teacher's certificate and set upon a course of teaching in poor rural schools in the Tifton, Georgia area

from 1933 to 1936, as well as other rural areas.

On June 16, 1940, she was married to Frank Andrew. They worked and lived on the Andrew Family Farm from 1940-1946. During this time she taught at Goshen school and worked on the farm with her husband, supporting him in the development of innovative spiral farming techniques and rural electrification. In 1946 they moved to Champaign, Illinois where they settled into a lifetime of good friends and colleagues at the University Agricultural Engineering department. Upon moving to Champaign, she assisted her husband in setting up their small farm northwest of Champaign and achieved a Private Pilot certificate. She was an active member of The Ninety-Nines from 1948 to 2006.

She threw her life energies from 1968 to 1979 into partnering with her husband to prolong the life of their oldest son, Terry, on home-based hemodialysis. During this time of great stress, she still found the reserve to serve others by promoting the first uniform organ donor act in Illinois in 1974. This reportedly became the model for many states to follow. In keeping with her lifelong selflessness, her body was donated to Lifelegacy Foundation for continued research and transplantation for others.

Rose passed away as she had lived, with graciousness, thanking her family for caring for her and being with her, and sending her love to all of her family and lifetime friends.

—Cynthia Madsen

NEW HORIZONS

SALLY PLUMMER MONTEREY BAY CHAPTER

Sally Plummer recently flew to New Horizons at the age of 93. She was raised in Hollywood and introduced at an early age to the world of entertainment. At the tender age of five and continuing through her mid-thirties, Sally acted with MGM and Century Studios. Sally's film credits include the *Our Gang* television show and *Some Family*.

Sally never attended public schools — only the classrooms on the lots of MGM.

Her first boyfriend was Johnny Weissmuller (Tarzan). Later she dated Buster Crabbe and turned down many a date with Mickey Rooney.

Sally was elected Vice President of the Children's Screen Actors Guild during the same period that Jackie Cooper was president of the Screen Kiddies Guild. Sally considered her contribution to the Guild her most rewarding experience.

In the late 1920s, Sally took some time out to tour the country while performing in Vaudeville. In the early 1930s, she returned to Chicago to help her father with the family business, National Van Lines. Later, in the mid-1930s, Sally went off to visit Europe/Germany. When she returned home, she told friends and family that she had heard Hitler speak and thought of him as someone to be fearful of.

Sally returned to Hollywood in the late 1930s. By this time, she had become one of the first women professional bowlers. Sally tossed a 16-pound ball at a time when women did not normally venture into bowling alleys. She was so good that MGM Studios had her make the film *Strikes and Spares* with the world famous bowling legend Andy Varipapa, demonstrating the technique and art of bowling. This film was



Sally Plummer during her Hollywood days.

shown at movie houses all around the country. She also had the good fortune to appear as a dancer in the movie *Good News* with John Payne and Alice Faye.

Sally was known for her independence, and when it was not yet socially accepted, she wore long pants and drove a bright yellow Cadillac convertible. Sally met and fell in love with O.J. (Jim) Plummer, Jr., and was married on New Year's Eve, 1939. Sally continued to work for MGM, becoming one of the head projectionists, making a salary of \$300 a week as well as learning the art of "retouching" for the movie stars' publicity photos.

Sally's ambition as a little girl was to own a pet store and never sell any of the animals! As an adult, her favorite pet chihuahua accompanied her everywhere, often hidden in Sally's purse while sneaking past hotel and restaurant employees.

Sally Plummer was a charter member of the Monterey Bay 99s which organized in 1960. Sally's introduction to flying began with her husband, who began flying in 1930. She was so impressed by his hobby that she decided that if he could learn to fly then she could too. Sally obtained her Private Pilot certificate in 1965 from Jack Jella and Ray Navarro and from there earned her Multi-engine rating. Both of Sally's sons have become pilots.

Sally and her husband left the fast paced life in Hollywood for the small town atmosphere of Monterey and opened a moving and storage business on the Monterey Peninsula. Avid entrepreneurs, they also opened up a toy store, Toy Town, and were part owners in Monarch Aviation located on the Monterey airport.

Favorite flights included landing at ranches in Wonder Valley, Las Vegas, Kansas City and Salina, Kansas. Mother Nature's painting of the landscape and the majestic buildup of clouds were what made Sally love to fly.

—Carolyn Dugger



Sally Plummer in 1995.

S. BERNARD KAMP 49½ of Marilyn Kamp Central New York Chapter

Bernie Kamp flew to New Horizons on June 2, 2006. He and Marilyn founded Kamp Airport at Durhamville, New York in the late 1970s. The airport was "home base" for Central New York Chapter for many years, before it was sold a couple of years ago. Chapter members have many fond memories of meetings, pancake breakfasts and other activities at the airport.

Bernie was very supportive of The Ninety-Nines and pro-

vided much assistance with many Chapter projects.

Bernie was a veteran of WW II, having served in the Navy aboard the aircraft carrier FDR.

He was a member of the Quiet Birdmen, active in Civil Air Patrol and enjoyed being a ham radio operator. He was a former president of another family business, Fulton Iron and Steel. His family and friends remember his strength, his kind and loving character and his innate ability to fix or solve any problem.

—Marcia Buller

NEW HORIZONS

BETTY JEANNE MORSE **Central Illinois Chapter**

Betty Jeanne Morse flew to New Horizons on October 26, 2005. Her friend, Libby Okerberg, advised me of Betty's death when responding to my letter to Betty.

—Cynthia Madsen

EZEKIEL MEJIA **49½ of Eva Mejia** **Inland Empire Chapter**

Zeke Mejia, 49½ of Eva Mejia, passed away May 16, 2006 at the age of 81. Zeke and Eva owed and operated Mejia's TV & Appliances in Corona, California for 42 years. A native of Corona, Zeke was an active and respected member of the business community.

They were married for 59 years and the parents of four sons, seven grandchildren and six great-grandchildren. Zeke was very supportive of Eva's flying. Even though he was not able to get his pilot certificate because of medical reasons, they bought a 172 and he was an eager passenger. We all miss him.

—Judy Whitson

WALDO MANSFIELD **Father of Janet Cannon and Judy Lonenecker**

Waldo Mansfield passed away on April 10, 2006, having just turned 87 years old. A WWII veteran, Waldo had a passion for flying. His daughters Janet and Judy also developed this passion for flight, and his son Steve built and flew ultralights.

Janet and Judy dedicated their entry in this year's Air Race Classic to the memory of their father, with the slogan "Win One for Waldo."

DANIEL RAMSEY **49½ of Pat Harmon** **Women With Wings Chapter**

Daniel Preston 'Pappy' Ramsey, 77, of Belpre, Ohio passed away June 19, 2006. He was born in Wellston, Ohio.

In 1960, he became a flight instructor at Stewart Air Park in Parkersburg, West Virginia. In 1962, he began Rambar Aviation Inc., a charter service at Wood County Airport with Ken and Liz Barker. In 1965, his brother Jimmy L. Ramsey became a part of the company with Dan, and they provided charter service for Bernard McDonough, Ames Co., Borg-Warner, Marbon, G.E. and many others. They sold the company in February 1999.

He was an avid pilot, having obtained his Private Pilot certificate at the age of 17 and logged well over 50,000 hours flying time. In 1994, the Ramsey brothers began giving Stearman biplane rides in their vintage 1941 and 1943 aircraft. He was a founding member of an Air Force museum in England, a member of Stearman Restorers Association, EAA 1336, the Antique Airplane Inc., the Experimental Aircraft Association, Warbirds of America Inc., the Jackson County Owners and Pilots Association of Ravenswood and American Legion Post 15.

ELDRIS ETHEL BURROWES SHOGREN **Golden West Chapter**

A former kindergarten teacher and avid pilot who was known for her sense of adventure and independent spirit, Eldris passed away in her sleep on June 1, 2006 in San Mateo, California. She was 87.

She was born and raised in San Francisco. As a young girl, she loved to roller skate down the city's notoriously steep hills. She graduated from Mission High School and received her Bachelors and Masters degrees from San Francisco State College.

She moved to San Mateo in the early 1940s and lived there for the rest of her life. At age 50 she learned to fly.

She was the mother of Stanely P. Shogren of San Mateo and Nancy Tovar of San Carlos and grandmother of Peter and Anna Shogren and Eric and Amy Tovar.



Eldris Shogren.

LORETTA SINCORA **CHICAGO AREA CHAPTER**



Loretta Sincora.

Loretta Sincora, a Ninety-Nine since 1963 and longtime member of the Chicago Area Chapter, passed on to New Horizons on July 5, 2006.

Loretta, who grew up in Cicero, Illinois, earned her Private Pilot certificate at age 19 by trading work for air time. She was an assistant squadron commander for the Civil Air Patrol and flew an L-16 Aeronca from San Marcos Air Force Base, Texas to Illinois. A talented athlete, Loretta probably would have been selected for the All American Girls Professional Baseball League had she been able to make the tryouts.

In 1957, Loretta won a contest and became Miss Hotpoint Queen; she worked for Hotpoint (GE) for 34 years and became their first female foreman. She accomplished five of her life goals: parachute jump (at age 61); piloting a blimp, helicopter, glider and hot air balloon.

Loretta was proud to attend as many Chapter, Section and International meetings as possible and worked many jobs for The Ninety-Nines, such as the tent at Oshkosh for numerous years. In 1997 she was presented with the North Central Section Governor's Service Award. She was also inducted into the Forest of Friendship with her beloved late husband and aviator, Russell.

—Cynthia Madsen

AE Festival at Atchison Brings Together Authors of Amelia Earhart Books

International Director Lisa Cotham attended the 10th annual Amelia Earhart Festival in Atchison, Kansas, on July 14-15. The Festival's "Breakfast with the Books" features authors of Earhart books who discuss their research and answer questions from the audience.

This year's symposium, Spirit of Military Women in Aviation, included four active duty and reserve Air Force and Army officers and one WASP.

Col. Cathy Clothier, USAF, Kansas Chapter Ninety-Nines, received the Amelia Earhart Pioneering Achievement Award at Saturday's luncheon. The Festival ended with a garden party on the lawn of the Amelia Earhart Birthplace Museum and a fireworks display to rival that seen just the week before in Washington,



Lisa Cotham with George Palmer Putnam, Jr., Amelia Earhart's stepson.

D.C. during the annual conference.

The Festival is held on the third weekend of July. Atchison is just a short 45-minute ride by car from Kansas City, Missouri.

Ana Province Honored by Congress

Ana Province, Southwest Section member, was issued a Congressional Proclamation by Congresswoman Susan Davis for her many achievements and inspirational activities in promoting women, girls and minorities in aviation. Ana has taught the Aerospace Merit Badge to over 1,000 Girl Scouts.

—Dr. Fred Province

Eileen Collins to Receive 2006 Howard Hughes Memorial Award

Astronaut Eileen Collins, the first woman to pilot a space shuttle, will receive The Southern California Aeronautic Association's (SCAA) 2006 Howard Hughes Memorial Award at a banquet in Los Angeles on February 1, 2007.

Each year, the award is presented to an aerospace leader whose accomplishments throughout an extensive career have contributed significantly to the advancement of aviation or space technology.

The award reflects Collins' many historic achievements and particularly recognizes her first space shuttle flight commanded by a woman, her third astronaut flight and the recent space shuttle Discovery flight that touched down on August 9, 2005, capping a 5.8 million mile journey in space. Commanded by Collins, it was the first shuttle flight since the Columbia disintegration, as well as only the second shuttle flight commanded by a woman.

A veteran of four space flights, Collins has logged more than 872 hours in space and retired from NASA in May.

A Beary Professional Preflight

Everyone loves to hang around airstrips and look at planes, and animals are no exception. I photographed this character last Saturday while he was pre-fighting my plane. I didn't take him for a ride despite a growl and an offer of half a slightly chewed salmon. [Mio lives in Eagle River which is a bit northeast of Anchorage.]

—Mio Johnson
Alaska Chapter



Wing's okay...



I smell bugs in there!



No birds' nests here...



I'll untie now.

International Forest of Friendship 30th Anniversary

The International Forest of Friendship celebrated its 30th anniversary in Atchison, Kansas on June 16-18. The theme was "World Friendship Through Flying."

General Dick Myers, USAF-ret, the former Chairman of the Joint Chiefs of Staff; Raj Nayar, holder of many gliding records in India; and CAPT Ayesha Rabia, Pakistan's first woman airline Captain, led a distinguished group of 28 honorees, 21 of whom were able to attend. The weather was beautiful, and the people of Atchison were as gracious as ever. The Ninety-Nines had a rip-roaring time, as only they can celebrate, and it was great to see so many good friends again. Ron David put together a moving visual tribute to Bev Sharp.

Next year's celebrations, as always during the third week-end of June (June 15-17, 2007), will focus on "Flying, Forests, and the Future." A particular goal will be to attract as many young people as possible and to induct a number of honorees who are under 35. We hope the Chapters will support us in this objective. As always, we invite attendees to bring members of the next generation with them to Atchison.

All of us at the Forest would like to express our sincere thanks to Elaine Morrow for her support of the IFOF, not only during her tenure as President but also over the years. We extend very best wishes to Pat Prentiss as she takes the stick. All the best to the Ninety-Nines and 49½s in the coming year.

—Lin and Linda Wells



Forty-Five Ninety-Nines attended the International Forest of Friendship ceremonies to honor the 2006 inductees, above from front left: Lin Wells; Martha Ozbun; Nancy Miller-Borg; Raj Nayar; June McCormack; Capt Ayesha Rabia; Virgil Ozbun; Barbara Evans (accepting for Ronald Reuther); Gretchen Jahn; Deborah Downey; Darlence Keister Grant; Barbara Silagi; Linda Guthrie; Georgia E. Pappas; Carlos "Hank" Henry; Nanette Malher; Richard E. Knie; Lester Nelson (accepting for CAPT Wayne C. M. Nelson); Ann Shaneyfelt (accepting for Marjorie Armstrong); Gen Dick Myers, USAF-ret; Michele Stauffer (accepting for Joe Klass); Dick Martin (accepting for Dottie Martin).

Nancy Bird Walton Officiates at Queensland Show

There is something to be seen in the air each year at the Fraser Coast Show, whether it be an aerobatic aeroplane or just a parachutist dropping in!

This year, Nancy Bird Walton, Australia Section, was also seen "dropping in" as she officially opened the two-day Fraser Coast Show at the Maryborough Showgrounds in May.

The show's organizers were honored to have Nancy as their guest and arranged a special civic reception to welcome her.

"Being in her 91st year, it was a remarkably stoic feat by our treasured pioneering aviatrix to accede to this request," said Jane Moser, Australian



Jane Moser greets Nancy Bird Walton as she arrives in South East Queensland.

Section, who greeted Nancy when she arrived at Hervey Bay Airport in South East Queensland.

Nancy, who became enamored with flying at an early age, obtained her Commercial

license at 19, the youngest woman in the Commonwealth at that time to hold it. Her first commercial job in aviation was flying for the Far West Children's Health Scheme, and her first airplane was a Gypsy Moth she purchased in 1935. In the Gypsy, she became a popular barnstormer. Later she flew health care personnel and supplies to remote areas.

She was also Commandant of the Women's Air Training Corp of Australia during WWII and helped establish the Air Ambulance Service and started the Australian Women's Pilots Association.

Nancy has written two books about her experiences, *Born to Fly* in 1961 and *My God, It's a Woman* in 1990.

WCA Scholarships

Women in Corporate Aviation is accepting applications for scholarships to be awarded in February 2007. One is being offered by WCA and one from Dassault Falcon Jet.

Applications must be postmarked by November 3, 2006 to be considered, and applications and guidelines can be found at www.wca-intl.org/. Incomplete applications will not be considered. For questions on application guidelines, contact Sharon McAleer at sharoni25@mn.rr.com.

These are in addition to three scholarships WCA awarded at the NBAA Annual Meeting & Convention October 17-19.

THE NINETY-NINES WELCOMES THESE **114** NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

ACADEMIC: FASISCH, Michelle Robyn Section Member, New England Section • MIKOLS, Robyn Lynn, Intercollegiate Internet Chapter, North Central Section • ROBERTS, Raven Sue, Intercollegiate Internet Chapter, North Central Section • **FUTURE WOMAN PILOT:** APPENZELLER, Elizabeth Ann, Sugarloaf Chapter, Mid-Atlantic Section • BARNHART, Katherine L., New York Capital District, New York-New Jersey Section • BASTO, Darlene Kay, Northwoods, North Central Section • BLEHM, Jessica L, Kansas Chapter, South Central Section • BROWER, Mary Beth, Colorado Chapter, South Central Section • CHANDLER, Ashley Anne, Bay Cities Chapter, Southwest Section • DESHONE, LaDonna, Michigan Chapter, North Central Section • DODSON, Barbara Leigh, Indiana Dunes Chapter, North Central Section • DOOLAN, Sarah Marie, British Columbia Coast Chapter, West Canada Section • ENGLISH, Rhonda J., Mount Tahoma Chapter, Northwest Section • FRALEY, Mackay H. Mickie, Greater Cincinnati Chapter, North Central Section • HIDI, Melinda, Tucson Chapter, Southwest Section • JOHNSON, Rene Emille, Mississippi Chapter, Southeast Section • JONES, Leah D., Los Angeles Palms Chapter, Southwest Section • KIRSCHBAUM, Betsy A., High Country Chapter, South Central Section • KOLB, Letitia Fullerton, Embury-Riddle Daytona Chapter, Southeast Section • KONDOR, Elizabeth Lydia, Oklahoma Chapter, South Central Section • LEKARCZYK, Marla Ann, Michigan Chapter, North Central Section • MORIN, Cynthia Dawn, Alberta Chapter, West Canada Section • MUSUVA, Elizabeth Mukui, Houston Chapter, South Central Section • NYKANEN, Jennifer Pauline, Northwoods, North Central Section • RICHARD, Josephine, North Georgia Chapter, Southeast Section • ROBERTS, Julia E., Ventura County Chapter, Southwest Section • SHAH, Preeti Dhanesh Priti, Utah Chapter, Southwest Section • SIEVE, Luann Jane, All-Ohio Chapter, North Central Section • SPURLOCK, F. Diana, Oklahoma Chapter, South Central Section • STARR, Gloria Jean Jean, Reno High Sierra Chapter, Southwest Section • SWANSON, Katherine A., Northwoods, North Central Section • THORUP, Joann L, Florida Spaceport Chapter, Southeast Section • TUKEY, Melissa Calderwood, Carolinas Chapter, Southeast Section • WEISER, Pnina, San Fernando Valley Chapter, Southwest Section • WILLIAMS, Melissa Anne, Intercollegiate Internet Chapter, North Central Section • WILSON, Tegan D., Reno Area Chapter, Southwest Section • **NINETY-NINES:** AHRENHOLTZ, Laura Cecilia, Section Member, Southeast Section • ALBERS, Susan Lynn, Virginia Chapter, Mid-Atlantic Section • ANDERSON, Julie, Phoenix Chapter, Southwest Section • ARMSTRONG, Candace D, Chicago Area Chapter, North Central Section • AUDETTE, Jennifer Joann, Mount Tahoma Chapter, Northwest Section • AUSTIN, Shannon Ann, Coyote Country Chapter, Southwest Section • BACHARACH, Norma P., Oklahoma Chapter, South Central Section • BARRON, Judy Charlene, Bay Cities Chapter, Southwest Section • BAYER, Marykate Scott, Section Member, North Central Section • BECKER, Linda Katalin, Section Member, Southeast Section • BENING, Patricia, Section Member, Northwest Section • BLOOM, Karen Elise, Brazos River Chapter, South Central Section • BROWNE, Patti Diane, Bakersfield Chapter, Southwest Section • BROWN, Elaine L., Reno Area Chapter, Southwest Section • BROWN, Patricia Leanora, Los Angeles Palms Chapter, Southwest Section • BROWN, Rose M., Old Dominion Chapter, Mid-Atlantic Section • CARMICHAEL, Maryse D., Montreal Chapter, East Canada Section • CETIN, Stacey Carter, Section Member, New York-New Jersey Section • CORMIN, Patricia H, Marin County Chapter, Southwest Section • COUSSENS, Ellen J., Antelope Valley Chapter, Southwest Section • COVINGTON, Candace J., Colorado Chapter, South Central Section • CRAWFORD, Gwendolyn B, Oklahoma Chapter, South Central Section • DANHOF, Vicki, Montana Chapter, Northwest Section • DEGENHARDT, Roberta Diane, Alaska Chapter, Northwest Section • DUFFY, Sandra Lee, Palomar Chapter, Southwest Section • ECHMANN, Barbara B., Santa Barbara Chapter, Southwest Section • ESHELMAN, Dawn, Eastern, Pennsylvania Chapter, Mid-Atlantic Section • ESPINOZA, Cholene Danielle, Section Member, New York-New Jersey Section • FENYES, Marty, Orange County Chapter, Southwest Section • FITZROY, Nancy Deloye, Section Member, New York-New Jersey Section • FORREST, Carol Liana, San Diego Chapter, Southwest Section • FRANTZ, Etta Sue, Houston Chapter, South Central Section • GARCIA, Laura, Washington DC Chapter, Mid-Atlantic Section • GRINDELAND, Sherry L., Western Washington Chapter, Northwest Section • HALL, Nancy M., Eastern Pennsylvania Chapter, Mid-Atlantic Section • HARVEY, Rhondra M., Dallas Chapter, South Central Section • HELD, AAE, Pamela Jacqueline, Greater St. Louis Chapter, North Central Section • HOEGSTROM, Mary Lynne, Oklahoma Chapter, South Central Section • HOWELLS, Brigitte, Tucson Chapter, Southwest Section • HUGHES, Amy Stevens, Pikes Peak Chapter, South Central Section • HUNTER, Shirley D, Section Member, South Central Section • IMMEL, Katherine Diane, Section Member, Southwest Section • JOHNSON, Aileen Claire, Ventura County Chapter, Southwest Section • JOLLEY, Laura Jane, Section Member, South Central Section • KELLY, Ann-Marie, Reno High Sierra Chapter, Southwest Section • KERN, Paula Lynn, Section Member, Southeast Section • LANDDECK, Kate, Golden Triangle Chapter, South Central Section • LAYTON, Linda Lee, Devils Tower Chapter, Northwest Section • LEWIS, Paula Suzanne, Bakersfield Chapter, Southwest Section • MALARNEY, Kristine Lynn, Ambassador Chapter, South Central Section • MARTINOVICH, Vera Ann, Greater Seattle Chapter, Northwest Section • MCGHEE, Elizabeth C.S., Michigan Chapter, North Central Section • MENDEZ, Uvalde Elmes, Tennessee Chapter, Southeast Section • MINER, Cecilia A., Old Dominion Chapter, Mid-Atlantic Section • MOLLARI, Kaisa, Section Member, Finnish Section • MURPHY, Elizabeth Anne, Alberta Chapter, West Canada Section • NESMITH, Judie Herzberg, Central Oregon Chapter, Northwest Section • NEWPORT, Cynthia D., Kansas Chapter, South Central Section • PETITTO, Frances Jean, Women With Wings Chapter, North Central Section • PRONCZUK, Danuta Veronica, Section Member, New England Section • RAPER, Mary W., Tennessee Chapter, Southeast Section • REINHARDT, Carrie Anne, Section Member, Southwest Section • ROSS, Debra J., Reno Area Chapter, Southwest Section • ROTH, Sue Ann, Kansas Chapter, South Central Section • ROWLAND-HILL, Jilinda Ann, Kansas Chapter, South Central Section • RYAN, Helen Joan, Northwoods Chapter, North Central Section • SCHUHMANN, Josefine Claudia, Section Member, German Section • SOMMERS, Elizabeth Irene, Alameda County Chapter, Southwest Section • STAATS, Brenda E., Alaska Chapter, Northwest Section • STEFFEN, Patricia T., Mount Tahoma Chapter, Northwest Section • ST. DENIS, Cecilia M., Florida Firstcoast Chapter, Southeast Section • TANTS, Christine Ann, Ambassador Chapter, South Central Section • TRASK, Pamela Gue, Northwoods Chapter, North Central Section • VANSKYOC, Mary E., Kansas Chapter, South Central Section • VAUGHAN, Raegan Marian, Eastern New England Chapter, New England Section • WHITE, Linda Carol, Montreal Chapter, East Canada Section • WILKERSON, Linda Susan Susan, Section Member, South Central Section • WYNTER, Carla Marrietta, Wisconsin Chapter, North Central Section.

99 Visit Amelia's Landing Site in Ireland

BY GEORGIA PAPPAS
Eastern New England Chapter

In April, Eastern New England Ninety-Nines Trish Sauve and Georgia Pappas visited Amelia Earhart's landing site in Derry, Northern Ireland. Amelia landed there when she made her historic 1932 flight across the Atlantic and became the first woman to fly solo across the Atlantic. She departed New York and intended to land in Paris, France, but strong north winds, icy conditions and mechanical problems forced her to land in a pasture in Ballyarnett, on the northern outskirts of Derry.

The 2,026-mile flight took over 13 hours, and after experiencing thunderstorms, a broken altimeter, ice, fog, exhaust flames from a cracked manifold and leaky fuel line, Amelia landed in Derry. The pasture was owned by the Gallaghers, and their farmhouse currently houses a small museum. Today the grass field where she landed remains intact, although the fields surrounding it are replete with new homes.

We were told that Amelia appeared frightened by the Gallagher sons, who were smoking cigarettes when they approached the plane, and Amelia was still in her fuel-soaked leather flying suit!

The folklore is that some locals still remember the historic flight — and more specifically, still recall that she never paid for her phone call/wire home to husband George Putnam to say that she had made it. Indeed, they must have been too



Ninety-Nines Georgia Pappas, left and Trish Sauve with Mike McDaid in Derry Ireland.

busy, as the Governor had a celebration for her in Derry prior to her departing for Paris. The aircraft was dismantled and shipped back to America.



A Tale of Tailwheel Training

BY LAURIE PROBST, Wisconsin Chapter

Being chosen a Maule Tailwheel scholarship recipient was quite an honor. During the week of June 19, I had the opportunity to obtain my tailwheel endorsement at the Maule Aircraft Facility in Moultrie, Georgia.

My first assignment was to sit in front of a computer to watch a complete preflight of the plane I would be flying. After the video, I met Ray Maule, and he took me through an actual preflight of the taildragger. There were definitely differences between the MX-7-160 and the Cessna 172P that I usually fly!

Tuesday was my first actual flight lesson. Getting in, starting the plane and making the radio call weren't a problem for me — those were old, familiar things I had been doing since I started flying. Taxiing pushed that familiarity right out the window, though, as I zig-zagged on the ramp, trying to keep

the plane straight with my feet while keeping the yoke back. The other thing that was different was the fact that we were taxiing on the ramp — and then took off from it! It took some practice to get the feel for the pitch needed to lift the tail and then know when to apply back pressure to lift off. Once we were airborne, I did stalls, dutch rolls, turns to a heading and other basic maneuvers.

During my second lesson I did pattern. In fact, from that point on, I became very familiar with pattern. During my 10.1 total hours of training, I would perform 86 landings! I even flew a pattern using only my feet on the rudder pedals to turn.

By my last lesson, I felt I finally had the hang of getting the taildragger airborne, flying a pattern and landing, despite the 100 degree temperature and 100 percent humidity that we had tolerated the entire week.

Thrills and surprises aside, it was a wonderfully valuable experience, and I have noticed a change in how I manage flight during my current instrument training.

GRASS ROOTS — Section and Chapter reporters share their recent activities

NEW ORLEANS CHAPTER

New Orleans Chapter held its June meeting at the temporary home of member Sigrid Allenstein — a 250-square-foot FEMA trailer parked in her front yard in the badly damaged Lakeview area of New Orleans. Sigrid was the only person on her block still living in the neighborhood.

Determined to help make Sigrid feel at home, a camp-out theme was selected, complete with tiki lights (even though the ground was too hard to stand them up), plastic pink flamingos and s'mores cooked over a bbq grill.

The following Sunday, several members surprised Sigrid while she was out of town and sawed, lopped, pulled, whacked and stacked much of the fallen trees and weeds in Sigrid's yard, which had not been cleared since Hurricane Katrina hit the area.

The following weekend, the Chapter completed its first compass rose on the home airfield of member Jan Oreck. Thanks to Marina Saettone, Phoenix Chapter, and Stacy Booker, Mississippi Chapter, for helping out.

WASHINGTON DC CHAPTER

The Washington DC Chapter hosted a gala at the Watergate Hotel for the 2006 International Conference. Three cheers to Barb Rhode, Laura Takacs, Becky Roman-Amador and Tham Nguyen who organized the magical evening for over 300 guests. Tribute was paid to the WASP, and our surprise guest Bob Dole made it an especially nice evening to honor all our WWII veterans. Music from the 1940s set the mood for the evening.

The Chapter also organized the seminar speakers for the Conference, thanks to the tireless efforts of Christine Sleeper. These were stimulating back-to-back talks, concurrent in two rooms, all day long and ranged from technical to autobiographical to adventure stories.

During the week of the Conference, the Chapter also hosted a cookout for Frederick Aviation (FAI) and others at Frederick Airport, Maryland

—Pat Manos



New Orleans Chapter members gather outside Sigrid Allenstein's FEMA trailer. Front row: Jan Oreck, Cheryl Kraemer, Sigrid. Middle: Mary Donahue, Lisa Cotham, Vickie Goodbee, Karri Trauth. Back: Marilyn Malone.

SANTA CLARA VALLEY CHAPTER

On June 6, several members from the Santa Clara Valley and San Fernando Valley Chapters spent the day with the Traveling Space Museum temporarily located at Daves Avenue Elementary School in Los Gatos, California. Members ran the exhibits and gave information to the classes — over 500 children from kindergarden to 5th grade attended. Later in the day, activities included water-bottle rocketry, mission control, anti-gravity boots, space food and Lunar Rover stations.

Each Ninety-Nine who worked the event earned \$100 for their Chapters. It's a great activity for any Chapter! For more information, see www.travelingspacemuseum.org.

Santa Clara Valley Chapter members Mayetta Behringer and Janet Hitt were recipients of the Wright Brother's Master Pilot Award for 50 years of continuous, safe flying and being currently active.

—Torea Rodriguez



MT. TAHOMA CHAPTER

In July, members of the Mt. Tahoma Chapter were invited to attend a breakfast fly-out to the annual Jefferson County Fly-In at Port Townsend, Washington. We enjoyed breakfast at the Spruce Goose Cafe and later strolled the aisles of beautifully restored airplanes entered in the show. Airplanes ranged from a 1930 Stinson SM8A Detroit to a Corben Baby Ace to brand new Cessna Skyhawks.

—Erin Cappel

Left, Mt. Tahoma Chapter members Kristi and mother Dodi, Membership Chair Erin Cappel and Chapter President Anne Lovett at the Jefferson County Fly-In.

GRASS ROOTS — Section and Chapter reporters share their recent activities

EASTERN NEW ENGLAND

On May 13, 2006, Eastern New England members were hosted by Candie Oldham and Rae at Falmouth Air Park, Falmouth, Massachusetts. We enjoyed a great barbecue in the hangar after the meeting and also met some of the residents of the airpark. The weather was cold and rainy, but the hospitality was warm and friendly. Thank you Candie and Rae! And, did I hear something about making this an annual event?

—Georgia Pappas



Front row: Olga Mitchell, Billie Downing, Deirdre O'Connor, Katharine Barr, Sarah Keegan. Back row: Georgia Pappas, Pat Theberge, Margot Cheel, Lucy Young, Deb McCurdy, Christine Micke, Jean Harris, Trish Sauve, Candie Oldham.



From left, Marilyn Emery, Donna Sommer, Ann Sanchez (Monterey Bay Chapter), Audrey Wells, Colleen Turner. Back row: Sarah Hauschka, Andrea Chay, Marian Hartley, Nancy Jensen, Beverly Franklet, Maria and Lillian Morrison with Linda Morrison.

GREATER SEATTLE

Greater Seattle Chapter members flew to Jefferson County Airport (OS9) for their June meeting at the Spruce Goose Restaurant. Some had to dodge rain showers as they converged from points north, west and south in the Puget Sound and San Juan Straits areas.

LONG ISLAND CHAPTER

The Long Island Chapter dedicated The Ninety-Nines Plaque Exhibit to the American Airpower Museum (AAM) at Republic. The plaque commemorates the first meeting of The Ninety-Nines on November 2, 1929 at Glenn Curtiss Field, Valley Stream, New York.

Ninety-Nines at the new exhibit were well received by many aviation buffs on a spectacular day in Farmingdale. A veteran from Valley Stream, who hadn't seen this Ninety-Nines plaque in years, remarked, "This plaque was originally placed in the Green Acres Shopping center — the site of The Ninety-Nines first meeting at Glenn Curtiss Field, but this plaque really belongs at the AAM at Republic."

WASP Curator Julia-Lauria Blum is The Ninety-Nines dedicated advocate. The new exhibit with tremendous visibility resides near Women in Aviation's WASP Exhibit.

Ronnie A. Abbate, 49½, designed the exhibit to complement the bronze photo plaque as well as the aluminum aircraft throughout the museum.

We are grateful to William S. Abbate, President, and Ronald C. Abbate, Vice President of Structural Display, Inc., for precisely constructing the sleek pedestal exhibit and for their generous contribution.

We are extremely proud of our professional new Ninety-



Long Island Chapter Members Madeline Steiner, Nancy Neumann, Susan Mirabel, Jill Hopfenmuller, Doris Abbate, Bozena Syska and Mae Smith proudly gather around The Ninety-Nines Plaque Exhibit that now resides at the American Airpower Museum.

Nines exhibit, finally on display in CAVU status with women's accomplishments at the American Airpower Museum.

—Doris Abbate

GRASS ROOTS — Section and Chapter reporters share their recent activities

INDIANA DUNES CHAPTER

The Indiana Dunes Chapter celebrated their 30th anniversary on May 20 with a Champagne luncheon at the Knollwood Country Club in South Bend, Indiana.

Professor Sammie L. Morris, archivist from Purdue University, spoke on “The Legacy of Amelia Earhart.” Sammie has personally sorted, catalogued, preserved and stored Amelia’s memorabilia donated to Purdue University by the Putnam family. These include her journals, goggles, charts, clothing, letters, scrapbooks and some poetry never yet published. Due to Sammie’s efforts, these items are now available for scholars doing research.

Those attending the luncheon enjoyed browsing through the 30 scrapbooks our Chapter has kept and maintained since we first began. We have members all across northwest Indiana and even some from Michigan.

The Chapter has been very active throughout the years. We have sponsored FAA Safety Seminars, Flying Companion Seminars and Proficiency Air Races. We present Air Bear programs and mentor Scouts earning their Aviation Badges. We have had tents at local air shows and floats in local parades. In the past year, several members have participated in the Air Race Classic, gone sky diving and flown powered parachutes. We have several programs a year featuring aviation, on many topics from aerial applicators to aerial photographers.



From left, front row: Charlene Falkenberg (now Chicago Area Chapter member), Chapter Chair Janice Welsh, Barbara Jennings, Dolores Nusbaum, Christine Murdock and T.J. Shaum. Back row: Diana Austin, Janice Topp, Linda Mattingly and Marilyn Horvath. All women have served as Indiana Dunes Chapter Chairs.

We are presently planning a space trip to Mars at the Challenger Learning Center in Kalamazoo, Michigan in September and planning our own website. We are all proud to be called Ninety-Nines.

—Joy Valek

EASTERN IDAHO CHAPTER

The Eastern Idaho Ninety-Nines, their 49½s and friends convened bright and early at the Lost River Store in Howe on Saturday, June 24 with pavers, range finder, paint, rollers, shovels, a measuring tape and lots of enthusiasm. It was a beautiful day to fly.



Planning the upcoming airmarking are, from left, Sandy Storhok, Chapter Chair; Vic Storhok; Joy McDonald, Treasurer; Chuck McDonald, Joy’s 49½; Wayne Bare, Howe Airport manager; and Sandi Bills, Chapter Secretary.

The group had a planning meeting with airport manager Wayne Bare, and the work began. The goal was to mark the edges of the runway so we’d know about where the landing strip is for sure and to have an excuse to get together and talk about our loves — those wonderful flying machines.

The helpers included a good share of the population of Howe: Bill and Patty McDonald, Chuck and Joy McDonald, Wayne Bare and Lou Jones. The “out of towners” included Sandra and Vic Storhok from Idaho Falls, Carol Houk and Richard White from Lava Hot Springs and Sandi and Gary Bills from Pocatello.

When we finished the project, moving weeds, disturbing ants that had impressive ant hills, Chuck McDonald and Gary Bills went up in Chuck’s Cessna to photograph the results. When they landed, we decided we definitely need more pavers — lots more pavers. We concluded this is a work in progress. We may add more white pavers later this summer, or in the fall before it snows.

The Eastern Idaho Ninety-Nines next meeting was scheduled for August 20 at the Airport Park in Lava Hot Springs. We also plan to hold our umpteenth annual Mountain Flying clinic at the Flying B Resort ranch in the Middle Fork of the Salmon River sometime in September.

If you want to join in an activity or just come to get to know us, you can contact Sandy Storhok at ssstorhok@srv.net.

—Sandi Bills

KATAHDIN WINGS CHAPTER

The Katahdin Wings Chapter held its Seaplane Safety Expo on May 20 at member Mary Build's seaplane base on Brandy Pond in Naples, Maine, and it was a huge success. It featured an interactive speakers panel with experts from many aspects of aviation. There were also presentations on flying into Canada, as well as mountain flying and using the performance charts in your POH. There were approximately 108 people in attendance.

Katahdin Wings proudly supported first time racers Mary Build and Jenny Jorgensen in the Air Race Classic. They flew a C-182 on amphib, the first time this type of aircraft has been flown in the race, and they came in 5th.

Also in June, one Ace Camp scholarship was awarded, and one was donated to a deserving participant at this year's Ace Camp. In July, Dustin Fleck, recipient of the scholarship, was a guest at our July 12 business meeting. —Lori Plourd



Katahdin Wings members Mary Build, left and Jenny Jorgensen are Team 33 in the 2006 Air Race Classic.

SAN FERNANDO VALLEY CHAPTER

At a luncheon, the San Fernando Valley outgoing board passed the tools of the trade to the incoming board.

Ceci Stratford's Chuck Kamphausen was honored with the 49½ Award of the Year, presented by Bertie Duffy. Chuck has contributed a tremendous amount of his time, knowledge and support to our Chapter.

This was a doubly exciting year for Kathryn Presson, first earning her Private Pilot certificate, then receiving the Rookie Pilot of the Year Award. Her hours of flying, introducing children to aviation and accepting a position on the Chapter board were recognized.

When it comes to service, Julieann Sikora earned the Trixie Ann Schubert Service Award presented by Jennifer Miller.

—Lilian Darling Holt

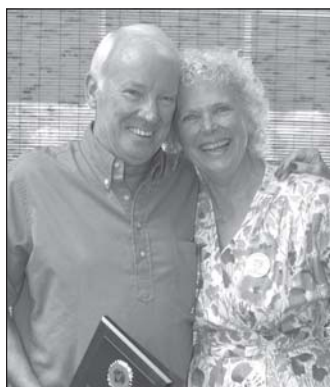
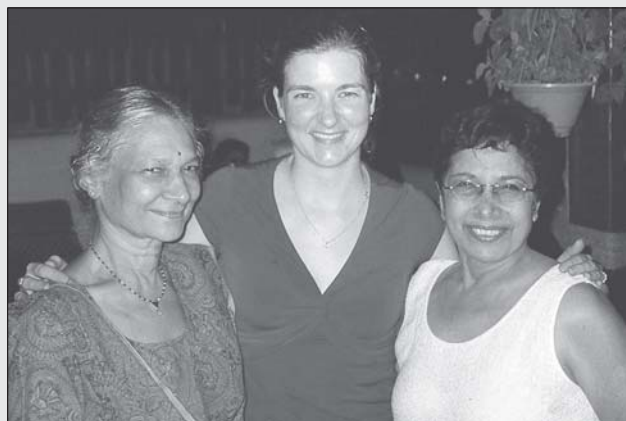


Photo left: Chuck Kamphausen, 49½ of the Year, with Ceci Stratford.



INDIA SECTION

Adrianne Flemming, Australia Section, above center, is flanked by Rabia Futehally and Mohini Shroff, board members of the India Section. Adrianne was in Mumbai, India on business and met up with her Ninety-Nine sisters in India. The smiles say the rest!

—Sonal Gopujkar for Mohini Shroff

WOMEN WITH WINGS CHAPTER

The Women With Wings Annual Chapter Picnic was held July 22 at the Akron Fulton Airport. Due to rain, we changed location from the Akron Zoo. Nine members and two 49½s shared aviation stories and aviation goals for 2006.

In June, Chapter members airmarked Jackson County Airport, Jackson County, West Virginia. Former Mid Atlantic Section Governor Jean Pickering assisted in the layout, along with members Charli Heilmann, Leigh Anna Rice, Pat Harmon, Donna Moore, who was in the area for work, and Ginny Hart and Ellen Pretorius, who flew down from Ohio in Ellen's C172.

Other events in June included assisting with the Military Aviation Preservation Society (MAPS) airshow at Akron Fulton Airport.

—Donna Moore

AUX PLAINES CHAPTER

The Aux Plaines Chapter had representation at the North Central Section in Chicago early in the year when Carol Parmer, Shelley Ventura, Bunny Foley and Margaret Biedron attended. Bill Parmer, as always in the past, was kind enough to provide the transportation.

Shelley Ventura hosted our Chapter's monthly meeting at her home, just a hop from Cambell Airport where she can keep track of most takeoffs and landings there. She enjoys being as close as possible to her very own airplane. We viewed Weather Wise, the seminar in a box that we purchased, and found it to be both informative and entertaining.

Carol Parmer won the round-trip ticket on Southwest Airlines at the Spring Section meeting in Kansas City Missouri.

—Virginia Rabung



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