

99 News

The Official Magazine of the International Organization of Women Pilots

November/December 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 Covers

Front Cover:

At a young age, Vi Cowden decided she wanted to fly like a hawk, and ever since she soloed in 1940, Vi's been doing just that. She served as a Woman Airforce Service Pilot in WWII and has remained active in the Orange County Chapter. In February of this year, at 89, she gained a new perspective of the sky, making a tandem parachute jump from 12,000 feet with U.S. Army Golden Knight Mike Elliott. Photo courtesy of the Golden Knights.

Back Cover:

Majestic mountains surround the Aspen Airport, Colorado. The 2007 International Conference will be held in the Boulder/Denver area September 12-16. Photo courtesy Jim Wark, www.airphotona.com.

PERPETUAL CALENDAR

2006

DECEMBER

- 30 **Deadline for proposed amendments to the Bylaws/Standing Rules.** Contact Sally Biggin, PO Box 1127, Hoopa, CA 95546, 530-625-4736, sbiggin@thegrid.com.

2007

JANUARY

- 20 **San Gabriel Valley Annual Poker Run,** Begin Cable Airport. Hosted by San Gabriel Valley Chapter. Contact Virginia Harmer, 909-987-0087, DVHarmer@juno.com.
- 27 **Southwest Section Board Meeting,** Ontario, CA. Hosted by San Gabriel Valley Chapter/Southwest Section. Contact Virginia Harmer, 909-987-0087, DVHarmer@juno.com.

FEBRUARY

- 1 **Due Date for 99 News submissions** for March/April 2007 issue.
- 15-17 **International Women in Aviation Conference** in Orlando, FL. For information, visit www.wai.org.

MARCH

- 2-3 **International Spring Board Meeting.** Travel dates March 1 and 4.

APRIL

- 1 **Due Date for 99 News submissions** for May/June 2007 issue.
- 27-29 **Joint South Central Section/North Central Section Meeting,** Lincoln, NE. Hosted by Nebraska Chapter. Contact Patsy Meyer, blueskies@inebraska.com.

MAY

- 4-6 **Southeast Spring Section Meeting,** Titusville, Florida. Hosted by the Florida Spaceport Chapter. Contact Bobbi Lasher, b919r@cfl.rr.com.

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

JUNE

- 1 **Due Date for 99 News submissions** for July/August 2007 issue.
- 15-17 **International Forest of Friendship** celebration, "Flying, Forests and the Future."

- 18-22 **Women Soaring Pilots Association (WSPA) seminar** at Hollister, CA. Contact higgiruthh@hotmail.com.

JULY

- 23-29 **EAA AirVenture, Oshkosh, WI.** Visit The Ninety-Nines Tent. Contact Rita Adams, rvadams99@aol.com or www.eaa.org.

- 20-26 **Amelia Earhart Peak Climb 2007.** In 1969, Yosemite National Park in California named a peak after Amelia Earhart. To commemorate this honor and the 50th anniversary of Amelia's last flight, 99s climbed to the top of the Amelia Earhart Peak in 1987, and a time capsule was placed at the top containing the history of The Ninety-Nines. Now Amelia Earhart Peak is hiked by The 99s every 10 years. Base camp is at 8,000-feet, and then four days are spent hiking up and down the peak (11,982 feet), with the summit day on July 24. Contact Lynn Meadows, 530-587-7281, tomnlynnfly@hotmail.com.

AUGUST

- 23-26 **Northwest Section Meeting,** Gillette, WY.
- 1 **Due Date for 99 News submissions** for September/October 2007 issue.

SEPTEMBER

- 12-16 **99s International Conference, Mountains and Memories 2007,** Boulder/Denver, CO at the Omni Interlocken Resort, www.omnihotels.com. For more information, visit www.ninety-nines.org/conference.html.



- 21-23 **North Central Section Meeting,** Duluth, MN. Keynote speaker is Julie Clark. Hosted by Minnesota Chapter. Contact Patty Sandusky, 320-963-3982, pilotpath@hotmail.com.

- 25-27 **NBAA Conference,** Atlanta, Georgia.

SEPTEMBER

- 1 **Due Date for 99 News submissions** for November/December 2007 issue.

2008

AUGUST

- 6 **Northwest Section Meeting,** Anchorage, AK or nearby.
- 7-10 **99s International Conference,** Anchorage AK.

99 News

The Official Magazine of The International Organization of Women Pilots

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

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Articles

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

Photos

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

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President's Message

BY PAT PRENTISS, International President

I would like to share some observations I made during my recent travels representing The Ninety-Nines. In each of them a different facet of our organization showed through in a way that highlights just what our organization has to offer.

On September 9, 2006, I attended the WASP 64th reunion in Portland, Oregon. I felt honored to be among so many courageous women who shared their flying stories of World War II. But what touched me most was the admiration they have for our organization, many of them also being Ninety-Nines. It's somewhat ironic when you think about it, they marveling at the equipment we fly today, and yet, we wishing we could have flown what they did years ago.

Another highlight in September was the Aviation and Women in Europe (AWE) Conference in Varese, Italy. Michelle Bassanesi, a member of the Ambassador Chapter who lives in Italy, founded AWE. While training, Michelle realized that something had to be done to help women in Europe achieve their goals in aviation and aerospace, not only on the flight deck, but also in aviation related professions. Because The Ninety-Nines is an International Organization of Women Pilots, I was invited to represent our organization at the Conference. Attendees came from around the world to present their activities and to discuss ways to promote females within aerospace. It was one of the most productive trips I have made. Many of the attendees had not heard of The Ninety-Nines and I am pleased to say, I came home with new friendships, new members and left behind an expanded awareness of our organization.

The third week of September took me to Ashland, Oregon for the joint NWS/SWS meeting. This quaint Shakespearean town, full of shops and eateries, provided a special setting for a productive weekend. As with all meetings, a variety of activities took place, but the most important one was the cross-fertilization of ideas that occurred. I want to encourage Chapters and Sections to plan joint meetings. It's a wonderful way to bring our membership together and to share different viewpoints.

And finally, it was off to Boulder, Colorado to meet and visit with the planning committee for our 2007 Conference. After touring all the different sites, I feel comfortable in saying you will be very pleased when you see what is in store for you next year. I can't think of a prettier place to be than Colorado in September.

As promised in my previous message, I want to continue to introduce your International Committees and their respective Chairs. Please welcome Nadine Sugden and Marilynn Schuyler to Public Benefit Flying, previously known as Charity Flights. Last year we were all touched by the devastation that took place when destructive hurricanes hit the Gulf coasts. Members tried to find ways to help, but there was no guidance to do so. Nadine and Marilynn decided it was time to provide our members with information about the excellent organizations that are set up to meet emergency needs, such as Angel Flight America and the Civil Air Patrol. Now, when a need arises, our members have a protocol to directly contact these agencies and indicate how they want to cooperate in relief efforts. It should be noted that this assistance will be done by individual pilots under their personal insurance. For more information, please contact Nadine (geows@aol.com) or Marilynn (mlschuyler@aol.com).

Our new NIFA (National Intercollegiate Flying Association) Co-Chairs are Lois Erickson and Carolyn Carpp. Lois has been a judge for the regional and national SAFECONs (Safety and Flight Evaluation Conferences) for a number of years. Carolyn joined Lois four years ago, interviewing candidates for the Women's and Men's Achievement Awards. I can still hear Carolyn's excitement after her first NIFA meet.

For those who don't know, NIFA consists of colleges that offer aeronautical curriculums and flight training at their institutions. The activity at a SAFECON includes flying and ground events, as well as a variety of awards. Volunteers are always needed, so check out the NIFA website, www.NIFA.us.

I want to wish all of you a joyous holiday season, good health and safe travels.



Members of the 2007 International Conference Committee in Boulder, Colorado, near the site for the 2007 International Conference.



Pat with Dawn Seymour, WASP and Ninety-Nine, at the 64th WASP reunion in Portland, Oregon.

Enjoying Varese, Italy during the AWE Conference are Jill Hallett, Gaby Shaked, Elizabeth Afande, Pat (99), Michelle Bassanesi (99), Caroline Kolasa (99).



Marco Tricario



The Traveling Space Museum

BY CECI STRATFORD
San Fernando Valley Chapter

PHOTOS BY LILIAN
DARLING HOLT
San Fernando Valley Chapter

San Fernando Valley members have fun volunteering for the Traveling Space Museum while earning money for their Chapter.

*Top, a student checks out the space ship UFO.
Right, students get the feel for walking in space suits.*

The San Fernando Valley 99s have discovered an extraordinary way to expose children to aviation and space by participating with the Traveling Space Museum (TSM) in aerospace education projects for children. At the same time, they're also generating income for their Chapter by volunteering at TSM events.

The program, founded eight years ago, is dedicated to educating children of all ages about aviation and space, using hands on large-scale props or modules and action-oriented activities. The modules include a space lab mockup, lunar utility vehicle (LUV), UFO space ship, Orion mini shuttle simulator, waste containment system (WCS or "space toilet"), an actual F-5 cockpit and a remote controlled airship. Activities include space food demos, space suits, "Astro-Jeopardy" game, building airplane models and more.

On May 21, 1998, the San Fernando Valley (SFV) Ninety-Nines first met Ivor Dawson, TSM Director, and participated in his Spaceplex Women With The Right Stuff program. SFV Ninety-Nine Ceci Stratford was one of a panel of women in aerospace speakers. The Chapter also featured a booth displaying photos and brochures about women in aviation. One hundred school children were bussed in for the event.

Then, on June 2, 2005, Ceci and her 49½ Chuck Kamphausen volunteered with the TSM

at Longfellow Elementary School's Space Day in Riverside, California. The event, sponsored by Lockheed Martin, featured more than 23 activities for the students. Six hundred students from two schools rotated around classrooms or exhibits set up outside, participating in 20-minute sessions at each activity. Ceci talked about blimps and airships and had the children operate a remote airship. Chuck talked about aliens and had the kids draw pictures of UFOs.

"It's been a ball working with Ivor at the Space Days," Ceci says. "He's truly an enthusiastic and innovative educator. I especially love experiencing the kids' smiles and big eyes of wonderment as they learn something

new. I know we're making an impact on them and that we will gain some young pilots, scientists and astronauts as a result of these programs."

On September 20, 2005, Ceci and Chuck drove from Washington D.C. to

Fairmont, West Virginia, to help the TSM at NASA's Day in the Park. There, approximately 900 students and children of NASA employees learned about aviation and space. Ceci taught



about airships again, and Chuck got to show the lunar utility vehicle. This event was entirely outside, and the children wandered around to the various exhibits to learn about the exciting subjects being offered. Sometimes there were two kids at an exhibit, sometimes 50 at a time.

Later that year, SFV 99 Bertie Duffy went to Las Cruces, New Mexico to help Ivor's TSM at the Countdown to X-Prize, an expo of many space-related companies and booths. She helped in several of TSM's exhibits, reaching approximately 3,000 children and adults.

"The TSM is a unique concept that gives young people the opportunity to learn about aerospace and aeronautics by hands-on exhibits. For many of them this was the first time they looked at space with the possibility of a career interest," says Bertie. "I am a retired teacher, and during the time I was in the classroom, I observed a lack of interest on the part of many students about any project that involved math or science. The TSM is a way to spark interest by showing them how science touches our lives every day. They are having fun while they learn something new."

Volunteers needed

TSM has become more recognized in educational and scientific circles around the country, having proven itself with its Space Day events. They are receiving more and more sponsorships and invitations to have Space Days and participate in space events – and Ivor needs an increasing number of volunteers.

Ceci, always enthusiastic about TSM's mission, asked if Ninety-Nines could help. Ivor was enthusiastic, even offering to reimburse volunteers for their expenses, and, better yet, making a donation to The Ninety-Nines for each volunteer they provided. Ceci then became the coordinator for The Ninety-Nines, seeking volunteers for TSM programs.

As a result of our volunteer effort with the Traveling Space Museum, we've touched around 4,500 children so far in 2006 during seven events. The SFV Chapter has received two checks from the TSM, and the funds will be used for aerospace education and scholarships. The Long Beach and Santa Clara Chapters have also received checks for their help.

Ivor has asked for our help at programs he is now planning, and a request has been sent out to the SFV 99s and other Chapters. Several members from three Chapters have already committed to volunteering at future events.

Lilian Darling Holt, SFV 99 and a profes-



sional photographer, and Ceci have documented the activities with photos of the children and volunteers.

Educating our young people about aviation and space has great significance for our future. How can aviation continue progressing without encouraging youth to pursue careers in science, aviation and space, without educating them about the value of aerospace in our lives today, without giving them the dream of discovery and sharing our own excitement about it? These programs are an exciting way The Ninety-Nines can contribute to those quests.

For additional information on TSM, see their website at www.travelingspacemuseum.org.

Kelsey Hess has the honor of being the first of many youngsters who will climb into the Smallest Experimental BD-5J Jet Airplane.

Students explore the UFO space ship while Ninety-Nine Bertie Duffy answers questions.





Flying in Bush Alaska

Exciting, Scary and Sometimes Even a Little Yucky

BY JILL SMITH
Monterey Bay Chapter

Jill Smith keeps warm over northern Alaska in the Citation Encore she currently flies.

Jill Smith
recounts the
challenges of
flying in
remote areas
of Alaska.

A job flying in bush Alaska can be very exciting, very scary or very dull, with a bit of “yuck” thrown in for good measure. The Cold Bay base of Peninsula Airways where I was stationed had four airplanes, two Piper Saratogas and two Piper Chieftains. Cold Bay is a town at the end of the Alaska Peninsula, about 30 miles from the first Aleutian Island of Unimak.

Cold Bay’s population is around 70, same with Nelson Lagoon, which we serviced three times a week. Port Moller, about 15 miles north of Nelson Lagoon, swells with fisherman and cannery workers in the summer, but in the winter its only residents are the caretaker and his wife.

We went there only once a week during the wintertime, and the caretaker was usually quite talkative when he met us.

False Pass is on Unimak Island and has about 50 people and dwindling. We serviced them three times a week, too. Sand Point has a population in the high hundreds and is probably the nicest of the villages and has a couple of paved roads and a pool at the school. It is the seat of the Aleutians East Borough (no counties here). We went there three times a week, but only if there were passengers. King Cove is the biggest village at 200 to 900 people depending on whether the cannery workers are in town. We went there six days a week. King Cove is also the closest to Cold Bay

at 18 nautical miles away, approximately a 10-15 minute flight. It's also one of the two worst airport areas we went to, the other being False Pass.

We flew people, mail and bypass mail (which includes groceries for bush stores), UPS, Fed Ex and freight ranging from boat engines to booze and cigarettes to the outlying villages. Only one of the villages we served had a full-time, year-round store. We also did charters, medivacs and were "school bus drivers." There is only one school in each village, and in order for the students to compete in sports, we would fly the boy's team from village A to village B and then take the girl's team from village B back to village A to play. Then the next day, or end of the week-end, we would take them back.

The terrain and weather mix to make for some awful conditions. Cold Bay is almost equidistant from the Bering Sea and the North Pacific. The location is prime for terrible weather — deep low-pressure systems, high winds and lots of turbulence, fog and precipitation. Cold Bay has over 300 days a year of at least partial cloud coverage and measurable precipitation. It is also the third windiest town in the country. The terrain goes from totally flat tundra to some rolling hill tundra to huge mountains and volcanoes — up to 8,000-9,000 feet above sea level.

In my first week there, I was with a company instructor in the Chieftain doing some instrument flight training. We were doing a holding pattern at 1,500-feet over the NDB approximately five or six miles northwest of CDB. On the inbound leg of the hold, we should've had a 40-knot wind about 30-40 degrees off the nose from the right. For the life of me I could not figure out the holding pattern! I knew where I was the whole time, but I couldn't make it look like a racetrack.

My instructor, sitting with his arms crossed, a smug smile on his face, said, "Something's kicking your *!#, isn't it?" I took off the hood to figure out the problem. It was the wind direction and speed, mixed with terrain height and location. The terrain was causing the wind to come from different locations, depending on where I was in the hold. On a "normal" holding pattern, if there was a crosswind from the left on the inbound leg, I would correct the nose to the left on the inbound leg and to the right on the outbound leg. Because of what was happening to me, I had to correct to the right on the inbound and to the right on the outbound. On the 180-degree turn from the outbound to the inbound, I flew straight and level for one minute! My brain was mush

when we got back to the airport. But, boy, did I learn a lot that day. Mainly, with wind and terrain, treat it as water. Water flows over and around the rocks and things it comes across in its flow. Wind does the same thing.

One of the worst jobs was hauling the salmon roe from the canneries. This is big business, and the head honchos of the seafood company come over from Japan to keep tabs on the transportation of the roe so none of it disappears. The roe is worth a lot of money in Japan. It is awful to transport; it's slimy and it smells. I always wore my worst set of work clothes because once it gets on you, it doesn't come off. It is packed in boxes and plastic tubs. The boxes are fine, but the tubs usually leaked. I tried to hold them as far away from myself as possible, but that was hard when they weigh about 30 pounds each. To transport the roe, we removed all the unused passenger seats and put tarps down to keep the leaking slime contained. If we dropped one of the tubs too hard, the excess slime on the sides flew everywhere. Yuck!

We had agents in each of our villages to bring outgoing mail to us, take the incoming mail and



Flying over Snow Castle Box Canyon.



An aerial view of the town of Cold Bay and its airport.



Photo top: Jill after landing at Cold Bay. Above, a cold welcome to Cold Bay Airport, Alaska. Below right, King Cove with airstrip in center.

So there you have it: excitement, terror, a bit of yuck, and boredom.

give us reports on the weather and runway conditions at that particular village. Before we left on a flight, we called the airport and asked how it was. If the agent said, "Clear and good visibility and the runway is in great shape," I would need to be extra suspicious, especially if one of the passengers was really anxious to go or the store had brought alcohol or cigarettes for me to take to a bush customer.

On one particular flight to Nelson Lagoon in the Navajo Chieftain, I got just such a report. It really was quite a nice day in Cold Bay, but Nelson Lagoon is 72 miles NNE of Cold Bay. We had marine radios in our airplanes to talk to the village agents. When I was 10 minutes out, I called and let them know I was inbound. Usually the whole village listens to the marine radio. The weather report was still good. As I turned final, a man's voice comes on the marine radio with, "Hey, Jill, you should probably land past the intersection. It's sanded there, O.K.?"

Instantly I was suspicious. I acknowledged the transmission and started concentrating. I was landing on runway 8 and, as with all runways

out there, there are no taxiways, just intersections that lead to the ramp. The runway looked great from where I was — nice gravel and clear of all snow. I touched down just beyond the intersection. It was a solid sheet of ice! It was so clear it was deceiving when I looked at it on final—I could have ice skated on it. I had absolutely no braking action. Throttles completely at idle, I used rudder to keep it straight as I started to fishtail a little. I used "manual" anti-lock brakes, that's tapping one brake and then the other in rapid succession. My right hand was now on the mixtures, ready to kill the engines if I couldn't stop.

Someone called on the marine radio as I finally slid to a stop at the far end of the runway. "Hey, Jill, how 'bout if we come down to you at that end, so you don't have to back-taxi, O.K.?" Well, isn't that a novel idea? No way was I going to attempt to taxi after that landing. I barely managed to get it turned around, and as we all worked around the airplane we could barely stay standing. Thankfully there was no wind, so I took off from that end of the runway. When I got back to Cold Bay, I said, "No more Nelson Lagoon runs 'til it's totally sanded!" By the afternoon run they had spread 1,000 pounds of sand on the runway.

But then there are days when the weather was so bad we couldn't fly. That is when it was very dull. We tried to occupy the time by cleaning airplanes, hangars, sleeping in the passenger lounge, reading and writing letters and doing numerous crossword puzzles. But mostly we stared out the window looking at the weather and talking about it. "Wow, did you feel that gust?" Or, "Hey, check out the waves of water moving across the ramp!" And, "Look at that huge snow squall moving in!"

So there you have it: excitement, terror, a bit of yuck, and boredom.



THE NINETY-NINES WELCOMES THESE **117** NEW 99s, ACADEMIC MEMBERS AND FUTURE WOMEN PILOTS

ACADEMIC: BUTLER, Jill Marie, Utah Chapter, Southwest Section • FELTON, Joy Christina, Embry-Riddle Daytona Chapter, Southeast Section • SIMONEAUX, Megan Lee, Embry-Riddle Prescott Chapter, Southwest Section • **FUTURE WOMAN PILOT:** AMBATS, Jessica, San Fernando Valley Chapter, Southwest Section • ARNDT, Gabriela, San Luis Obispo Co. Chapter, Southwest Section • BELL, Sara, Bakersfield Chapter, Southwest Section • BOWDEN, Noreen, Columbia Cascade Chapter, Northwest Section • BOWYER, Samantha Rose, Florida Spaceport Chapter, Southeast Section • BOYER, Kayla Renee, Tucson Chapter, Southwest Section • BOYER, Mary Specio, Tucson Chapter, Southwest Section • BRAGG, Sarah Norma, Mid-Columbia Chapter, Northwest Section • BROWER, Mary Beth, Colorado Chapter, South Central Section • BURNES, Stormy Lee, Redwood Coast Flyers Chapter, Southwest Section • COVERT, Stacia R, Tucson Chapter, Southwest Section • DUNCAN, Liz C, Redwood Coast Flyers Chapter, Southwest Section • FREIMAN, Raychel, Santa Rosa Chapter, Southwest Section • GALGANO, Lucia Nan, Ventura County Chapter, Southwest Section • GILL, Megan Lea, Women With Wings Chapter, North Central Section • GRASER, Toni Lynn, Texas Dogwood Chapter, South Central Section • GRAY, Joni Marie, Northern New England Chapter, New England Section • GREEN-QUIGLEY, Anne, Phoenix Chapter, Southwest Section • GRIFFIS, Leslie Monique, Embry-Riddle Daytona Chapter, Southeast Section • HIGA, Celeste Mikels, San Joaquin Valley Chapter, Southwest Section • JACKSON, Christine R., Tucson Chapter, Southwest Section • KILLAM, Adrianna Ryann "Addie", Embry-Riddle Prescott Chapter, Southwest Section • KOLB, Letitia Fullerton, Embry-Riddle Daytona Chapter, Southeast Section • KWIAT, Renee Jacqueline, Florida Suncoast Chapter, Southeast Section • LYNN, Julie Marie, Montana Chapter, Northwest Section • MONTANDON, Laure Marie, Colorado Chapter, South Central Section • MORELOCK, Kim L., Montana Chapter, Northwest Section • MOSS, Jessy Te, Long Beach Chapter, Southwest Section • NELSON, Holly, Military Internet Chapter, Southwest Section • O'SHAUGHNESSY, Michele Marie, Maryland Chapter, Mid-Atlantic Section • OPALEWSKI, Kathryn, Greater Pittsburgh Chapter, Mid-Atlantic Section • PRIDE, Denise Lyn, San Antonio Chapter, South Central Section • SALLEY-HOWELL, Vicki M., Houston Chapter, South Central Section • SCHULER, Margaret Marie, Ventura County Chapter, Southwest Section • STEFFEN, Michelle Lynn, Tucson Chapter, Southwest Section • TINKLER, Ashley Clarke, Ventura County Chapter, Southwest Section • WELCH, Chelsea Abingdon, Long Beach Chapter, Southwest Section • WILSON, Lynda, Phoenix Chapter, Southwest Section • **NINETY-NINE:** ALCOCK, Gertrude S., Oklahoma Chapter, South Central Section • BAKER, Mary Elizabeth, Kansas Chapter, South Central Section • BARTLEMAN-LOSCHER, Michelle, Alaska Chapter, Northwest Section • BECKMAN, Roxanne Rae, Tucson Chapter, Southwest Section • BORCHARDT, Lorraine Ann, Chicago Area Chapter, North Central Section • BROWN, Toni C., Devils Tower Chapter, Northwest Section • CABAK, Pam Anne, Santa Maria Valley Chapter, Southwest Section • CLEMENS, Julie A., Kansas Chapter, South Central Section • COBB, Elizabeth Anne, Coyote Country Chapter, Southwest Section • COLOMB, Nanette Daniele, New Orleans Chapter, Southeast Section • CORMIA, Patricia H, Marin County Chapter, Southwest Section • COUDERT, Vanessa Michelle, Section Member, North Central Section • CRITTENDEN, Grace, San Luis Obispo Co. Chapter, Southwest Section • CULBERTSON, Leticia Garcia, Section Member, South Central Section • DOUGLAS, Jonna Sotelo, Tucson Chapter, Southwest Section • EBY-BUCK, Gloria Joyce, Michigan Chapter, North Central Section • FAY, Marisa Lee, High Country Chapter, South Central Section • FUCHS, Angela Else, Section Member, German Section • GERTTULA, Michelle Stone, Section Member, Southwest Section • HAMPTON-KOON, Tonya M., Kitty Hawk Chapter, Southeast Section • HARRISON, Karen Odette, Dallas Chapter, South Central Section • HAWKS, Ruth J, All-Ohio Chapter, North Central Section • HAYES, Linda Charlene, Houston Chapter, South Central Section • HELD, AAE, Pamela Jacqueline, Greater St. Louis Chapter, North Central Section • HERRIOT, Tanis Helena, British Columbia Coast Chapter, West Canada Section • HERZOG, Deborah Lee, Reno Area Chapter, Southwest Section • HOEGSTROM, Mary Lynne, Oklahoma Chapter, South Central Section • HOOKER, Linda Mary, Oklahoma Chapter, South Central Section • JAMISON, Myra S., Scioto Valley Chapter, North Central Section • JOHNSON, Adrienne Haynes, Embry-Riddle Daytona Chapter, Southeast Section • KEHMEIER, Louise Engblom, Section Member, Southwest Section • KITTELSON, Kjersti Liv, Section Member, North Central Section • KITZMILLER, Carol L., Women With Wings Chapter, North Central Section • KLEES, Ursula, Section Member, German Section • L'HOIR, Michelle Ann, Santa Barbara Chapter, Southwest Section • LAMMERS, Nancy Ross, Tucson Chapter, Southwest Section • LOCEY, Diane K., Mid-Columbia Chapter, Northwest Section • LORENZ, Sherrie Lynn, Section Member, Southeast Section • LOSEE, Bobbi Jo, Fresno Chapter, Southwest Section • MACKOUL, Anne Glynn, Garden State Chapter, New York-New Jersey Section • MARTINOVSKY, Anna J, Dallas Chapter, South Central Section • MCNAMARA, Lynn Kathleen, Alaska Chapter, Northwest Section • MCWILLIAMS, Susan Joyce, Ventura County Chapter, Southwest Section • MILLER, Lesley G., North Jersey Chapter, New York-New Jersey Section • MOORE, Nancy E., Florida Suncoast Chapter, Southeast Section • MULLINS, Patrice, Greater St. Louis Chapter, North Central Section • MURRAY, Kathleen A., Utah Chapter, Southwest Section • NOLAN, Kerry Francis, Section Member, Australian Section • O'NEILL, Norah E., Greater Seattle Chapter, Northwest Section • PARTAIN, Wendy Alison, Section Member, Northwest Section • PATTERSON, Pauline Ayn, Section Member, Southeast Section • PHILLIPS, Joy M., Section Member, Australian Section • POPP, Jody T., Kitty Hawk Chapter, Southeast Section • RAMSDELL, Kelley Jean, South Dakota Chapter, Northwest Section • REID, Marici Phillips, Santa Clara Valley Chapter, Southwest Section • RINALDI, Ingrid, First Canadian Chapter, East Canada Section • ROBERTSON, Jody Jean, North Dakota Chapter, Northwest Section • SAGESER, Denise Jean, Kansas Chapter, South Central Section • SARDARIAN, Amanda Georgine, Eastern Pennsylvania Chapter, Mid-Atlantic Section • SCHURR, Connie Lee, San Fernando Valley Chapter, Southwest Section • SECK, Etta "Ruth", Greater Kansas City Chapter, North Central Section • SERIAN, Mary Ann, New York Capital District, New York-New Jersey Section • SHEEHAN, Lila K., Kentucky Bluegrass Chapter, North Central Section • SINGER, Alexa J., Ambassador Chapter, South Central Section • SLOWEY, Tamilyn Tyler, Tennessee Chapter, Southeast Section • SOCHACKI, Jennifer Ann, Section Member, North Central Section • SUNNERGREN, Marilyn Harriet, Lake Tahoe Chapter, Southwest Section • THOMPSON, Peggy Lynn, Santa Rosa Chapter, Southwest Section • TORRES, Candy M., Houston Chapter, South Central Section • TORRES, Terri Rae, Santa Barbara Chapter, Southwest Section • TREJO, Valerie Lynn, Section Member, Southwest Section • VALLARINO, M. Emily J., Carolinas Chapter, Southeast Section • WHITE, Marilyn J., Arkansas Chapter, South Central Section • WHITFORD, Jacqueline Kay, Phoenix Chapter, Southwest Section • WILLIAMS, Ellen Jean, Hi-Desert Chapter, Southwest Section • WOETZEL, Kathrin, Member at Large.

Vi Cowden: Still in the air at 90



In February, 2006, 89-year-old Vi Cowden became the oldest person to tandem parachute jump from 12,000 feet with The U.S. Army Golden Knights. Her Knight is Mike Elliott.

“My experience as a member of the Women Airforce Service Pilots is not just my personal story. We were a team from the time we first met each other. We knew we were working with the rest of the United States military to defeat our nation’s enemies during World War II. All the WASP’ personalities, capabilities and what each one brought to the organization was crucial to the success of the WASP, resulting in a major contribution to winning the war.” — Vi Cowden

The sky has
not lost its
allure for
90-year-old
WASP
Vi Cowden.

BY MARY VAN VELZER
Orange County Chapter

Violet ‘Vi’ Cowden’s story begins in a sod house on a farm in South Dakota on October 1, 1916. As a child of 6 or 7, she would sit out in the farm field watching the hawks soaring, sometimes floating. She recalls, “It was like watching them lay on the air. I knew someday I wanted to fly just like a hawk.”

After graduating from Black Hill University in Spearfish, South Dakota, Vi taught first through fourth grades in Spearfish and Akaska, South Dakota. The school had eight grades with two teach-

ers. Besides teaching in a public school, she also taught Sunday School and Bible School.

Vi was introduced to flying when a boy friend decided to take flying lessons, and she decided it was time to satisfy her own passion for flying. She began lessons at the local airport with Clyde W. Ice, a “barnstormer,” as her instructor. Her rigid schedule consisted of riding her bicycle at dawn six miles to the airport, taking a flying lesson, then peddling back to teach during the day. Ground school was at night.

She soloed in a two-seat, open-cockpit Waco,

receiving her Private Pilot certificate in 1940. Vi and Clyde became lifelong friends, and today their plaques are side by side in the Forest Of Friendship.

Shortly after December 7, 1941, Vi sent a telegram to the head of the War Department in Washington, D.C. stating she was a licensed pilot and volunteered her services. It was almost a year before she received a letter from Jacqueline Cochran inviting her to apply for the Women's Flying Training Detachment. She was accepted into the program and in March, 1943 began her training at Avenger Field in Sweetwater, Texas. Of the 25,000 women who applied to become WASP, only 1,830 were accepted. Vi is one of the 1,074 women pilots to earn their Silver Wings, receiving her Wings in August of 1943. As a WASP, she was stationed at Love Field in Dallas, Texas serving in the Air Transport Command.

The idea of using women pilots in WWII was first introduced in July, 1941 by Jackie Cochran in a private meeting with Eleanor Roosevelt. General Henry H. (Hap) Arnold had been opposed to using women as pilots in any capacity; however, rumors began circulating in aviation circles that women would soon be accepted in the military as pilots.

It took until September of 1942 before the acceptance of women pilots into the Air Transport Command became a reality. Licensed women pilots were being recruited for the Women's Auxiliary Ferrying Squadron (WAFS). The formation of the WAFS, directed by Nancy Love Harkness, was immediately followed by the formation of the WASP, which was under the direction of Jackie Cochran with the understanding there would be only minimal government funds for financial support. The women recruits bought their own uniforms, personal supplies, food, medical needs, etc. in exchange for housing and flight training. Also, they were under enormous pressure to prove themselves, as the belief then was women could never become competent pilots.

The first three classes of WASP completed their training at Houston Municipal Airport in Texas. Vi was in with the 4th class, identified as 43-W-4, the first class to be trained at Avenger Field in Sweetwater, Texas.

"We marched everywhere — to mess, to drill, to classes, everywhere, singing all the time. We even made up our own songs," says Vi. They learned Morse Code, radio procedures, plotting the course and aeronautics. She also spent time in the Link Trainer practicing instrument flying.

WASP physical training was rigorous. These

women participated in the same calisthenics and fulfilled the same requirements performed by male pilots. It was extremely important and necessary that the women build up their physical strength to prepare for controlling B-17s, B-24s and other high-powered airplanes, which had manual controls.

In the beginning they flew Piper Cubs, graduating to larger aircraft such as the Fairchild PT-19, the primary trainer in which Vi soloed on March 5, 1943. Recalling an incident toward the end of her flight training, Vi says, "After completing my last flying lesson before my check ride, my instructor said, 'Okay, that's enough required maneuvers, now do whatever flying you want.' Remembering my childhood watching the hawks, before I knew it I was swooping down on someone's chicken yard, and feathers were flying. The dream I had as a child had really come true."

Vi went on to fly 19 different airplanes for the military, from North American P-51 Mustangs to Douglas A-20 Havocs to Douglas C-47 Skytrains. She became proficient in most of the pursuit planes including her favorite, the P-51.



Vi with Scott, her husband of 50 years.

Vi leads this year's Huntington Beach Fourth of July parade down Main Street as its Citizen Grand Marshal.



Scott Odgers©2006



Vi Cowden, left, in her 1943 WASP portrait, Sweetwater, Texas, and right, in 1999.

When that plane lifted off, the exhilaration I felt is indescribable. My spirit soared with the realization that I was the first person to fly this wonderful P-51.

"The BT-13, a basic trainer with 450 hp, was an uncompromising bear to fly." Her mission was to ferry aircraft from factories to training fields and points of debarkation such as Newark, New Jersey or Long Beach, California. She flew into Nebraska, South Carolina, Texas, Arizona and California.

"Being a WASP has affected me in every possible way. It gave me the courage to live a fun life, an exciting life, and not be afraid to take challenges," she says.

"Between the start of the program in September 1942 and its end, the WASP had flown thousands of hours in 77 different types of aircraft, from small 65-hp liaison planes through every type of pursuit aircraft, multi-engine planes, and on to the B-29 Super Fortress. They logged almost 300,000 flying hours, ferried thousands of aircraft (sometimes as test pilots), towed gunnery targets and performed dozens of other flying duties, both routine and hazardous," writes the late Lt. Col. (Ret.) Yvonne (Pat) Pateman in her book, *Women Who Dared* (Norstahr Publisher). "These WASP transferred to bases where they would release male pilots for overseas duty."

One experience Vi enjoys sharing is the time she had orders to pick up a plane at the factory. "When I checked the ship's papers, I found the plane had not been flight tested. It was understood all new planes would be flight tested by the maintenance personnel before a WASP flew it. At least that's the way it was in the beginning of the program. The mechanic wrote in the ship's papers that the plane had been flown for an hour.

I wondered, as I had full throttle going down the runway at 100 miles an hour, if competent people had put this plane together. When that plane lifted off, the exhilaration I felt is indescribable. My spirit soared with the realization that I was the first person to fly this wonderful P-51."

The WASP program was deactivated on December 20, 1944. During their tenure, the WASP lost 38 of their pilots in the line of duty. Painfully, there were no death benefits nor any insurance or official recognition for the heroism of these women. It was not until November 23, 1977 that the WASP received veterans' status, which made them eligible for veterans' benefits.

After leaving the WASP in 1944, Vi owned a ceramics business in Southern California. She and her husband, Scott, have been married for 50 years and have one daughter and three grandchildren. Twice traveling the world over, their favorite destinations are India and the Orient. They have lived in Huntington Beach, California for 35 years and are very active as volunteers in many community groups. Having been employed by the Huntington Beach City School District for many years, Vi was awarded the Honorary Life Award from the District for her professionalism, expertise and dedication in her work in the Resource Center developing reading, math and art programs for students.

She has received many awards of appreciation for contributing her time, energy and ideas to a number of civic organizations. Fourth of July, 2006 found Vi in her WASP uniform proudly leading the Huntington Beach Parade down Main Street as its Citizens Grand Marshall.

Besides being a Ninety-Nine for many years, Vi is a member of the National WASP Organization (President 1997-98); Southern California WASP (President 1977-2006); Women In Aviation International; and the Experimental Aviation Association (EAA). In 1994 she was inducted into the South Dakota Aviation Hall of Fame. Also, she is a Director of the Bolsa Chica Land Trust and conducts tours of the wetlands of Huntington Beach, and she serves as Director of the Yanks Air Museum in Chino, California.

In February, 2006, this 89-year-old remarkable lady became the oldest person to tandem parachute jump from 12,000 feet with The Army Golden Knights, specialists in precision parachuting. "WOW, it was wonderful. I could have stayed up there for an hour. There's nothing like it. When that 'chute opens, it's as though you and the air are one. It's like being part of the universe. It's an exhilarating experience."

A Celebration of Amelia Earhart

BY KAY ALLEY, Kansas Chapter

A spectacular fireworks show culminated a weekend of activities celebrating the 10th annual Amelia Earhart Festival in Atchison, Kansas. Thousands of people from the northeast Kansas community and surrounding area came to remember the birthday of Amelia Earhart (July 24, 1897) during the weekend of July 14-15, 2006.

A busy two days of special events included a music concert, a 10-mile run, book reviews by visiting authors of new Amelia Earhart books, a panel discussion focusing on accomplishments of military women in aviation, an award luncheon, a carnival, vendor displays, art show and a garden party on the front lawn of the Amelia Earhart Birthplace Museum.

Hundreds of visitors toured the birthplace home at 223 N. Terrace to view the displays about the life of Amelia Earhart and enjoy the beauty of the newly remodeled dining room.

USAF Colonel Cathy Clothier was this year's recipient of the annual Amelia Earhart Pioneering Achievement Award at a luncheon in her honor at Benedictine College. Her acceptance of the award was made even more moving by her testimonial remarks sharing her experiences as an aircraft commander flying in the Iraqi Freedom operation in the Persian Gulf. She now serves as the Director, General Officer Management at the Pentagon in Washington, D.C. Cathy is a Ninety-Nine member in the Kansas Chapter.

The Board of Trustees of the Amelia Earhart Birthplace Museum, elected by the membership of The Ninety-Nines, has chosen Carole Sutton, Nebraska Chapter, to serve as Board Chairman. Other Ninety-Nines serving as Trustees are: Kay Alley, Kansas Chapter; Nelda Lee, Greater St. Louis Chapter; Nancy Miller-Borg, Alabama Chapter; and Janet Yoder, Kansas Chapter.

Atchison community representatives serving on the Board are Ladd Seaberg, Carolyn Mohler, Pat Carrigan and Mark Windsor.

Sondra Ridgeway, Northeast Kansas Chapter, who has served on the AEBM Board for many years, recently retired from her term in office. Under her leadership, many updates in the Museum were accomplished. She unselfishly gave countless hours of her time overseeing projects and guiding the Board to many accomplishments.

The Board of Trustees of the Amelia Earhart Birthplace Museum meets six times a year to discuss and plan budgeting, maintenance projects, visitor education, public relations and develop interpretive displays about The Ninety-Nines' first President.

The next major project of the Board will be to plan a fundraising campaign. More information on this event will be forthcoming in the next issues of the 99 News.



A Museum Moment

BY MARGIE RICHISON, Oklahoma Chapter

Do you know who the first American was to win a Winter Olympics gold medal in skiing? The year was 1948, and the woman was a Ninety-Nine.

Her gold medal was given for the combined downhill and slalom race. She also won a silver medal the same year in the giant slalom. America was jubilant, as prior to her win Europeans had dominated the sport. A ticker-tape parade in New York City celebrated her victory.

This Ninety-Nine was named the 1948 Woman Athlete of the Year, and her face appeared on the Wheaties box from 1948-1953. She has a ski run in Sun Valley named after her, Gretchen's Gold. Her name is Gretchen Fraser, and a replica of her gold medal is on display in the Museum of Women Pilots.



Look for more "Museum Moments" in upcoming issues of the 99 News

Mountains and Memories

International Conference 2007

The National Oceanic and Atmospheric Administration near Boulder.

BY PEGGY LONG, Colorado Chapter

On September 12, The Ninety-Nines 2007 International Conference will convene at the Omni Interlocken Resort, located northwest of downtown Denver, Colorado between the cities of Denver and Boulder, the home of the University of Colorado.

Make plans to attend, and make it more than a conference — make it a vacation of mountains and new memories.

Facing west you'll marvel at the clear blue sky, the green of the pines and the aspen that are beginning to "show color." It's hard to find a soul in Colorado, native or transplant, who does not look forward to seeing the intense beauty of the fall colors. Of course, the most enthusiastic are the pilots who can't wait to be in the mountains at the height of the colors. Many of these GA pilots are Ninety-Nines who extend the warmest welcome to those who will be here next year to attend the International Conference.

Denver is called the "mile high" city because the elevation is 5,280 feet, a mile above sea level. Actually, Denver is approximately 30 miles east of the "Front Range," as the locals call the foothills that quickly change into 14,000-foot mountains. It is said that 90 percent of the people who live in Colorado can see Pike's Peak. It must be true, because on most any day you can see Pike's Peak from at least 100 miles away. Needless to say, most of Colorado's population lives between Pueblo in the south to Fort Collins in the north. The site of the 2007 Conference is in the heart of this population, just a few miles northwest of the intersection of I-25 and I-70.

No mountain flying in your logbook? Flying your C-172 or RV-6 to Denver is not a problem. No oxygen? Not a problem. Unless you live in the mountains, there are a number of ways to fly to Denver without flying in the mountains. An FAA designated pilot examiner and NAFI master will be contributing his expertise in each issue of the 99 News to suggest a "no mountains" route. See his comments in this issue on the next page.

If you enjoy golf, mountain climbing, photography, shop-

ping, theater, riding horses, great restaurants, history or you name it, we have it! The 2007 International Conference has something to please and inspire everyone. The sheer beauty of the Rocky Mountains is breathtaking.

Tours:

Come to Colorado for the 2007 International Conference! We have a number of organized tours planned. If you don't see anything that looks like your kind of fun, give us a call and we'll help you create your own perfect tour.

There will be a pre-conference tour in Colorado Springs, details in the next issue. And be ready to act! We have *only* 25 "seats" for a NORAD tour of Cheyenne Mountain, a rare treat.

Conference tours include a special evening on Thursday, September 13. Expect to fall in love with Colorado at night. This perfect view, perfect setting, perfect moment for memories is just the ticket. Bring your favorite "right seater" along for the ride. Buses from the conference center will take the scenic tour up to Estes Park where we will be treated to a beautiful view of the lake and mountains as we dine.



Photo courtesy Omni Interlocken Resort

The Omni Interlocken Resort

There are also a number of organized daytime tours from which to choose. The schedule of events and tour details will be described in later issues, but here's just a condensed listing of what you can expect.

Historic Denver City: Victorian mansions, the Brown Palace Hotel, Larimer Square, the gold-domed state capitol and the Denver Mint.

NOAA/Pearl Street Mall: Take a custom tour of the National Oceanic and Atmospheric Administration with a focus on aviation. In downtown Boulder, enjoy lunch and shopping.

Breckenridge: See this 147-year-old quaint Victorian town in the heart of the Colorado Rockies, with great shopping, scenery and lots to do.

Georgetown Loop Train: This narrow gage train takes you between the old mining towns of Georgetown and Silver Plume — great photo opportunities of the Rocky Mountains.

Red Rocks & Coors: Enjoy a beautiful walk at Red Rocks Park and Amphitheater, a geologically formed, open-air amphitheater not duplicated anywhere in the world. Next, it's the perfect time to head over to the Coors Brewery and their tasting room.

Pilatus Aircraft: Just one mile from the Conference, view the latest Pilatus aircraft, a Swiss made single-engine turboprop, as they are prepared for U.S. delivery.

Is there enough time to do it all? Probably not! Come early, stay late. Make it more than a conference — make it a vacation.



Jim Mark. www.airphotoma.com

BY DREW CHITIEA

The Continental Divide runs on a north-south line about two-thirds the distance from the eastern border of Colorado to the western border. Boulder/Denver (where the conference will be held) and Colorado Springs (just south of Denver) are on the eastern side of the Rocky Mountains. As a matter of fact, Denver is 30 miles out on the Great Plains, and the Conference general aviation airport, Jeffco (BJC), is seven miles distant from the first rise of the foothills. BJC field elevation is 5,670 feet MSL, and from there the terrain slopes downhill all the way to the Mississippi River. So if you have flown at 7,500 feet MSL going eastbound or 8,500 feet MSL going west, you can get to KBJC with little altitude worries save those 'way out east' Appalachian Mountains.

In future issues we will address possible routes to Denver from the four or more corners of the country. Those of

you coming from the west will be presented with suggested routes which minimize the generally higher terrain, but no route requires the use of supplemental oxygen. These routes were determined by a local DPE/Master CFI who has extensive mountain and cross-country experience.

The routes will be such that anyone with current skills can manage them, and they maximize safety factors and convenience for those flying out here in twins to Cubs. For those coming from the east, routes will be suggested that maximize scenic and historical factors.

Flying to the 2007 International Conference is a great opportunity — to meet old friends, to participate in an organization that has its roots in earliest aviation, to include yourself in one of humankind's greatest endeavors...aviation. And you know, getting here may be only half the fun.

See you in Boulder/Denver in 2007!

Virginia's interest in aviation was rekindled, and the flames fanned higher when a close friend dared her to become a pilot.



Virginia Harmer with pioneering aviatrix and 99 Charter Member Bobbi Trout at the Riverside Air Show.

Virginia Harmer: She took a dare and learned to fly



Virginia at 2 years old.

BY DIANE PIRMAN, Santa Maria Valley Chapter

Virginia, current member of the International Board of Directors, was born in Orange County, California and grew up in Laguna Beach. Her father had an appliance store in town and, at the age of 10, she was helping out at the store behind the business end of the broom. From 'broom pusher' to cashier to stocking shelves, Virginia helped out in the family business after school, Saturdays and during summer vacation until graduating from high school.

It was from those times with her Dad and her experiences in the store that she gained respect for an honest work ethic and a positive outlook on life. She also learned that hard work isn't just for boys when, between the ages of six and eight, she was called on to help putty holes, mix cement and build a rock retaining wall as the family built a new home.

As a youngster, Virginia was a passenger in a shuttle helicopter which flew from Newport to Los Angeles and then connected with a TWA flight to New York. The rest of the family went by train to the family reunion, but Virginia's fate was changed forever — she was hooked on air travel. She loved the flights and decided she would be a stewardess. Her hopes were dashed when she learned upon applying that she was an inch too short. No one even suggested that she might actually pilot an airplane!

In college she majored in Secretarial Administration and, fresh out of school, landed a job with a major brokerage firm in Los Angeles where she met her husband, Dennis. Setting aside her career for a while, she happily moved on to the next stage of her life as 'Mom' to daughter Kerry and son Michael. When the day came to enroll Michael in pre-school, she learned that the school

needed a secretary/bookkeeper, requirements that fit her talents like a glove. She ended up working at the Christian School for 25 years as office manager.

Husband Dennis continued at the brokerage firm and ended up in the Claremont office. Virginia soon met Sheryl Sandhagen, who was a broker at the office and, providentially, also a pilot. She was a member of the San Gabriel Valley Ninety-Nines and took Virginia to her first Chapter meeting. Virginia and Dennis flew as passengers with Sheryl on many occasions, including outings of The Ninety-Nines.

Her interest in aviation was rekindled and the flames fanned higher when a close friend dared her to learn to fly. He wanted a pilot to fly for him delivering parts up and down the coast of California. Dennis further sweetened the deal by offering to buy her a plane if she got her certificate, and she was on her way.

She started flying in August of 1991 with a 21-year-old instructor who was a reservist with the Air National Guard. She received her certificate in May of 1992. The FAA examiner for her Private Pilot checkride, Margaret Lawson, was also a member of the San Gabriel Valley Ninety-Nines. With certificate in hand, Virginia was encouraged by Margaret to enroll in the Wings Program as a way to keep increasing her skills and aviation knowledge. She is currently working on Wings Phase XII. One of Virginia's best memories as a new pilot was the June 1992 meeting of the SGV99s where the members presented her with a T-shirt, signed by them all, as a memento of obtaining her certificate.

Jean Bustos was instrumental in getting her involved with the National Intercollegiate Flying Association. They flew to Falcon Field in Arizona for Virginia's first experience with NIFA competition in her newly acquired 1983 Piper Archer II. She says she remembers that standing along the runway watching the Power On/Power Off Landings was incredible. All she could think was, "Those kids are so good!"

She has missed only a couple Regional Meets since then. Four years ago she was able to attend the National Meet and was so impressed with the students, judges and Ninety-Nines that she hasn't missed one since. Over the past few years, Cathy Jameson, also a San Gabriel Valley 99, has been grooming Virginia to be a chief judge at the regional level. She participated as a team member with Mt. Sac and was team captain the year Mt. Sac won the Loening Trophy. Virginia sees these young people as the future of aviation and, she

says, what better way to encourage them than to be there for them at these competitions.

Virginia was introduced to air racing when she flew her first Palms to Pines with Jean in 1994. They placed 25th and the new racer was determined to bring home a trophy from the next Palms to Pines. When she flew the race with Sheila Drayster, now a member of the Las Vegas Chapter, instead of tracking and estimating ETAs, they meandered up the coast, putting the time down as they passed the checkpoints. When they heard Modesto Tower telling another pilot to stay clear of the traffic area because of a "High Speed Fly-By," Virginia turned to co-pilot Sheila and commented that maybe they should push the throttle forward a bit.

They passed over Modesto about 50 knots faster than they had been flying but went back to "sightseeing cruise" speeds between Modesto and Redding as they took their time flying along the mountains. On the third leg between Redding and Bend, they flew between the Pacific Coast and Mt. Shasta, pausing to circle over a forest fire they had reported and then cruising by Crater Lake. Her dream for a trophy came true, though not as she had expected. They won the Scenic Award with an average speed of 46 mph. She remembers that race as one of the most enjoyable she's ever flown.

In the intervening years, Virginia has participated in many different types of air races. Her favorites are those events that are based on safety and proficiency. She also enjoys Poker Runs, fly-ins (for any reason) and flying for that \$100 hamburger. Great memories come to mind when she

Her dream for a trophy came true, though not as she had expected. They won the Scenic Award with an average speed of 46 mph.

Virginia Harmer with her husband Dennis while on vacation in 1991.





Virginia, Penny Moynihan and Sheryl Sandhagen in the Fuji Blimp.

She loves meeting new women, sharing experiences, encouraging the younger generation and helping to spread the word about The 99s.

thinks of time spent with other Chapter members during these events and the 'hangar talk.'

What Virginia really loves about The Ninety-Nines is the sharing among members of time, experience and knowledge, and she feels that she is a much better pilot because of their support and camaraderie. Jean Bustos and Linda Hayden, two members who meant a lot to her, have since gone on to new horizons, but they will be remembered through scholarships set up in the Chapter to reach out to women in their geographical area.

Shortly after becoming a Ninety-Nine, Virginia began attending Section Meetings. San Gabriel Valley Chapter usually has a good turnout of members for these semi-annual meetings. One of the best parts of Southwest Section meetings is the excuse to fly cross-country distances in the company of friends and their planes.

A highlight at one of these meetings was sitting in the Hospitality Suite chatting with long-time members about their past experiences and the history of The Ninety-Nines. Among these ladies were Fay Gillis Wells, Achsa Donnels, Fran Grant, Claire Walters and Verna West.

Since joining The Ninety-Nines, Virginia has held all the offices at Chapter level, been NIFA Chair at Chapter, Section and International levels, been Chairman of many different committees at Chapter level and is now serving the organization as a Director. She says she loves meeting new women, sharing experiences, encouraging the younger generation and helping to spread the word about The Ninety-Nines.

She is currently Chapter Chair for the SGV99s and is focused on working to increase their membership by getting members involved in Chapter activities as well as Section and International meetings.

Her interest with young people extends to Missionettes on the home front. Missionettes is a church program for girls 3-18 years of age. Besides learning about and reading the Bible, the girls are also learning about relationships, domestic and physical activities and being responsible for their actions.

She also has been active in outreach, helping provide a social, spiritual and fun time at their local nursing home. She volunteers at an elementary school helping one of her church friends with her kindergarten class, which provides her the opportunity to talk about aviation to children in all grades. She has given talks to many local clubs and groups about aviation and The Ninety-Nines.

Virginia's plane is hangared at Cable, Upland Airport (CCB), one of the largest privately owned public airports in the U.S. She is on the Cable Air Show Committee and has been for the past five years. Hers is an active role since she usually ends up at the front gate running the entrance booth and policing who gets on the airport with vehicles. Aside from her air show duties, she also flies Young Eagles and leads airport tours.

Both her children married this year, providing Virginia with two more people in her life who are dear to her. She looks forward to sharing her respect and love for the world of aviation and the joy she finds in a clear blue sky on a sunny Southern California day.

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PILOT CAREERS: Introducing Your Pilot Careers Leaders...



Traci Leider



Donna Miller



Betsy Donovan

BY JENNY T. BEATTY, Ambassador Chapter

It is my pleasure to introduce you to the wonderful women who will be leading The Ninety-Nines' efforts on behalf of current and future professional women pilots.

Traci Leider is our new Careers Committee Chair. Traci won a 2002 AE Scholarship, graduated from The 99s PPLI leadership and mentoring program in 2005 and is a Learjet Co-Pilot for Bombardier FlexJet. Recently settled in Phoenix, Traci says, "I am looking forward to being an integral part of the Phoenix Chapter and doing the best job I can as The 99s Pilot Careers Committee Chair. The 99s have helped me to get where I am today in my career, and I am honored to be a member of such of great gang of gals."

Joining Traci to plan The 99s Pilot Careers Forum at the Women in Aviation Conference is **Tracy Leonard**, Captain and Instructor on the Hawker 400 XP for NetJets and member of the Ambassador Chapter. Rounding out the conference team is **Toréa Rodriguez** of the Santa Clara Valley Chapter, who recently quit her desk job to dedicate herself to her pilot career and signed on to coordinate The 99s Booth.

The 99s Professional Pilot Leadership Initiative is a major project of the Careers Committee. Going forward, this leadership and mentoring program will be managed by the PPLI Coordination Team, with over nine years combined experience: **Jenny Higgs** (Gulfstream III Pilot for C&S Aviation, Ambassador Chapter), **Kelli King** (PPLI Graduate, CRJ First Officer for SkyWest Airlines, Pikes Peak Chapter), **Kristen Mansel** (B737 First Officer for Southwest Airlines, Mt. Diablo Chapter), **Monica Nielsen** (PPLI Graduate, EMB-145 First Officer for ExpressJet Airlines, Ambassador Chapter), **Kathy Salm** (PPLI Graduate, Citation Ultra First Officer for NetJets, Tucson Chapter), and team leader **Michelle Hovey** (EMB-145 First Officer and soon-to-be SAAB 340 Captain for American Eagle, Fort Worth Chapter).

Betsy Donovan returns as writer of the Pro 99s Profiles. Betsy is taking time off from her flying career to be mom to her toddler Barbara and says that writing about women pilots keeps her connected to aviation.

Taking the reins as Careers Columnist in *99 News* is **Donna Miller**, A318 and A319 First Officer for Frontier Airlines and member of the Colorado Chapter. Donna is a pilot well-seasoned by the vagaries of the aviation industry and relates her insights with eloquence.

These Careers Committee members are all leaders and include nine grateful AE Scholarship winners. Speaking for many, Michelle Hovey says, "I have had so much support from The 99s that I wanted to give back something to the organization and its members. Being a minority in aviation, I believe all of us need to stick together, support each other and help all women who want to pursue flying make that dream come true..."

If her words resonate with you, contact any one of these dynamic 99s to serve on the committee.

PRO 99s PROFILE: Kristen Davis

BY BETSY DONOVAN, International Careers Committee

Blimp Pilot Kristen Davis always wanted to fly, despite being discouraged by her family. But at age 20, she went away to school, became more independent, began flying and fell in love with it.

A Captain for the Lightship Group, Kristen flies the Snoopy blimp "everywhere except for the high states. The blimp really can climb only to 6,000 feet, so we don't spend much time out in Colorado and such."

Kristen holds a Commercial Instrument SEL, CFI-A, CFI-I, Commercial Lighter than Air (which carries instructor privileges). A Ninety-Nines member for two years, she belongs to the Ambassador Chapter. Kristen loves her job but says it's hard to live in hotels 52 weeks a year. "I get to live all over, which I love, but at the same time it's really hard also. I can't consistently do the things I used to do because we are in a

different city every week. I'm also almost always the only girl traveling with 14 guys."

Kristen's advice to others: "Explore all your options. Do something you enjoy. This is an incredibly exciting job, and it's fantastic for people who hate routine."



NEW HORIZONS

PHYLLIS 'TOBY' FELKER WASP



Toby Felker.

My family recently lost a very special friend to cancer, Phyllis 'Toby' Felker, a Women Airforce Service Pilot.

Toby and my mother (and family) have been dear friends for almost 50 years. My 85-year-old mother has been in a nursing home for the past three years, and during those years, Toby made a point to visit her practically every week. Her visits were something that my mother actually remembered, thoroughly enjoyed and looked

forward to. They would talk about old times and laugh together. When Toby became ill and was unable to keep up with her visits, her only concern was that my mother knew why she wasn't visiting any longer.

Toby was a very special individual, a very valuable friend, a person who always saw the good in people and always had a story to share about her past. In 2004, she was invited to lay a wreath at Arlington Cemetery on Memorial Day with Five-Star General John P. Jumpers, Air Force Chief of Staff. She and her life achievements warrant a special tribute and remembrance. She was buried at Arlington Cemetery on August 21, 2006.

— *Tina Bonham*

LOIS CASE Chicago Area Chapter

Lois Case, member of the Chicago Area Chapter since 1973, passed on to new horizons. The 78-year-old retired teacher died recently at home after an extended illness. Lois was an avid pilot who flew her Piper Cub everywhere and participated actively in Chapter activities until her illness made it too difficult to do so.

Lois was one of nine children born into a well-known local farming family, but she thrived on exploring uncharted territories. Her appetite for adventure led her to travel worldwide and to become the first person to earn a Master of Science degree from Northern Illinois University. With her specialty in science, Lois taught at high schools and also served on the Benedictine University board of trustees. Her favorite involvement with The Ninety-Nines was in any aerospace education activity, as she loved to share her interest in flying with all her students.

Lois' daredevil streak not only made her fearless and likable, but it also won her the title of favorite aunt among many nieces and nephews. Lois was known to "volunteer" her nieces and nephews to help out at air shows and the like with promises of airplane rides. "She was always the interesting aunt," one of her nieces commented. "That was really neat for an aunt to be."

— *Diane Cozzi*

JOCILE BAGGETT EDDLEMAN Washington DC Chapter

Jocile 'Jo' Baggett Eddleman departed this earthly life on August 16, 2006 at the age of 82. A devoted wife and mother, teacher, author, pilot and talented singer, she was known for her sense of humor and boundless zest for life.

Born in Houston, Texas, she was a graduate of Rice University with a major in chemistry. At the end of hostilities in WWII, she went to Germany to marry her high school sweetheart, Col. A.H. 'Eddie' Eddleman. After returning to the U.S., Eddie taught her to fly. A member of The Ninety-Nines, Jocile has flown in the Powder Puff Derby.

She is survived by her husband of 59 years, Col. Alfred Eddleman, and sons Christian Eddleman and David Eddleman, as well as four grandchildren, Amelia, Connor, Maria and Christina.

— *Alfred Eddleman*

CAROL FORREST San Diego Chapter

Carol Forrest (wife of Mike Harding, who is the flight leader) of the Flight of Discovery died August 18, 2006 in a helicopter crash off the Oregon coast. According to the news, she was the co-pilot and was flying with her flight instructor and a photographer. All perished in the accident. Carol obtained her Private Pilot Helicopter certificate in May 2006 and joined the San Diego Chapter in July.

— *Annelie Brinkman*

VERETTA KIZZIAR Mt. Shasta Chapter

Mt. Shasta Chapter member Veretta Kizziar passed away recently at the age of 88. A resident of Hayfork, California, Veretta had owned a beautifully restored airplane. Her husband, Dr. Kizziar, passed away several years ago, and she is survived by her son.

Some years ago, she convinced our Chapter to paint a compass rose at Hayfork. Afterwards, she took us all up to her home where she had prepared a wonderful formal lunch served in her lovely dining room. She insisted that we sit at that beautiful table, paint-stained clothes and all.

I will always remember her. She was thrilled to be a Ninety-Nine.

— *Donna Taylor*



Veretta Kizziar.

NEW HORIZONS

JUANITA NEWELL

Phoenix Chapter

Juanita Newell, at 91 years young, passed away on September 4, 2006. Juanita joined The Ninety-Nines on December 7, 1949 and flew an amazing 20,000 hours.

Her career started in 1934 when the man of her dreams got her interested in flying, and Juanita flew until the age of 40. She trained many of the women who would eventually ferry planes during WWII as well as the men who would fly for the Thunderbirds. The Sky Harbor Airport in Phoenix Arizona has many of Juanita's original flying items on display, including her goggles, helmet and a flying scarf.

— *Laura Barnett*

BETTY DEWITT WITTMER

Oregon Pines Chapter

Betty DeWitt Wittmer passed on to new horizons on July 26, 2006. She learned to fly in 1978. Betty joined The Ninety-Nines, and she and a few other members chartered the Oregon Pines Chapter in 1980. She served as Chairperson, Secretary and Aerospace Education Chair.

Betty strongly supported careers in aviation for young women by giving a perpetual scholarship to The Amelia Earhart Scholarship Fund. She traveled to the International Conference yearly to present her scholarship to a deserving young woman entering training for an aviation career.

Always an advocate for general aviation and aerospace education, Betty served as president of the Salem Chapter of the Oregon Pilots Association. She frequently visited or wrote to legislators concerning proposed legislation that would affect aviation. Betty also represented The Ninety-Nines on the Oregon Aviation Council for several years. She will be greatly missed.

— *Trish Hanna*

GENE GILL

49½ of FWP Meg Gill

Women With Wings Chapter

Soon after Meg decided to fly she was joined in flight by her supportive spouse Gene.

Gene was recently diagnosed with pancreatic cancer and joined the angels after celebrating his anniversary with Meg.

— *Donna Moore*

GORDON PRAKKEN

49½ of Petty Prakken

Columbia Cascade Chapter

Columbia Cascade Chapter recently lost one of our strongest supporters with the death of Gordon Prakken, 49½ of Past International Board Member Betty Prakken. Gordy was one of those priceless husbands who was always ready to lend support to all our activities and to enliven all our gatherings. He will be missed by us all.

— *Beverly Fogle*

RATINGS AND WINGS

RATINGS

Rose Brown – Instrument

Old Dominion Chapter

Ashley Chandler – Private Pilot

Bay Cities Chapter

Mary Ann McGuan – Instrument

Indiana Dunes Chapter

Sara Miller – Instrument

Old Dominion Chapter

Judie Nesmith – Instrument MEL

Central Oregon Chapter

Wendy Partain – Private Pilot, SEL

Central Oregon Chapter

Frances Petito – Commercial, ME

Women With Wings Chapter

Jean Shipp – Private Pilot

Greater Detroit Area Chapter

PROFESSIONAL RATINGS

Laura Conover – ATP, Saab 340 Type Rating and Upgrade check ride.

Captain, Colgan Airlines, Saab 340
Kitty Hawk Chapter

Heather Kimberly Jordan – CFII, SES

Greater Detroit Area Chapter

Susan Kirstein Parson – MGI

Old Dominion Chapter

Judy Ann Phelps – Master CFI, Aerobatic

Ventura County Chapter

Ellen Pretorius – CFII

Women With Wings Chapter

WINGS

Kimberly Beckman – Phase II

Hampton Roads Chapter

Marcia Gitelman – Phase XV

Finger Lakes Chapter

Sara Miller – Phase III

Old Dominion Chapter

Karen Ness – Phase VII

Chicago Area Chapter

Karen Stumpf – Phase XIII

Central New York Chapter

FRAN BERA, BARBARA LONDON ERICKSON HONORED AS 2006 ELDER STATESMEN BY THE NAA

Two Ninety-Nines were among seven winners of the 2006 Elder Statesman of Aviation Awards presented by the National Aeronautic Association. The recognition honors outstanding Americans over the age of 60 who have made contributions of significant value to aviation.

The awards have been presented every year since 1954, with previous winners including Eddie Rickenbacker, Jimmy Doolittle, Barry Goldwater, Scott Crossfield and Chuck Yeager. Two women and five men were named this year.

Ninety-Nines **Frances Bera** (San Diego Mission Bay Chapter) of San Diego was chosen for her more than 65 years service to the aviation community. The holder of multiple aviation ratings in airplanes, helicopters and balloons, Fran received her jet rating at age 70. She has owned a flight school and aircraft sales



Fran Bera.

business and served as chief pilot and instructor on numerous occasions.

She has won the All-Woman Transcontinental Air Race seven times and once again won the Palms to Pines Air Race in 2006. This fourth win breaks her own record in 2005 of three consecutive wins. Fran has been a great inspiration to women pilots, both student and experienced, and especially enjoys this annual air race.

She is a member of the Women in Aviation Hall of



Barbara London Erickson.

Fame and is listed on the Wall of Honor of the Smithsonian's Air and Space Museum.

Ninety-Nines **Barbara 'B.J.' Erickson London** (Long Beach Chapter), who now resides in Las Vegas, was one of only four women in the Civilian Pilot Training Program at the University of Washington prior to World War II.

Immediately upon graduation, she was made an instructor and flew seaplanes as well as land planes. Upon receiving the telegram inviting her to join the Women's Auxiliary Ferry-

ing Squadron, she broke off in the middle of a class she was teaching and left for New Castle Army Air Field, Wilmington, Delaware. She was accepted into the program and became the 14th woman to qualify.

BJ transferred from New Castle to Long Beach Army Air Base, California, and became the commanding officer for all WAFS, and later the WASP, assigned to the 6th Ferrying Group, Air Transport Command.

In 1943, she was the only woman to be awarded the Air Medal by General Hap Arnold for meritorious achievements in aerial flight. On one occasion she completed four transcontinental flights in five days. Her two daughters have become noted pilots in their own right.

The Elder Statesman of Aviation awards were presented at NAA's Fall Awards Banquet on November 6.

GENE NORA JESSEN RECEIVES PATHFINDER AWARD

Idaho Chapter member Gene Nora Jessen received the Pathfinder Award for her achievements in aviation, including her participation in the Mercury 13 program and the 48-state introductory flights for the Beech Musketeer.

Ninety-Nines from several Northwest Chapters attended the 25th annual Pathfinder Awards Banquet at the Museum of Flight on Boeing Field in Seattle on October 7 to celebrate the occasion.

—Marian Hartley



Robert Russell, The Boeing Company

Gene Nora Jessen, wearing the Pathfinder Award on a red ribbon, is congratulated by Ninety-Nines who attended the award ceremony at the Seattle Museum of Flight.

NEW MEMBERSHIP RENEWAL OPTIONS

The Standing Rules with respect to Dues were amended at the 2006 International Conference. Members may now renew membership for three or five years at current rates (non-refundable). FWP and Academic memberships are not eligible for multiple-year renewals. Funds will be retained in the appropriate financial accounts and dispensed to Headquarters and Sections in the appropriate year. Membership cards will be issued for the full length of the renewal.

This gives members an option to renew for multiple years. The August renewals have already been mailed and do not reflect this option. Please recognize the option is now available to you. Should you have any questions, please feel free to contact headquarters.

—Pat Prentiss, International President

EAA/AIRVENTURE OSHKOSH 2006

Another successful and fun-filled year at Oshkosh! Despite the intense heat there was lots of activity at the Tent. The Beach Boys concert on Monday evening apparently increased the opening day's attendance, because that was one of our busiest days. Our totals were 10 new 99s, four new FWPs, one upgrade from FWP to 99, two reinstatements and 97 interested pilots and student pilots. Welcome to our new members!

Pilots from Canada, Australia, France, Switzerland, Russia, Belgium and South Africa stopped by to visit. My heartfelt thanks to all who volunteered at the Tent. What a support team!

Ramona Cox from California provided a media moment by symbolically presenting checks for about \$2,500 collected for The Ninety-Nines Cure for Breast Cancer Program through donation for her flying time to Oshkosh. Gretchen Jahn, CEO of Mooney, speaker at The Ninety-Nines 2006 International Conference and 2006 Air Race Classic winner, stopped by to say hello.

A special treat: The F22 Raptors were awesome when they flew low and slow. Oshkosh always has a lot to offer, so come join us in 2007.

—Rita Adams

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Lee Orr.

ORR RECEIVES EVELYN BRYAN JOHNSON AWARD

Lee Orr, Blue Ridge Chapter, has been named the recipient of the 2006 Evelyn Bryan Johnson Award given annually by the Silver Wings Fraternity. The award is in recognition of career contributions made to aviation.

Orr is a flight instructor at Spartanburg Downtown Airport and has logged over 25,000 hours of flight time as an instructor, racer, commercial pilot and flying for personal pleasure. In 2001 she was inducted into the South Carolina Aviation Hall of Fame.

Orr entered the aviation business in November of 1950 when she married Buford B. (Bill) Orr. After the birth of her three daughters, she obtained her Private Pilot certificate in 1965. A Multi-Engine rating, Certified Flight Instructor and Certified Flight Instructor Instrument certificates quickly followed. Over the years, Lee has taught close to a thousand people the art of flying with hundreds in the Spartanburg, South Carolina area alone.

She was the owner, with her husband, of two fixed-base operations simultaneously. She served as chief pilot for a Part 141 approved flight school. She has also served as a Designated Examiner for the FAA, as a FAA Written Test Examiner and is presently a FAA Aviation Safety Counselor in South Carolina. She is a member of Zonta Club and is an elder at Nazareth Presbyterian Church.

Lee is a veteran of many air races. She has represented The Ninety-Nines and the Blue Ridge Chapter of South Carolina in numerous air races. She has competed in the All-Woman Transcontinental Air Race (AWTAR), the Air Race Classic (ARC) and the Powder Puff Derby.

In 1993, Lee was the recipient of the Spartanburg Junior Women's Club First Achiever Award. She was an Amelia Earhart scholarship recipient in 1988. With over 25,000 hours of flying time, Lee has served as a role model not only for women in aviation but as a mentor for countless other pilots and colleagues.

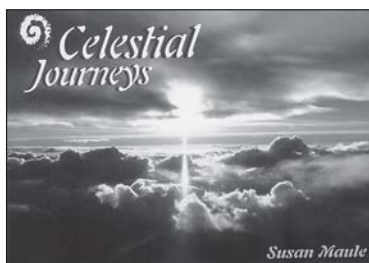
—Carol Theiler

BOOK REVIEW

Celestial Journeys

A journey through words, imagery and music

Author: Susan Maule
ISBN: 783707370904



BY JACQUE BOYD, Rio Grande Norte Chapter

Maryland Chapter member Susan Maule has combined her talents as a pilot, a writer, a photographer and a player of the Native American flute to produce a small joyful book illustrating the joys of flight. She combines colorful graphic designs with simple text. Then she tosses in some of the most wonderfully evocative aerial photos I've ever seen.

As one more bonus for the reader, she adds an hour-long CD of original music for the Native American flute, piano and keyboard, violin and harp. The entire 48-page "package" is an absolute wonder. The music is meditative, contemplative and filled with an energy exemplified by Susan herself when she says, "When we fly we are suspended in nature's beauty. Beauty is in the dusk, in the dark of night and in the first light of dawn. Beauty is in the bright of midday. A wondrous sigh has the capacity to heal. It holds the answers to our questions. It brings joy, peace and reflection. It can be life altering." [From the book's back dust jacket.] Visit www.susanmaule.com.

LETTER

MARGARET RINGENBERG, A FRIEND

I was delighted to see an article about longtime friend Margaret Ringenberg. She and I have shared a room at many conventions and air races. Her daughter did an admirable job of capturing the stress of flying the Petropavlovsk approach — it was so much harder than expected. While Margaret may not have won the world race, she has won the Illi-Nines Air Derby more often than any other pilot. As highlighted in Tom Brokaw's book, she truly is part of the *Greatest Generation*. Every Ninety-Nine should have cheered when she gave him a lesson and told him to 'watch your attitude' in her professional flight instructor voice.

As a second generation Ninety-Nine, I do need to correct a couple of items. I would be the *daughter* of the mother-daughter Ninety-Nine world race team. It was my Ninety-Nine mother, Marion Jayne (note the spelling) that had told Margaret to race in 1994 as Mom had already flown the 1992 world race. As Mom was dying of ovarian cancer, Margaret sent her a lovely thank you note for the encouragement to fly the world race.

Margaret and I still hangar fly that fabulous Round the World Air Race whenever we get together.

— Patricia Jayne (Pat) Keefer

GRASS ROOTS

OKLAHOMA CHAPTER

28th Annual Okie Derby

Twenty-four planes flew the 28th Annual Okie Derby on August 19 departing in CAVU conditions.

First place was won by 49½ David McClurkin and Ninety-Nine Barbara McClurkin. Second place and Best OPA pilot was the team of 49½ Mike McCue and Rob Scholl. Best Collegiate Team and First Time Racer awards went to third place winner Leslie Woods; her copilot was Kiersten Orrick, both of OU. Kiersten and her mom, Julie, are Oklahoma Chapter members and previous winners of the Okie Derby Wings of the Future Scholarships.

Best Out-of-State Racer and veteran competitor was Bill Ingraham, now manager of Apple Valley, California airport. Bill staged the Great Desert Air Race of '06 this fall at Apple Valley. His race coordinator and two committee members came to observe our operations.

At the Banquet, perennial competitors Phyl and Bob Howard were presented special awards for attitude adjustment; Phyl chaired the very first Okie Derby and several others since.

Winning Wings of the Future Scholarships of \$1,500 were awarded. Brittany Jones, a junior at OSU majoring in Aviation Sciences with the Professional Pilot option, plans to use the award to complete her CFI.

Julia Bucher is a junior in Aviation Management at OU. Julia will apply her scholarship to achieving her Private Pilot certificate. She found that her interest and classes in meteorology led to conquering her fear and then developing a passion for flying.

Elizabeth Duff, OU graduate, practically grew up at the Omniplex Air & Space Museum with their kids' flight school and now can complete her formal flight training to fulfill her dream of flying for the DEA.



A rare view of Poochie Rotzinger photographing Phyl and Bob Howard. Poochie is the Oklahoma Chapter's perennial photographer and so her face is rarely seen in photos. We're keeping that reputation intact.

Northwoods 99s Chapter Inducted

Taking advantage of a unique opportunity, a new Northwoods Ninety-Nines Chapter of 16 women pilots and future pilots was inducted in Houghton, Michigan during the Michigan Aviation Association's (MAA) Upper Peninsula Wilderness Air Tour 2006 on September 9.

Cynthia Madsen, Governor of the North Central Section of The Ninety-Nines, and her husband Ralph flew into Houghton from Illinois to be at the MAA Tour Gala Banquet, where she presented the charter plaque to Marcelaine Lewis, Chair of the Northwoods Chapter.

Other officers include Lynn Sykes, Vice Chair and Membership Chair; Jeffrey Dohrenwend, Secretary; Cynthia Brew, Treasurer; Rose Dorsey, Waypoint Reporter; and Darlene Basto, 99 News Reporter.

On Sunday, September 10, members of the new Chapter also had breakfast with Elaine Morrow, Immediate Past President of The Ninety-Nines. Elaine gave a motivational talk and presented Future Women Pilot and Ninety-Nines pins.

Elaine encouraged members of the new Chapter, providing many ideas for helping Northwoods grow in numbers and in service to the air and local communities. In order to survive as a Chapter, Elaine emphasized that we must get new members involved by setting up a calling tree, not only to distribute information but also to support and connect our members.

Ideas for getting involved as a Ninety-Nine include adopting an airport with community support, beginning by contact with the airport manager; offering a one-day seminar dealing with the fear of flying or provide flying companions; and becoming sponsors of a space camp or aviation camp by providing scholarships.



Cynthia Madsen, right, Governor of the North Central Section of The Ninety-Nines, presents the new Northwoods 99s Charter plaque to Marcelaine Lewis, Chair of the new Northwoods Chapter.

Other ideas include making cookies for air traffic controllers; making presentations to community groups; and adopting the family of someone serving in the military.

The Northwoods Chapter is hoping to include other "unchartered" Ninety-Nines from northern Wisconsin, eastern Minnesota and the Ontario, Canada area.

The group planned to meet in Marquette on October 14 at Northern Michigan University or SAW for a maintenance seminar by 49½ Bill Landry.

— Darlene Basto



Joan Kerwin with grandson Douglas and son Walter.

CHICAGO AREA CHAPTER

The 2006 Chicago Area Chapter Air Meet, our 58th annual event, was also a race with the weather. But the rain fortunately held off until all planes completed the course safely. The Air Meet is a fun and educational activity designed to increase pilot proficiency and safety awareness using basic pilotage skills under VFR conditions. The rally route was about a 150 nautical miles.

The Cessnas had it this year! Winners of the air rally were: first place, Douglas Kerwin with his proud grandmother Joan Kerwin in a Cessna 172, and since it was his first time as a race pilot, Douglas also won the Rookie Pilot trophy. Second place went to Wayne and Donna Klein in a Cessna 210; and third place to Norma Freier and son-in-law John Reinert in a Cessna 182. Winner of the spot landing contest was Diane Cozzi in a Cessna 172, who flew the race with co-pilot Roger Kelly.

All winners received trophies, and the rally winner also received the Joan and Walter Kerwin perpetual trophy to be engraved with the winner's name and displayed in her/his home for the next year.

— Diane M. Cozzi

OREGON PINES CHAPTER

Many thanks to everyone who supported the Oregon Pines Chapter in their successful airplane quilt raffle fundraiser. Many Oregon Pines members sewed blocks for the quilt during 2005. Chapter members and quilters Trish Hanna, Bev Clark and Kim Lansdon assembled the top and prepared it for final professional machine quilting. The quilt was displayed at area aviation events and meetings, including the Joint Northwest-Southwest Section meeting in Ashland, Oregon.

The drawing was held at that meeting on September 23. The winner of the raffle was Jan Wilson of Beaverton, Oregon. Jan bought her winning ticket from the Oregon Pines booth at the Independence Airport on Memorial Day, May 2006. Jan's in-laws, John and Marge Wilson, live at the Independence Airpark, and Jan's husband is building his RV-7 project in his father's hanger. Jan was thrilled to win the quilt, saying, "It will definitely be appreciated in this aviation family."

—Kim Lansdon



Oregon Pines Chapter members, from left, Kim Lansdon and Bev Clark present the quilt to Marge Wilson.

WOMEN WITH WINGS CHAPTER

Richard Downing Airport, Coshocton Ohio, had its first airshow on September 16. FWP Charlotte Tracy and Ninety-Nine Donna Moore were members of the planning committee.

Women With Wings members were responsible to "host" the performing pilots. A total of eight Chapter members were on hand to assist the pilots as necessary. Baskets filled with local items were presented to the pilots, who said that of all the shows they did in '06, this was by far the best, and the hospitality was fantastic!

The Chapter also participated in two airmarkings this summer, the first in June at Jackson County, Ravenswood, West Virginia. In August, we worked at Richard Downing Airport, Coshocton, Ohio. The goal was to complete the compass rose prior to the airshow in September. Ninety-Nines were joined by members of the airshow committee and also airport employees.

—Donna Moore



North New Jersey Chapter members admire their compass rose at the Naval Engineering Station at Lakehurst, New Jersey.

NORTH JERSEY CHAPTER

After a layoff of about a decade, the North Jersey Chapter got back into the airmarking business, painting a 120-foot-diameter compass rose at the Naval Engineering Station at Lakehurst, New Jersey. Eleven members of the Chapter took part in the project July 8 and 9. The compass rose is being used by military test pilots to recalibrate their compasses.

—Bev Weintraub

SANTA CLARA VALLEY CHAPTER

Santa Clara Valley was well-represented in the 37th Annual Palms to Pines Air Race: five airplanes (plus Susan Larson's) carrying 12 members/race partners participated, with each team bringing home an award or trophy.

—Torea Rodriguez



Back row, Julie Delaney, Judy Stark, Candice Tuttle, Carole Jewett, Cathy Rodgers, Marcie Smith. Front row, Susan Worster, Sue Ballew, Ginny Watkins, Pam Rodgers, Kris Tarabetz, Susan Larson.

GRASS ROOTS — Section and Chapter reporters share their recent activities

MICHIGAN CHAPTER

This summer the Michigan Chapter undertook a compass rose airmarking at Hastings, Barry County Airport, 9D9.

Friday, June 16 was reportedly the hottest day of the year. A surveyor had already marked the center and all 12 points of the compass, and Nicki and Dick Acker and Becky and Mike Smith snapped the lines for Hasting's pattern.

In the meantime, Mitch Tolan and Trisha, who professionally paint detailed designs on "cigar" racing boats, finished their giant drawing of Hastings' 9D9 identifier to the west of the rose. Everyone taped like crazy and even painted the 9D9 and the rose center before breaking for the day. By lunchtime Saturday, the whole project had two coats of white and blue paint.

A tip of our Michigan Chapter wings to airport manager JT Rairigh and his wife Janine, who obtained amazing donations from local businesses.



Compass rose airmarking at Hastings, Barry County Airport, 9D9.

In other news, The Michigan Chapter named the recipients of the Mary von Mach Scholarship. They are Cadet M/Sgt. Kayla Ousley, Civil Air Patrol of Fowlerville, Michigan, and 2nd Lt. Erin Caldwell, Civil Air Patrol of Northville, Michigan.



Scholarship recipients Kayla Ousley, left, and Erin Caldwell.

The Scholarship Fund was established in 1979 by the Michigan Chapter, and in 1981 it was renamed The Mary von Mach Scholarship Fund in memory of Charter Ninety-Nine Mary von Mach to help fund initial flight training through solo for a young female Michigan Civil Air Patrol Cadet at the Johnson Power Flight School.

They exemplify the qualities of pioneer aviatrix Mary von Mach, who was the first Michigan woman to obtain a Private Pilot certificate in 1928 and helped found the Michigan Chapter of The Ninety-Nines in 1934.

— Lubda Langrill and Martha MacLeod



Greater Seattle Ninety-Nines enjoyed blue skies for flying out to Sequim Valley Airport to join EAA members.

GREATER SEATTLE CHAPTER

Greater Seattle Chapter members and 49½s flew out to Sequim Valley Airport (W28) at the invitation of EAA Chapter 430, and those who attended met Carol Morris, Ft. Worth Chapter, and admired her award-winning RV-7A, which was featured in the July-August 2006 issue of the 99 News.

Cloudless blue sky and warm temperatures added to the warm welcome from Sequim pilots, and the hangar potluck lunch all added up to "it doesn't get any better than this!"

Also, on September 13, Greater Seattle members Sarah Hauschke, Beverly Franklet and Bobbi Roe flew to Friday Harbor to celebrate the mutual birthdays of Dodie Gann and Beverly Franklet, complete with birthday cake.

— Marian Hartley



From left, Greater Seattle Chapter members Beverly Franklet, Sara Hauschke, Bobbi Roe and Dodie Gann.

GRASS ROOTS — Section and Chapter reporters share their recent activities



Central Oregon Chapter members Stacy Palmer, Judie Nesmith, MaryLou Shortreed, Stephanie Hartung and Nola Jones work the Palms to Pine Air Race.

CENTRAL OREGON CHAPTER

The Central Oregon Chapter, based in Bend, is back in business. The participation of two charter members in the Palms to Pines Air Race during the summer of 2005 really marked the beginning of our comeback.

During the past 14 months, our Chapter has increased its membership to 12. With this renewed enthusiasm, we held an airmarking at the Bend airport in May, participated in the Bend Airport Days in June, held a Flying Companion Seminar in conjunction with the Fly Safe Clinic held at the Bend airport and assisted with the Palms to Pines air race in August. Additionally, we awarded a \$1,000 scholarship, mentored a student pilot through the completion of her certificate (she is now a member) and had one member receive her Multi-engine Instrument rating this summer. Not too bad for our comeback year!

This next year's agenda is already brimming, and the ideas just keep coming. What a joy it is to belong to a group of such incredible and diverse women who have this common thread they share, a passion for flying, and see it come to life in the Central Oregon Chapter of The Ninety-Nines.

—Judie Nesmith

CENTRAL NEW YORK CHAPTER

The Central New York Chapter sponsored a spot landing and flour bomb contest for all pilots at Whitford's Airport, Weedsport, New York in June. It was enjoyed by all attending. We had 10 entries, and the first prize JetBlue airfare tickets were won by Western NY Chapter member Willy Mattocks. Martha Anne Hull, Sandy Brown and Marcia Gitelman came from Finger Lakes Chapter to participate. All participants won a prize.

Chapter members provided much appreciated support: Marcia Buller, Dee Bowles, Dene Bourne, Mardi Drebing, Nancy Morgan, Joyce Revelle, Karen Stumpf and E.J. Waters. Dene Bourne has joined us from San Joaquin Valley Chapter.

YAVAPAI CHAPTER

The annual Prescott SkyFest was held on Saturday, September 30 at Ernest A. Love Field in Prescott. Yavapai Chapter members were on hand to offer beverages for sale to the 24,500 visitors. Static events, the Misty Blues Women's Parachute Team and a number of vintage and aerobatic airplanes were on hand for the all-day show. It was a great day with a few dollars for our treasury and scholarship funds.

—Joyce Hilchie



Yavapai Chapter members Nikki Krause, Joyce Hilchie, Marj Hanson, Virginia Seaver and Marge Matheny.



OLD DOMINION CHAPTER

Old Dominion Chapter Ninety-Nines went "down under" for a day. Three planes with eight souls aboard took to the skies en route to Luray Caverns, Virginia. Thanks to their own NOAA Weather Planner Celia Miner for coordinating and arranging the severe clear weather.

After a delicious brunch at the gorgeous old Mimslyn Inn, they ventured deeply south — 166 feet to be exact — into the cool Luray Caverns where the temperature is a constant 56 degrees. They had an enjoyable tour, and a couple of them were happy they didn't see any little flying things — like bats.

Spelunkers for the day were Melissa McKinley and Eric, Judy Bergman, RJ McGlasson, Celia Miner, Darlene Gee and Charlie, and Marge Shaffer, sitting.

—Marge Shaffer

GRASS ROOTS — Section and Chapter reporters share their recent activities

SUTTER BUTTES CHAPTER

Saturday, September 30 brought sunny skies and pleasant temperatures to the Gold Country — ideal conditions for airmarking Alta Sierra airport in Grass Valley, California.

The Alta Sierra Airport Owners Association (ASAOA) graciously accepted our offer to update all the markings and text painted on the runway. The runway had been repaved a year and a half ago, and while the runway is still in good shape, the lettering and stripes had begun to fade and wear away. Our project was to lay down an additional layer of paint on each of the characters, stripes and threshold marks.

Some local residents volunteered to get up at the wee hours of the morning to blow leaves and other debris off the runway. Another volunteer provided security, monitored the airport frequency for incoming traffic and watched for uninformed aircraft.

Discussions were held about a future project to add a 40-foot compass rose to the airport, which airport residents endorsed enthusiastically. The ASAOA supplied a barbecue for all the helpers and supportive residents. We were through painting by noon and relaxed while enjoying good food and pilot talk.

— Valarie Bush



Sutter Buttes members Valarie Bush, Tina Visco, Gloria Apple, Merry Finch, Carol Andrews, Willa Young (Airmarking Chairman) and Shirley Weinbaum with Gloria's Grumman Tiger.

HAMPTON ROADS CHAPTER

Hampton Road Chapter member Doris Gaddis and her husband John were featured in the Suffolk, Virginia News Herald with an article describing the building and flight testing of their Glasair.

—Linda B. Mathias

EAST CANADA SECTION

2006 Gold Cup Air Rally

On September 15-17, the East Canada Section held its annual Gold Cup Air Rally from Oshawa Ontario to Grand Manan, New Brunswick. Congratulations to winners Marilyn Dickson and Jean Franklin Hancher!

A well deserved hurray to the winners and all 25 women pilots in 13 planes who participated in this year's event. Top winners were: First, Marilyn Dickson and Jean Franklin Hancher; Second, Susan Begg and Sharron Lutman; Third, Laureen Nelson-Boutet and Akky Mansikka; Fourth, Suzanne



2006 Gold Cup Air Rally winners Marilyn Dickson and Jean Franklin Hancher.

Wiltshire and Heather Bradacs; Spot Landing: Karin Williamson and Nancy Holden.

The revised Oshawa, Bromont, Grand Manan route proved challenging on Friday with low ceilings on departure. Upon arrival at Bromont, we were well aware how strategic this stop-over was because, up to that point, the terrain was flat. Bromont airport's backdrop of mountainous terrain to the east gave us something to contend with the following day. We enjoyed a great view at the beautiful Bromont Chateau, and after breakfast we shuttled back down into the valley where the airport was situated in fog.

A few hours passed, routes were reviewed and weather contemplated on the hour until a break allowed the first departure. We were out of there in minutes and set our sights eastward with a helpful tailwind. By the time we arrived on the coast, six of the planes landed in St. Stephen for fuel where we were greeted with smiles and the press. Then on to Grand Manan, NB where local spectators had been waiting all afternoon for the exciting event. The Ninety-Nines were celebrities on the island and made the news again.

Marathon Inn proved a quaint venue for our special celebration, complete with fresh lobster. The unique camaraderie, only found amongst fellow Ninety-Nines, forged special friendships.

By 13:00 the last plane departed the picturesque island and the GCAR 2006 was history. Thanks to the organizers, Mary Norman and Lyn Shinn, for a memorable experience.

— Janet Chesterfield



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in Boulder/Denver, Colorado, USA!
September 12-16, 2007**