

99 News

The Official Magazine of the International Organization of Women Pilots

March/April 2007





99 News

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

The 99 News

4300 Amelia Earhart Rd.
Oklahoma City, OK
73159-1140

Email:

news@ninety-nines.org

Online Form:

www.ninety-nines.org/99newsreports.html

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

On the Cover

Photographer John Wark captures the magnificence of a jet landing in Denver at sunset. Those attending the 2007 International Conference in the Boulder/Denver area will enjoy similar views of the majestic mountains and unique landscape surrounding the area.

See pages 9-14 for more Conference information, including registration forms.

PERPETUAL CALENDAR

2007

APRIL

26-29 Joint South Central Section/North Central Section Meeting. Lincoln, NE. Hosted by Nebraska Chapter. Contact Patsy Meyer, blueskies@inebraska.com; Betty Huck, 513-942-2668; or Susan Askew, 402-271-2978. Visit scs99s.org for information and registration form.

MAY

4-5 New England Section Meeting, hosted by the Connecticut Chapter in the Berkshires, Stockbridge, MA, Red Lion. Contact Glenda Blackwell, 413-528-0413 or blackwells@verizon.net.

4-5 New York/New Jersey Section Meeting, Allentown, PA. Contact Rosina Yriart, 908-995-0223.

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

18-19 Mid-Atlantic Section Meeting, Smithfield, VA. Contact Verba Moore, 757-850-2520.

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.

7-9 Canadian Women in Aviation (CWIA) Conference 2007, Victoria, British Columbia. Every two years women and men from all areas of aviation come together with experts, specialists and role models at the CWIA. Conference website: www.cwia.ca/conference.htm.

15-17 International Forest of Friendship, Atchison, KS, celebrates "Flying, Forests and the Future." Call 913-367-1419, 785-847-6800, or visit www.ifof.org.

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

19-22 Air Race Classic. The race will start from Oklahoma City, OK and terminate at St. John, NB, Canada. Visit airraceclassic.org.

JULY

20-21 Amelia Earhart Festival, Atchison, KS. Tours of AE Birthplace Home, lectures on Amelia Earhart history, luncheon, fly-over. Phone 913-367-4217.

20-26 Amelia Earhart Peak Climb 2007. Amelia Earhart Peak in Yosemite National Park, CA is hiked by The 99s every 10 years. Four days are spent hiking up and down the peak, with the summit day on July 24. Contact Lynn Meadows, 530-587-7281, tomlynfly-@hotmail.com.

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

AUGUST

1 Due Date for 99 News submissions for September/October 2007 issue.

17-18 29th Annual Okie Derby Proficiency Air Race, Oklahoma City, OK. World's Largest Proficiency Air Race. Sponsored by The Oklahoma Chapter Ninety-Nines. Trophies, Secret Round Robin Course. Contact Ann Pogson, www.okiederby.info.

23-26 Northwest Section Meeting, Gillette, WY.

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 Patti Sandusky, pilotpatti@hotmail.com, 320-963-3982.

OCTOBER

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

4-7 Southwest Section Fall Meeting, San Francisco, CA. Hosted by Santa Clara Valley Chapter. Enjoy a weekend of San Francisco flying, dining and yachting while the Blue Angels perform a spectacular airshow above the bay. All 99s are welcome. Contact Torea Rodriguez, globug@mac.com.

NOVEMBER

1-3 Fall International Board Meeting, Headquarters, Oklahoma City, OK. Travel dates Oct. 31 and Nov. 4.

25-27 NBAA Conference, Atlanta, Georgia.

DECEMBER

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

99 News

The Official Magazine of The International Organization of Women Pilots

March/April 2007

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PROMOTE world fellowship through flight
PROVIDE networking and scholarship opportunities for women
and aviation education in the community
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EDITORIAL AND PHOTO GUIDELINES

Articles

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

Photos

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

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99 News is published bimonthly by The Ninety-Nines® Inc., the International Organization of Women Pilots, at 4300 Amelia Earhart Rd., Oklahoma City, OK 73159. The \$9 price of a yearly subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, Oklahoma and other additional mailing offices.

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Annual Dues:

U.S. - \$65
Canada and the Caribbean - \$57
Overseas - \$44 (U.S. dollars)
Academic and Future Women Pilots - \$20

Non-member subscription rates:

U.S. - \$20
Canada and other countries - \$30 (U.S. dollars)

Add a one-time \$10 initiation fee for new members in all categories of memberships.

99 News published by

THE NINETY-NINES® INC.

International Organization of Women Pilots

A Delaware Nonprofit Corporation

Organized November 2, 1929

(ISSN 1548-565X)

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AVIATRIX PUBLISHING, INC.

Arlington Heights, IL 60006-0485

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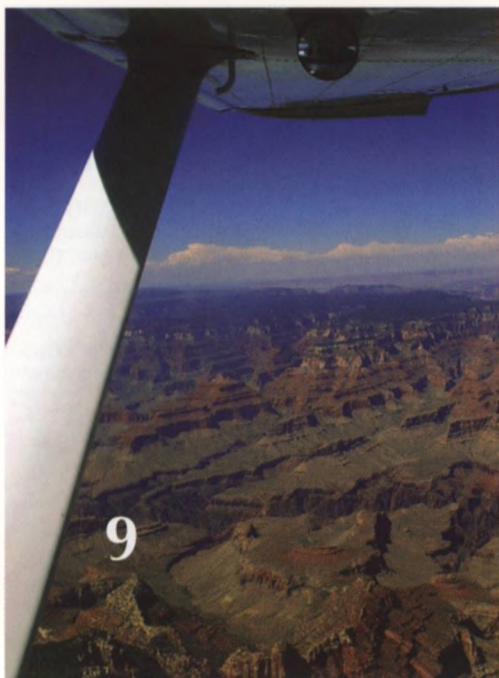
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POSTMASTER: Send address changes to:
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President's Message

BY PAT PRENTISS
International President

I have just returned from the 18th Annual Women in Aviation Conference in Orlando, and I must tell you it's pretty amazing to see all that energy wrapped up in one location. The Ninety-Nines were once again in full swing. Our booth was well staffed with an abundance of volunteers who shared their love of flying, their starts, their finishes and the rich history of our organization. I was thrilled to end the week with 30 new membership applications.

It's extremely important to make these new members feel welcome, so when you see them at your Chapter meetings, please help them develop that special connection to one of the oldest and most prestigious aviation organizations.

The Friday night Pilot Careers Forum was again another success. As the program was concluding, a young lady stood up and asked if she could speak for a few moments. She shared her desire to fly, and through adversity, how she never let her vision drift away. Through the PPLI program, she achieved many of her goals because of the consistent support the program offers. She warmly expressed her gratitude to her mentor, who she had met for the first time that evening. Today, this young lady is a Certified Flight Instructor and like more and more of our members is realizing her dreams because of the PPLI Program. I want to thank Susan Theurkauf, Traci Leider, Torea Rodriguez and Stefanie Gates for a job well done in organizing the booth and the forum.

Other special thanks go to the Ambassador Chapter for their contribution to The Ninety-Nines Endowment Fund. As an Internet Chapter, they don't traditionally meet, so once a year the Ambassador Chapter will try to get together at The Ninety-Nines annual meeting or at the Women in Aviation Conference. This Chapter has become quite energetic, and they were delighted to be able to present their donation to Gayl Henze, Chairman of the Endowment Fund.

In a few days, I will be winging my way to Oklahoma City to attend the Spring Board Meeting. While there, we will discuss such topics as awards, Headquarters building maintenance, forthcoming conferences, the need for fundraising, the upgrade to new software, the expansion of the website, election procedures, proposed amendments to our bylaws and standing rules, membership recruitment and retention and long-range planning. There is a lot to discuss while in Oklahoma City, and I encourage all of you to attend one of these meetings. They provide a wealth of information that you can take home and share with others — and at the same time, a great opportunity to visit the 99s Museum of Women Pilots.

The other day I flew, for the last time, the corporate jet that I had flown for 14 years. I delivered the Citation III from Grand Junction, Colorado to Wichita, Kansas, where its new owners were waiting. While we have all flown certain aircraft that we have developed at-



Pat and the maintenance crew in Grand Junction, Colorado say goodbye to the Citation III that Pat flew for 14 years.



Ambassador Chapter members and guests meet for breakfast at the WIA Conference.



Pat Prentiss looks on as Ambassador members Andrea Bertin and Liz Clark present a donation to Gayl Henze, Chairman of the Endowment Fund.

tachments to, I must tell you that delivering the Citation was like saying goodbye to my best friend. But, it did something else, it caused me to reflect on all the wonderful hours she and I had traveled through the sky, the wonderful people we had met, the great places we had seen and the elements of weather we had defied.

The last excursion over the snow-whitened Rockies with blue skies, sunshine and smooth air reminded me of Richard Bach's book *Nothing By Chance* because those 14 years instilled strength, friendship and confidence. And if we are alert with open minds and eyes, we will see the meaning and real purpose in different situations. No matter how you do it or what you do it in...flying is wonderful.

Wishing all of you a Happy Spring!

LETTERS

VISITING WITH INDIA NINETY-NINES

In December 2006 I traveled to India with longtime friends. Among other things, we first attended a family wedding in Delhi, then continued on to do some sightseeing in Chennai (formerly called Madras), and on to Bombay to visit more friends and family.

While in Delhi, I contacted some of the India Ninety-Nines and received a reply from Nivedita Bhasin, Captain of an Airbus 300 and pilot for India Airlines for the past 23 years.

Nivedita was gracious enough to meet with me on December 16. She picked me up at Green Park where I was staying, and we went for a lovely South Indian breakfast at a popular restaurant.

Afterward, Nivedita took me to her home in Defense Colony to meet her husband (also an airline pilot) and her young daughter. We talked about The Ninety-Nines and the fact that she wished there were more interaction between the India Ninety-Nines and the North American Ninety-Nines. We decided that I would voice some of their concerns at a future Section meeting.

It was a real privilege and honor to meet with such a professional and accomplished pilot and member of The Ninety-Nines. I hope that we can bring all International Ninety-Nines closer, involve them in more communications and provide them with a greater feeling of belonging in 2007.



Annelie and Nivedita.

*Annelie Brinkman
San Diego Chapter*

BRIGHT AND CHEERY 99 NEWS

I just got my January/February issue of the 99 News. What a bright and cheery edition. All the color pictures really add to the magazine. I especially love the photo of Kris on the motorcycle! All the articles are so interesting, which just exemplifies

how interesting women pilots are. I especially like the "Museum Moments" — informative and it brings focus on the museum. Of course, I was most pleased to see the changes to the New Members page. I like it and find it much easier to read. Thanks to you and the Committee for a great job.

Phyllis Wells

STRONG ROLE MODELS FOR MY DAUGHTER

I am a new subscriber to 99 News, and I have enjoyed every issue. In particular, I enjoyed the very first issue I got, May/June 2006, because it had an article by Mary Lamoy with whom I worked on the Proteus research project in Darwin, Australia. Also, my sister Lucy is pictured on the back cover! (I hadn't even noticed until she pointed it out.)

Thank you for everything you do. You and the women chronicled in the pages of 99 News are precisely the kinds of strong and healthy role models I value for my children, especially my 7-year-old daughter.

*Doug Young
Boulder, Colorado*

MANY STORIES YET TO BE TOLD

Please express my sincere appreciation to the editors for their expert contribution to the article I submitted on Helen Cranz. There are so many wonderful, courageous, dedicated stories of our members to be told to future generations of women pilots. We have only scratched the surface. I have felt very privileged to play a small part in sharing a few of our Orange County Chapter members' stories with our Ninety-Nine, Inc. members through the 99 News. Thank all of you, again.

*Mary Van Velzer
Orange County Chapter*

Editor's note: Mary is indeed right, we've just scratched the surface of tales to be told. We encourage all Chapters to submit articles about their members who have an interesting story, and members themselves are welcome to write first person articles.

SIGHTSEEING-CHARITY RULE GOOD, BAD FOR GENERAL AVIATION

The FAA issued its long-awaited commercial air tour, charity and sightseeing rule in February. "General aviation pilots can continue to conduct for-profit sightseeing flights within a 25-statute-mile radius of their departure point under Part 91 regulations," said Luis Gutierrez, AOPA director of regulatory and certification policy. "AOPA had argued strongly to keep these operations from being lumped into commercial Part 135 operations."

The biggest change for Part 91 sightseeing operators will be that they now have to get a letter of authorization from the FAA. But pilots and associated organizations giving charity

sightseeing flights won't be pleased. That's because the FAA increased the minimum flight time for private pilots to conduct these flights.

"Despite AOPA's contention, the FAA raised the minimum from 200 to 500 hours," Gutierrez said. "The FAA based their action on the fact that more accidents occur with pilots between 200 and 500 hours. But that's not an accurate justification because the majority of pilots fall into that range. This move unnecessarily reduces the number of pilots available to give charity sightseeing flights by 22 percent."

—Reprinted from AOPA's website

What You Need to Know About the Student Pilot Certificate

BY LISA COTHAM, New Orleans Chapter

An often misunderstood but very important element of flight training is the Student Pilot Certificate. With the implementation of the Sport Pilot rule in 2004, the Federal Aviation Administration not only created a new grade of pilot but a bit of confusion surrounding the Student Pilot certificate.

The selling point of Sport Pilot is that the applicant does not have to have a medical certificate and is qualified as long as they have a current driver's license. Unfortunately, if you ever had a medical certificate deferred or denied, you must resolve the underlying issue to be eligible for Sport Pilot privileges. Because the Sport Pilot student does not require a medical, many believe that all they need in order to train is their driver's license. That belief is incorrect.

In the United States, the Federal Aviation Regulations are found in Title 14 of the Code of Federal Regulations, parts 1 through 199. Part 61 contains the eligibility, knowledge, and aeronautical experience requirements for pilot certification. Section 61.3 says a person may not act as pilot in command of a U. S. registered civil aircraft unless that person has a *valid pilot certificate*. The Student Pilot certificate, the first of six grades of certificates issued under Section 61.5, qualifies as a

valid pilot certificate. That certificate is what makes it legal for the student to fly solo and log PIC flight time.

Non-Sport Pilot students pursuing a certificate in powered aircraft, who must have a medical certificate, visit an Aviation Medical Examiner who usually issues a yellow-colored combination certificate, FAA Form 8420-2 Airman Medical and Student Pilot Certificate. The combination certificate is authorized as a courtesy, according to the Southwest Region FAA Flight Surgeon's office in Fort Worth, Texas. A regular, non-combination medical certificate is issued using the white FAA Form 8500-9.

It's important for student pilots and their instructors to remember that the two forms that comprise the combination form actually have two separate expiration dates. Even though the medical portion is good for 36 months if issued before you turn 40, the student pilot portion still expires in 24 months. If you have not yet earned the next higher grade certificate after 24 months, you must obtain another student pilot certificate to continue flying legally.

Holders of Sport Pilot certificates do not have to have an accompanying medical certificate, regardless of the category of aircraft being flown. Pilots of lighter-than-air and gliders have never had to have a medical certificate, no matter what grade of pilot certificate they hold. So, how do these pilots who don't need a medical obtain a Student Pilot certificate?

The FAA issues a separate, pre-num-

EXAMINER: Remove the original of this certificate and copy from this stub. Give the original certificate to the student pilot; forward the copy of this certificate and the application FAA Form 8710-1 immediately to your General Aviation District Office. US GPO 1986-768-408

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE NO.
ZZ-262844

STUDENT PILOT CERTIFICATE

THIS CERTIFIES THAT (Full name and address)

VOID

ZIP CODE

BIRTH DATE	HEIGHT	WEIGHT	HAIR	EYES	SEX
	IN				

Has met the standards prescribed in Part 61 of the Federal Aviation Regulations for a Student Pilot Certificate.

1. PASSENGER CARRYING IS PROHIBITED.

ISSUANCE DATE

EXPIRATION DATE

SIGNATURE OF EXAMINER OR INSPECTOR

EXAM. DESIG. NO. OR INSPECTOR'S REG. NO.

DATE EXAMINER'S DESIG. EXPIRES:

STUDENT PILOT'S SIGNATURE

FAA Form 8710-2 (2-77) FORMERLY FAA FORM 8420-1

bered Student Pilot certificate. This stand-alone certificate, FAA Form 8710-2, can be issued by any Flight Standards District Office or Designated Pilot Examiner after an applicant completes FAA Form 8710-1, Airman Certificate and/or Rating Application (8710-11 for Sport Pilots) using either paper or the electronic certification process, IACRA (<http://acra.faa.gov>).

Upon receiving a Student Pilot certificate, the applicant is told that as a certificated pilot she is obligated to meet all of the applicable operating rules found in 14 CFR part 91. In the truest sense, the Student Pilot certificate is a ticket to learn. So regardless of what type of Student Pilot certificate you have, make sure you always have it with you when exercising student pilot privileges. And make sure you always fly safely and have fun!

FLASH: The FAA issued a Notice of Proposed Rule-making on February 7 that proposes to extend the duration of a Student Pilot Certificate to 36 months if the applicant is younger than 40 when the certificate is issued. Comment period closes May 8, 2007.

Q – What are the six grades of pilot certificate issued by the FAA?

A – Student Pilot, Sport Pilot, Recreational Pilot, Private Pilot, Commercial Pilot, Airline Transport Pilot.



PILOT CAREERS: The Comfort Zone

BY DONNA MILLER
International Careers Committee

"You gain strength, courage and confidence by every experience in which you really stop to look fear in the face. You are able to say to yourself, 'I lived through this horror. I can take the next thing that comes along.' You must do the thing you think you cannot do." —Eleanor Roosevelt

It's still early in the year, so I am still in the gym on a fairly regular basis. I saw a guy lifting weights. His muscles are huge. "How often do you work out?" I asked him. "Every day. I have to just to maintain the muscle," he said. I thought about that on the way home and realized that it's no different for our comfort zones. If you don't stretch and expand your comfort zone regularly, it shrinks.

Think about your first solo. **THAT** was expanding your comfort zone. Your instructor got out, and the airplane just felt different. It handled differently, and you were not sure this was such a brilliant idea. Maybe another hour of dual. But you sucked it up, knowing that you could cry like a little girl as long as you didn't hit the push-to-talk switch at the same time. Besides, you were too scared to cry. You had to remember everything your instructor told you to get the plane back on the ground. And then

you had to do it two more times. When you taxied in after that third landing, you were a changed person. You walked taller, you had more confidence, and you deserved the shirt to be cut right off your back! Soon, you were going solo on a regular basis, working toward your Private Pilot certificate and expanding your comfort zone again.

Fear provides a good environment for learning. We can use the adrenaline created by fear for energy to support our actions. You are constantly reprogramming your thoughts of fear that keep you *from* your dreams instead of *fueling* your dreams.

My first professional checkride frightened me. It wasn't even the checkride that scared me. It was the anticipation of it. I left my cushy desk job at United Airlines to fly freight out of El Paso. Strictly out of fear, I almost quit my first flying job before I even took the checkride. I thought I could go back to my comfortable desk job and say, "It just didn't work out." But I had surrounded myself with positive people, and they encouraged me to go through with it. "You can always go back to your old job *after* the checkride and tell them it just didn't work out," a friend said. After the checkride, I walked taller, had more confidence and ...is this sounding familiar? Needless to say, I stayed in El Paso and began my career as a professional pilot.

The more you practice, the more you will find that fear can help you stretch your comfort zone. Eventually, you will use fear for the energy it offers to reach your goals. And your comfort zone will continue to expand.

PRO 99s PROFILE: Kirstin Peck

BY BETSY DONOVAN, International Careers Committee

After moving to New Zealand in 2002, to pass the time while waiting for a work visa, Kirstin Peck decided to take flying lessons. She received her Private certificate and Multiengine/Instrument ratings in New Zealand. Once back in the United States, she received her Commercial Multiengine/Single Engine certificates. To further her training, Kirstin went through a program run by Mesa Airlines. She was given an interview with Mesa and was hired into the Jet with less than 300 hours. Currently a First Officer on the CRJ, Kirstin is based out of Washington Dulles Airport flying under the United Express banner.

She was one of a handful of members in the New Zealand Ninety-Nines when she joined in 2003. "The Pro 99s network was also instrumental in my growth as a pilot. It allowed me to learn about the culture of aviation in the U.S. since I had no real contacts back in the States." Now a mem-



ber of the Ambassador Chapter, Kirstin's advice to others: "Whatever you do, find a mentor at every stage of your progress. Never be afraid to ask for help because people love to share their ideas and wisdom... And when you hit the odd obstacle (because there is always one or two or twenty, just to keep you challenged,) always stay motivated and persevere! You will reach your goals!"



The Ninety-Nines International Conference

Boulder/Denver, Colorado

September 12-16, 2007

Welcome to Mile-High Colorado. The Boulder/Denver area of Colorado anchors the Front Range of the majestic Rocky Mountains. The South Central Section warmly invites you to the 2007 International Conference of the Ninety-Nines. *Make it more than a Conference—make it a Vacation!*

Ride the narrow-gauge train that takes you between the old mining towns of Georgetown and Silver Plume. Shop the streets of the quaint, 147-year-old Victorian town of Breckenridge in the heart of the Colorado Rockies. Take a custom aviation tour of NOAA followed by lunch in downtown Boulder. Enjoy a beautiful walk at Red Rocks Park, a geologically formed open-air amphitheatre, followed by a tour of the Coors Rocky Mountain Brewery with free samples. Visit Pilatus Aircraft's U.S. turboprop aircraft completion center. Tour the extensive historical Forney Transportation Museum and watch World War I aircraft demonstration flights at a local airport.

From Colorado Springs for the pre-conference tour to spectacular mountain views and interesting seminars, we will provide you with...

Mountains and Memories

Optional Tours & Events

Breckenridge – Wednesday, September 12 and Saturday, September 15

The quaint, 147-year-old Victorian town of Breckenridge lies in the heart of the Colorado Rockies. As one of the nation's premier year-round mountain resorts, Breckenridge hosts an incredible selection of activities. Shop on Main Street at more than 180 distinctive shops featuring books, fine art, home furnishings, clothing, and many unique gifts. This is a great opportunity to view Colorado's famous golden aspen trees up close. History buffs can take part in a walking tour of the town's period buildings, and outdoor enthusiasts can also enjoy biking, fly-fishing, an alpine slide and hiking on nearby trails. You can walk as much as you like around town, just be aware that you are in a high-altitude city. **Cost: \$45**

Georgetown Loop Train – Wednesday, September 12 and Thursday, September 13

The Georgetown Loop narrow-gauge train takes you between the historic mining towns of Georgetown and Silver Plume. The train scales 640 vertical feet over mountainous terrain and travels more than 3.1 miles of narrow-gauge track. The engineering marvels of the Georgetown Loop Train will astound you, as you also enjoy sights of the Devil's Gate High Bridge and beautiful Rocky Mountain views. At this time of year, the leaves will be at the height of their fall color. Be sure to bring a jacket as the cars are open-air. There will be a stop for lunch on the way back at the rustic mountain El Rancho restaurant. **Cost: \$65 (including lunch)**



NOAA/Pearl Street Mall – Wednesday, September 12 and Thursday, September 13

Take a private tour of the National Oceanic and Atmospheric Administration (NOAA) with a focus on aviation. Experience a fascinating presentation featuring the *Science on a Sphere* (a system taking up an entire room that uses computers and video projectors to display planetary data onto a six-foot diameter sphere). During the tour you'll learn how NOAA helps the aviation community with its specialized weather information tools backed by exhaustive research. After visiting NOAA, enjoy lunch at the famous Dushanbe Tea House or any of the other interesting restaurants in downtown Boulder. The decorative elements of the Dushanbe Tea House were created by more than 40 artisans from Tajikistan, including its hand-carved columns and intricately painted ceiling. After lunch spend a couple of hours shopping along Boulder's unique Pearl Street pedestrian mall. **Cost: \$25**





Red Rocks/Coors Brewery – Friday, September 14 and Saturday, September 15

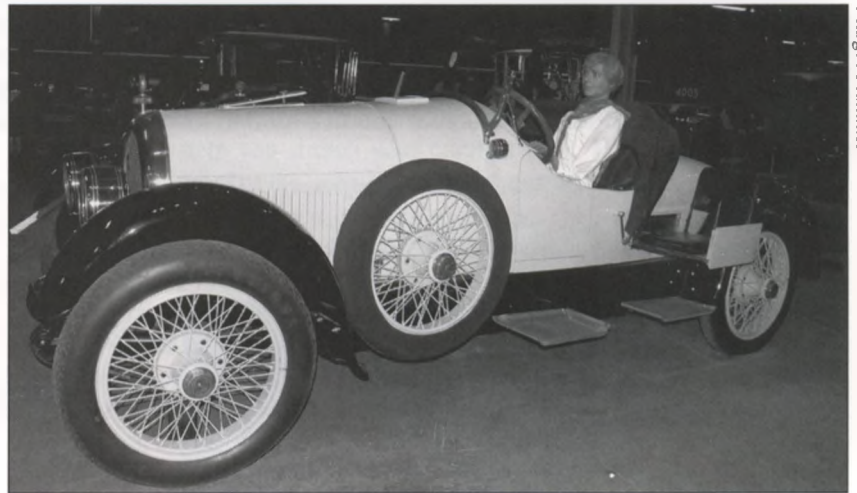
First, enjoy a beautiful walk at Red Rocks Park and Amphitheater. Nestled in the foothills of the Rocky Mountains 15 miles west of Denver, Red Rocks stands as a symbol of nature's unparalleled majesty. The geologically formed Red Rocks open-air amphitheatre is not duplicated anywhere in the world. Crafted by Mother Nature, the amphitheatre consists of two 300-foot monoliths (Ship Rock and Creation Rock) that provide perfect acoustics for a wide variety of musical performances. (Returning to the bus will be a short, slight uphill walk.) Next, head over to the Coors Brewery for a behind-the-scenes tour. Since 1873, the Coors Brewery has thrived on a legacy of quality, innovation, and customer service. See and taste traditional beer brewing in the Rocky Mountains! **Cost: \$25**

Pilatus Aircraft – Saturday, September 15

Pilatus Aircraft Ltd. is the world leader in the production of single-engine turboprop aircraft and remains the only Swiss company to develop, manufacture and sell aircraft and training systems all over the world. Tour the company's Completion Center where all marketing, sales and servicing activities for the PC-12 for North and South America are coordinated. It is located just one mile from the conference hotel, and you will see the latest multimillion-dollar Pilatus aircraft being completed as technicians prepare them for delivery in the North and South American markets. **Cost: \$10**

Planes, Trains and Automobiles – Friday, September 14

The one-of-a-kind Forney Transportation Museum collection features more than 500 exhibits relating to historical transportation. A few of the exhibits include: *Big Boy*, the world's largest steam locomotive, the Amphicar (the only civilian amphibious passenger automobile), Amelia Earhart's *Gold Bug Kissel* roadster, and many more antique autos, trains and motorcycles. After leaving the Forney, travel by van to Platte Valley Airpark to the Museum of World War I Aviation operated by the Lafayette Foundation. Have an on-airport lunch while you watch a demonstration flight featuring SE-5 and Fokker Triplane replicas. **Cost: \$35** (including picnic lunch)



Margot Plummer

Golf Tournament – Thursday, September 13

Come play golf on a world class course at the foot of the Rocky Mountains. The course has variations of 400 feet in elevation. The golf outing is open to 99s, friends and family. Carts and range balls are required and included in the cost. Clubs may be rented on Thursday morning if needed for \$55. Prizes will be awarded. The deadline for registering to join the tournament is August 1. After that we cannot guarantee tee times. Join us! **Cost: \$125** (includes cart and range balls)

Mountain Flying Training

Many shy away from the spectacular opportunity to see and enjoy the Rocky Mountains by airplane. This unique course covers everything you need to know to fly safely throughout high terrain and steep canyons of many western states. The techniques, tips and reminders teach you to manage the potential dangers in a confident way.

If you would be interested in doing some mountain training while you are here, please contact one of the local flight schools at Rocky Mountain Metropolitan Airport (KBJC): Western Air Flight Academy (303-466-6998) or Journeys Aviation (303-466-8566).

Pre-Conference Tour to Colorado Springs, Colorado

September 9-11 2007

Colorado Springs, one of the nation's top tourist destinations, offers an abundance of cultural and recreational opportunities. The Colorado Springs Pre-Conference Tour will highlight the following attractions:

- Enjoy breathtaking views of **Pikes Peak**, one of the state's most prominent 14,000-foot landmarks.
- The **Air Force Academy**, Colorado's most frequently visited man-made attraction, will include a tour of the famous Chapel and the Visitor Center where a unique opportunity to learn about the Air Force both past and present is presented. The tour will be completed with a fine lunch at the Officers' Club.
- Visit **Garden of the Gods**, a magnificent park of red sandstone formations that once was a spiritual retreat for Native Americans. Over 300 million years old, the ancient rocks have been sculpted to perfection by wind and water erosion and are home to many species of plant and animal life unique to this area.
- The Five-Star **Broadmoor Resort** has been an elite destination since the 1920s. Winner of virtually every luxury accommodation award, the Broadmoor features 3,000 lush acres of manicured grounds, 15 restaurants, a "Global Ten" golf course and a world-class spa. A tour of the Broadmoor will be topped off with an exquisite lunch at the famous Tavern Restaurant.
- **Cave of the Winds** is a system of underground caverns featuring dramatic stalactites and other spectacular mineral formations. Guides knowledgeable in both geology and history conduct visitors along passageways formed by millions of years of water erosion.



A view of Pikes Peak from the Air Force Academy.

Tour Details

- Plan to arrive on Sunday, September 9. Arrive directly at the Colorado Springs Airport (COS) and call the hotel van to pick you up. Or fly into Denver International Airport (DEN) and take the inter-city Colorado Shuttle (1-877-587-3456 or reservations@coloradoshuttle.com) directly to the Colorado Springs Sheraton Hotel. Tours will be Monday, September 10 and Tuesday, September 11.
- Registration Includes:
 - Sheraton Colorado Springs Hotel — September 9 and 10
 - Lunch at the Broadmoor Resort's Tavern Restaurant
 - Lunch at the Air Force Academy's Officers' Club
 - Dinner at Solo's, a restaurant which seats diners in the fuselage of a historic Boeing KC-97 tanker
 - Transportation to the Omni Interlocken Resort (conference hotel) on September 11.
- Rates per person: Double Occupancy — \$380; Single Occupancy — \$480

Registration must be received by August 1, 2007.

All arrangements are being coordinated by Table Mountain Travel Agency. Please contact the agency for registration, questions and travel arrangements to Colorado Springs.

Table Mountain Travel Agency • Conference Contact: Juli Parrott • Phone: 303-277-1580 • Fax: 303-277-1589
Email: juli@tablemountaintravel.com

CONFERENCE TRANSPORTATION INFORMATION

Boulder SuperShuttle

Denver International (DIA) to Omni Interlocken Hotel

99s Group rate: \$20 one way, \$36 round trip
(Coupon will be needed for this rate—available on 99s website at www.ninety-nines.org/conference.html)

No reservations are needed from DIA to the Omni Hotel. Each guest will simply check in at the Boulder SuperShuttle Counter where you will present your coupon to receive your discounted group rate ticket to the Omni. You will then be directed to your Shuttle.

Finding the Boulder SuperShuttle Counter: When you arrive at DIA, a train will take you from your concourse into the main terminal and baggage claim. After exiting the train, the counter can be found on this level of the terminal building.

Returning to DIA: Travel time from the Omni to DIA is approximately 45 minutes to an hour. The airlines recommend you arrive at DIA at least 1½ hours before your flight time.

Reservations are required for your return trip from the Omni to DIA. Please make reservations with the Omni Interlocken concierge, or by calling (303) 227-0000.

The 99s 2007 International Conference Schedule

Sunday, September 9 through

Tuesday, September 11

Pre-Conference Tour (optional)

See Optional Tours & Events for more information

Tuesday, September 11

12:00– 4:30 Registration
Dinner on your own

Wednesday, September 12

8:00 – 1:00 *Historic Denver City (optional)*
8:15 – 2:00 *NOAA/Pearl Street Mall (optional)*
8:30 – 5:00 *Breckenridge (optional)*
8:45 – 3:15 *Georgetown Loop Train (optional)*
9:00 – 5:00 Registration
12:00– 4:30 Fly Market
9:00 – 4:30 Hospitality
2:00 – 5:00 Pre-Conference Board Meeting
6:00 – 8:30 International Welcome Reception

Thursday, September 13

7:00 – 1:00 *Golf Tournament (optional)*
8:00 – 4:00 Credentials
8:00 – 4:00 Registration
8:00 – 1:00 *Historic Denver City (optional)*
8:15 – 2:00 *NOAA/Pearl Street Mall (optional)*
8:45 – 3:15 *Georgetown Loop Train (optional)*
10:00– 4:00 Fly Market
10:00– 4:00 Hospitality
10:00– 12:00 Museum of Women Pilots
Trustees Meeting

Thursday, September 13 (continued)

12:00– 2:00 Endowment Fund Trustees Meeting
2:00 – 4:00 AE Scholarship Trustees Meeting
Dinner on your own

Friday, September 14

7:30 – 8:15 Credentials
7:30 – 8:30 Registration
7:30 – 8:30 Jeppesen Continental Breakfast
8:30 – 12:00 Annual Business Meeting
9:00 – 3:00 *Guest Tour – “Planes, Trains & Automobiles” (optional)*
12:30– 2:00 Governors’ and Past Presidents’ Luncheon
12:30– 5:00 Fly Market
12:30– 4:30 Hospitality
12:45– 5:30 *Red Rocks/Coors Brewery (optional)*
5:00 – 6:00 AWTAR Reunion
6:00 – 6:45 No host reception
6:45 – 9:00 AE Scholarship Banquet

Saturday, September 15

8:30 – 5:00 *Breckenridge (optional)*
9:00 – 12:00 Post-Conference Board Meeting
9:15 – 12:00 *Pilatus (optional)*
9:30 – 5:00 Fly Market
9:30 – 5:00 Hospitality
9:00 – 5:00 Seminars
12:45– 5:30 *Red Rocks/Coors Brewery (optional)*
1:00 – 2:00 AE Chairs’ Meeting
2:15 – 5:00 *Pilatus (optional)*
6:00 – 6:45 No host reception
6:45 – 9:00 Awards Banquet

HOTEL INFORMATION:

Omni Interlocken Resort

500 Interlocken Blvd • Broomfield, Colorado 80021
1-888-444-OMNI (6664) or (303) 438-6600

Room rate: \$125 (plus taxes) single/double (more than 2 persons at \$20 each per night). When calling, identify yourself as being with “The Ninety-Nines.”

You can make reservations on the Omni website at www.omnihotels.com. (Choose “Rates & Reservations” at the top, select by hotel “Omni Interlocken Resort,” your dates, then enter Group Code 15300033260.)

Cutoff date for the room block is August 1, 2007 at 5 p.m. MDT. Reservations received after that date will be on a space and rate available basis.

QUESTIONS?

Contact **Conference Chair Jan McKenzie** at mckenjn@yahoo.com or **Registration Chair Linda Horn** at 303-278-4435 or intlconf@scs99s.org

CONFERENCE WINDBREAKERS!

Evenings can be cool in the mountains. Order a windbreaker with conference logo to keep the chill at bay! Windbreakers may be ordered on the Conference Registration form and will be available for pickup at the registration desk.



99s International Conference

September 12-16, 2007 • Boulder/Denver, Colorado

Registration Information - Page 1 of 2



PLEASE PRINT CLEARLY

YOUR INFORMATION:

First name or nickname for badge _____
Full name _____
Address _____
City _____ State/Province _____
Country _____ Zip/Postal Code _____
Phone _____ Email _____
Chapter _____ Section _____

GUEST INFORMATION:

First name or nickname for badge _____
Full name _____
City _____ Country _____

ARRIVAL INFORMATION:

Via Commercial Airline to Denver International Airport (KDEN)

Arrival Date _____ Departure Date _____

Via Private Aircraft to Rocky Mountain Metropolitan Airport (KBJC), FBO: Denver Air Center (*tiedown fees will be waived and there will be a fuel discount*)

Arrival Date _____ ETA _____
Departure Date _____ ETD _____
Aircraft Make/Model _____ Registration # _____

PLEASE CHECK ALL THAT APPLY

- ☐ International Board Member
- ☐ Past President
- ☐ Current Governor
- ☐ Trust Member
- ☐ Trust Name _____
- ☐ International Committee Chair
- ☐ Chapter Chair
- ☐ A.E. Scholarship Winner 2007
- ☐ First Conference
- ☐ WASP
- ☐ Future Woman Pilot (FWP)
- ☐ AWTAR Alumnae

Special Diet Request:

Special Assistance Request:

GOLF TOURNAMENT

Check all that apply:

- ☐ I want to participate in a 4 person scramble
- ☐ I want to participate in a 2 person best ball
- ☐ I have my own team (*please list names*) _____

☐ Please place me on a team
My GHIN handicap is _____

FLY MARKET (to reserve a 6-foot table)

Section/Chapter \$30 USD per table

Name _____
Phone _____ Email _____

Commercial Company - Contact Linda Horn at 303-278-4435

MAIL REGISTRATION TO:

Linda Horn
2007 99s International Conference
14437 W 32nd Ave
Golden, CO 80401-1475

Registration Information - Page 2 of 2

CONFERENCE REGISTRATION FEES

Full registration includes Name badge & printed materials, International Welcome Reception, Continental Breakfast before the Business Meeting, Annual Business Meeting, Seminars, AE Scholarship Banquet, Awards Banquet, access to Hospitality Suite and Fly Market

			Total Cost
Early Registration – postmarked by July 1, 2007	_____ @ \$ 310 USD	_____	_____
On-time Registration – postmarked by August 1, 2007	_____ @ \$ 335 USD	_____	_____
Late Registration – postmarked after August 1, 2007	_____ @ \$ 375 USD	_____	_____
One-day Registration (includes registration materials and events for that day):			
Wednesday (includes International Welcome Reception)	_____ @ \$ 125 USD	_____	_____
Thursday (no special events scheduled)	_____ @ \$ 50 USD	_____	_____
Friday (includes breakfast, banquet)	_____ @ \$ 100 USD	_____	_____
Saturday (includes seminars, banquet)	_____ @ \$ 100 USD	_____	_____
Guest Tickets (if not a Ninety-Nine or full registration)			
International Welcome Reception	_____ @ \$ 95 USD	_____	_____
AE Scholarship Banquet	_____ @ \$ 70 USD	_____	_____
Awards Banquet	_____ @ \$ 70 USD	_____	_____

CONFERENCE TOUR OPTIONS

Pre-Conference Tour to Colorado Springs, September 9-11

All arrangements must be made through Table Mountain Travel (see Optional Tours & Events page)

Wednesday, September 12, 2007

Breckenridge	_____ @ \$ 45 USD	_____
Georgetown Loop Train	_____ @ \$ 65 USD	_____
NOAA/Pearl Street Mall	_____ @ \$ 25 USD	_____
Historic Denver City	_____ @ \$ 50 USD	_____

Thursday, September 13, 2007

Golf Tournament	_____ @ \$ 125 USD	_____
Georgetown Loop Train	_____ @ \$ 65 USD	_____
NOAA/Pearl Street Mall	_____ @ \$ 25 USD	_____
Historic Denver City	_____ @ \$ 50 USD	_____

Friday, September 14, 2007

"Planes, Trains & Automobiles" (Guests only)	_____ @ \$ 35 USD	_____
Red Rocks/Coors Brewery	_____ @ \$ 25 USD	_____

Saturday, September 15, 2007

Breckenridge	_____ @ \$ 45 USD	_____
Pilatus (morning)	_____ @ \$ 10 USD	_____
Red Rocks/Coors Brewery	_____ @ \$ 25 USD	_____
Pilatus (afternoon)	_____ @ \$ 10 USD	_____

WINDBREAKERS

Color: ___ Light Blue ___ Black ___ Red

Size: ___ S ___ M ___ L ___ XL ___ XXL

_____ @ \$ 27 USD _____

FLY MARKET (to reserve a 6-foot table)

_____ @ \$ 30 USD _____

TOTAL REGISTRATION FEES

PAYMENT INFORMATION (Check/Money Order preferred)

Payable in US Funds to: **2007 99s International Conference**

Credit Card (VISA or Master Card only)

Card # _____ Expiration Date _____

Name on Card _____ Signature _____

(Non-US members: Please contact your credit card company to authorize payment to "99s International Conference")

REGISTRATION CANCELLATION/REFUND POLICY

Cancellation request **must** be made in writing (postal service or email) to Linda Horn (contact info on schedule page)

If received on or before August 1–payment less \$10; from August 2 to September 1–payment less \$50; after

September 1, 2007–NO refund unless approved by Conference Advisory Committee. If payment was by credit card, an additional \$10 will be deducted from the refund.

2007 AEMSF Judges Are a Stellar Group

The Amelia Earhart Memorial Scholarship Fund Trustees are pleased to announce this year's international group of non-99s semi-finalist judges. Throughout the scholarship's history we have had a stellar group of people volunteer to perform this very important task. This year is no exception. As the scholarship fund and the awareness of its value continues to grow, we are gratified that these leaders of aviation and industry don't hesitate to say, "Yes, I'd love to be a judge!"



LIEUTENANT GENERAL BRIAN A. ARNOLD

Lt. Gen. Brian A. Arnold is currently Vice President and General Manager of Strategic Systems at Raytheon Space and Airborne Systems in California. At retirement from the Air Force in July 2005, Lt. Gen. Arnold was Commander, Space and Missile Systems Center, Air Force Space Command, Los Angeles Air Force Base. Brian was responsible for managing the research, design, development, acquisition and sustainment of space launch, command and control, missile systems and satellite systems.

Brian was commissioned through Officer Training School at Lackland AFB, Texas in 1971 and obtained his Master of Science degree in administrative education at Pepperdine University.

He spent the majority of his career as a pilot, flight instructor, examiner and operations officer in FB-111 and B-52 aircraft with more than 3,100 flight hours, and his current rating is Command pilot. In addition he has flown the T-37, T-38, F-15 and F-16. Brian has served as a squadron commander, wing commander and subunified commander. In 2003, he received the Eugene M. Zuckert Award, which honors outstanding management achievements by a Department of the Air Force Manager. His achievements and major awards are extensive and include the Distinguished Service Medal, Legion of Merit, several bronze stars and Commendation medals.



WAYNE ROSTAD

Wayne Rostad has had a passion for aviation since he was a child, and like most pilots, he is a great aviation buff. He fulfilled his lifelong dream of flying by becoming a pilot in the early 1980s. Since that time he has flown from sea to sea to sea. He is one of the longest serving Honorary Colonels in the Canadian Air Force representing 8 AMS, Trenton, Ontario. He has piloted an assortment of aircraft from the Hercules, DC 3s, high-performance singles and pressurized Twins.

Wayne has written several songs about his flying experiences, and his national weekly television show, *On The Road Again with Wayne Rostad*, has featured several aviation stories highlighting air museums and renowned flyers, including an individual who still flies one of the few Lancaster bombers that remains airborne in the world today. Wayne's affable style makes him a hit with everyone he meets in his travels, as well as with fans at home in their living rooms. These human interest stories illustrate the series' truly universal appeal, and for that it has been recognized by the New York Festival, which awarded it a Gold Medal for Best Human Relations Series.



LANE E. WALLACE

Lane Wallace, a regular columnist and the West Coast Editor for *FLYING Magazine*, is a nationally-known and respected aerospace writer, editor and author. She learned to fly in 1986 after being inspired by a biplane flying overhead, and her love affair with airplanes continues to this day. She owned a 1946 Cessna 120 for seven years and now owns a 1977 Grumman Cheetah.

Wallace has authored five books for NASA on the agency's efforts and accomplishments in aeronautics and space research. Her 1994 book *Airborne Trailblazer*, about NASA's research to improve the safety and capability of air transport aircraft, won a Washington Edpress Silver Award for Excellence in Print. In addition, Wallace is the author of *Wild Blue Wonders*, a book for young people about flying and designing airplanes that was written in conjunction with NASA and published by the Experimental Aircraft Association in 2001. She also wrote and co-produced a three-part documentary series on the human adventure of flight test work that aired on The Learning Channel in 1999. And in 2005, her documentary script "Breaking the Chain" about the crash of an international X-31 test plane, won a Bronze Telly award.

Conversations

A car crash and advancing age haven't grounded

Evelyn Bryan Johnson

"It was love at first sight. And now, 63 years later, I still feel that way."

— Evelyn Bryan Johnson on her first flying lesson in a J3 Cub at Knoxville's Island Home Airport

BY MAYCAY BEELER
Kitty Hawk Chapter

On July 21, 2007, 97-year-old Evelyn Bryan Johnson will be inducted into the National Aviation Hall of Fame in Dayton, Ohio. She will be honored alongside four fellow inductees including Sally Ride and Steve Fossett.

"It's exciting!" Evelyn affirms.

For Evelyn, it is a hallowed stop along a journey that started in 1944 with her first flying lesson in Tennessee. It is a journey that could have ended abruptly last September when a car crash nearly claimed her life. But today Evelyn is on the mend and moving on. For now, her familiar haunts at Tennessee's Moore-Murrell Field where she managed the airport for 53 years have been replaced with nursing and convalescent homes. Yet that hasn't grounded the spirit of the pilot who is recognized for logging more flight hours than anyone on earth (57,635.4 to be exact).

"People always ask me if flying was something I always wanted to do," Evelyn says. When asked if in her wildest dreams she ever imagined her life would take the direction it has, she exclaims:

"Mercy, no! I supposed I'd be a school teacher — my Mother was one. It wasn't my ambition to be a teacher, it was just something I thought I'd need to do, was supposed to do."

But Fate had other plans for the pleasant petite woman whose life was changed by a three-inch-square ad in the newspaper. It said "Learn to fly," and Evelyn decided to do just that at Knoxville's Island Home Airport.

"I was looking for a hobby — a break from the day-to-day doldrums of the dry cleaning business."

It was a hobby that would prove to be so much more, eventually defining for Evelyn her true passion and life's work. When cancer took the lives of both her husbands, the airport became Evelyn's home away from home, its pilots her family. The sky became a beloved friend where, if you do the math using the nearly 58,000 hours Evelyn has logged aloft, she has joyously spent



over six-and-a-half years in that wild blue yonder.

"Oh, it's just great being up in the sky looking down on where God built this world!"

Evelyn's long list of accomplishments is impressive and mind-boggling. As a Flight Instructor, not only has she logged more flight hours, trained more pilots and given more FAA exams than any other pilot, she is the recipient of hundreds of accolades, is named in the Guinness Book of World Records, has been featured on national television with Dan Rather, and the list goes on and on. She is aviation royalty in its purest form, yet she couldn't be more humble.

Evelyn's upcoming induction into the National Aviation Hall of Fame will be her sixth Hall of Fame honor, adding to the Flight Instructor's Hall of Fame, Women in Aviation's International Pioneer Hall of Fame, the Tennessee and Kentucky Aviation Halls of Fame and others.



Evelyn with fellow Tennessee Chapter member Genie Ray O'Kelley. Genie will be Evelyn's official presenter at the National Aviation Hall of Fame induction ceremony this July.

th Mama Bird

ed the Spirit of America's favorite aviatrix
Johnson



"I never pursued these honors on my own, never requested them, they've just come to me."

As an FAA-designated pilot examiner, Evelyn has administered over 9,000 check rides, more than any other examiner, including my own Private Pilot check ride in 1984.

A champion of The 99s, Evelyn signed me up with the organization the moment I passed my check ride. After filling out the FAA paperwork, she had a Ninety-Nines application all ready for me to sign. After doing so, I was surprised to learn that Evelyn would pay my first year's dues. I was suddenly the newest member of the Tennessee Chapter and an international organization that would enrich my life! Now, 23 years later, I have the joy of catching up with Evelyn to thank her and talk about her remarkable life.

What has flying taught you about yourself?

"That you don't have to be pretty to accomp-

lish things. When my brother and first husband would get mad at me, they'd tell me I'd never amount to anything because I wasn't pretty enough. But I got to thinking about Eleanor Roosevelt and Abraham Lincoln, and I thought no, that's not true. So I let the pretty thing go. I decided then that I could achieve anyway, regardless of looks."

What has flying taught you about life in general?

"Do whatever you can to make life good for you. Aim in that direction and it eventually works out. Know what you want to do, and do it!"

What have your flight students taught you?

"Oh, Mercy, lots of things! When they make mistakes, and it's a particular challenge you haven't been faced with before, you have to come up with an answer — a solution!"

Which aviators do you admire?

"Louise Thaden. She came into MOR (Morristown) quite a bit — we got to be friends. I believe Amelia Earhart did a great job, but unfortunately she left a critical antenna off her plane, and I think she is likely at the bottom of the ocean. That's a hard plane to crawl out of."

Looking back over your flying career, does anything stand out as the most memorable or meaningful?

"When a helicopter crashed at the airport. It is the only fatality we've ever had at Morristown. It was a sad thing. I was the only one there at the time, with two boys. Oddly enough, the very day before I had just gotten my helicopter instructor rating in Texas. This helicopter had come into MOR for fuel, and I fueled it myself. When it tried to take off it was obvious the pilot was having control problems. It was clear he would crash. I called 911 as it was happening. I grabbed a fire extinguisher, put out the fire, crawled under the bird to turn the engine off. The passenger was dead. He only had three drops of blood on him, but no pulse. I was getting ready to pull the pilot out when my First Aid training reminded me that doing so could cause him serious injury so I

Evelyn is
recognized
for logging
more flight
hours than
anyone on
earth —
57,634.4 to
be exact.



Evelyn, right, during the 1952 Powder Puff Derby.



Evelyn in February 2007, ready to get back to work.

"I was half-way out of the car, lying on the ground. I could feel my legs just dangling. I remember seeing three crosses, and I prayed...

waited. When help arrived, it took five of us to pull him out. In situations like that, you don't think what to do, you just do it, you act on impulse to help." (Evelyn was awarded a Carnegie Medal for saving the pilot's life.)

Another memorable event:

"I delivered a Tri-Pacer to a missionary in South America. It was 1955. I had no gyros, no radios, gas was 19 cents a gallon at the time. It was in the days before Castro. En route we landed in Havana, went on to Haiti and eventually to Trinidad in the West Indies. We did have weather delays, but we made the trip successfully in that 135 horsepower airplane. I wouldn't do that again, not without radios and instruments. But the funny thing is, my trip in the Tri-Pacer was uneventful, but the commercial airliner I rode on my trip back home wasn't so fortunate. It had four engines yet had to turn back three times with engine trouble!"

Did you ever scare yourself silly?

"No, but I did have two complete engine failures and a fire onboard."

Evelyn recalls the first engine failure happened just one week after she got her Private Pilot certificate. She was flying alone in a J3 Cub between McGee Tyson and the river when she decided to practice spins.

"Back in those days we all did them. You get used to them, and I kind of got to like 'em!"

When the engine quit, Evelyn landed the plane safely in a field. "Not a scratch on it." The second engine-out happened on take-off from MOR, this one in an Aeronca at about 300 feet, too low to turn back to the airport, so Evelyn landed in a nearby field, "again, not a scratch."

The fire incident happened in another airplane shortly after takeoff. Evelyn managed to turn back and land on the airport "with my backseat passenger screaming in panic! I ignored him and just flew the plane."

True to form as a professional pilot, Evelyn avoided falling prey to a distraction that could have led to disaster. And as fate would have it, she adds, "The plane that landed immediately after I did taxied up next to our smoking aircraft and its pilot announced, 'It's your lucky day, I just happen to be an insurance agent!'"

What does The Ninety-Nines mean to you?

"Oh, it's a great organization! Great comradeship! I had never heard of them until 1947 when I went to an all-women's air show in Florida. I learned about them there and joined the Tennessee Chapter. I have enjoyed The Ninety-Nines very much!"

Describe yourself. Who is Evelyn Bryan Johnson?

"Someone who works all the time, enjoys work, is anxious to get back to work."

And speaking of work, Evelyn had flown continuously since 1944 up until the September 2006 car crash that changed everything. Glaucoma had recently stolen her Medical, but she was still flying, just not as PIC. But that's on hold for now while she mends from the accident where the early morning sun glared in her eyes, landing her car under the tractor trailer that was directly in front of her. Injuries sustained in the accident forced doctors to amputate her left leg.

"I was halfway out of the car, lying on the ground. I could feel my legs just dangling. I remember seeing three crosses and I prayed: 'Lord, if there is something left for me to do in this world, let me do it. If not, let's get on with it now.'"

"Well, I'm still here!"

And how does Evelyn cope with difficult challenges like the drastic change of going from a full active life to rebuilding a physically broken one?

"I'm always dependent on God to help me do that."

As she learns to walk again, it is clear Evelyn is drawing upon the same conviction and boldness that's made her the exceptional woman she's always been. When asked about the trauma of losing a leg:

"I didn't let it bother me. I was determined to get a prosthesis, and I'm using it every day."

Which brings us back to flying. When asked what's the greatest gift flying has ever given her, Evelyn replies:

"Confidence in what I can do and in my ability to overcome the things I can't do."

In fact, Evelyn recently got an encouraging report from her physicians who are discovering what we've known all along about Evelyn: you can't keep a good woman down. Her doctors say she is adjusting so well to her new prosthesis that they've cleared her to go back to work part-time.

"They were all squealing with excitement at the progress I've made!"

Yes, Mama Bird Evelyn Bryan Johnson may be learning to walk, but her strong sweet spirit is soaring higher than ever.

Editor's note: We learned at press time that Evelyn is now back running the airport. Way to go Evelyn, and our best wishes to you!

WINGS AROUND THE WORLD

By Polly Vacher, British Section

Hard cover, 160 pages with color photos.

ISBN 1 904943 54 3

published by Grub Street 2006

BY PHYLLIS WELLS
Pikes Peak Chapter

You can brush up on your geography as you travel around the world with Polly Vacher as she attempts to fly over the North and South Poles. This very personal account of one woman's solo flight in a single engine airplane will keep your interest as you experience her joys, stresses, frustrations and even fear.

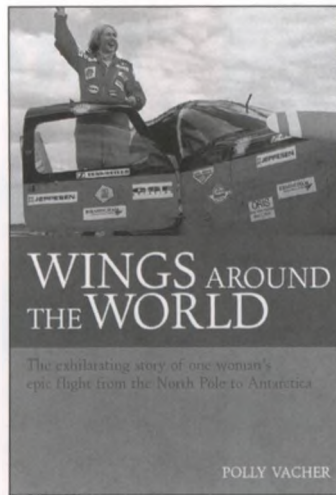
Polly Vacher was, until her 50th birthday, a rather typical English housewife. She had raised three sons, had a loving husband and taught music on the side. Then a series of events led her to learn to fly an airplane. When she was still a low time pilot, her instructor told her she could easily fly her small plane to America. That began her love of long distance flying.

In 2001, Polly decided to fly around the world as a means of raising money for her favorite charity, Flying Scholarships for the Disabled. She would fly around the world via the equator. She would obtain sponsors to cover most of her expenses and ask individuals for donations for the scholarship program. She did all this, and it was a great success.

Then she was inspired to fly around the world again, this time via the North and South Poles. This proved to be a much more challenging task, which she carefully describes in her book. Being a meticulous planner, Polly prepared herself for every eventuality. She learned how to survive a crash in the ocean, desert, jungle and the subfreezing conditions of the Arctic and Antarctic. She practiced every possible emergency procedure for her airplane. But there is one obstacle she could not possibly prepare for or overcome. You will have to read Polly's book to find out what her nemesis was.

Many Ninety-Nines around the world have met Polly on either her first or second circumnavigation of the globe. She is charming and witty, and in her own words, "a little bit zany." She is definitely an inspiration and obviously an excellent pilot.

Note: The primary purpose of Flying Scholarships for the Disabled is to help disabled persons rebuild their lives through the physical and mental challenge of learning to fly. Originally started in England, the program has expanded to the U.S., Norway and Australia. While most of the students do not become licensed pilots, the confidence and self esteem they gain from learning to fly goes with them into other aspects of their lives.



RATINGS AND WINGS

RATINGS

Sue Auclair – Commercial
Connecticut Chapter

Cheryl Casillas – ATP
San Antonio Chapter

Gudrun Davis – Commercial Multi-engine Sea
Florida Suncoast Chapter

Meg Godlewski – Commercial Multi-engine
In completion of Amelia Earhart Scholarship Award
Mount Tahoma Chapter

Carol Jean McCloud – Instrument
North Jersey Chapter

Bonnie Phillips – Instrument
Reno High Sierra Chapter

Sharon Porven – Private Pilot
Connecticut Chapter

Leslie Prellwitz – Instrument
Chicago Area Chapter

Traci Rodriguez – Private Pilot
San Gabriel Valley Chapter

Karen Tierney – Private Pilot
Connecticut Chapter

Angela Tomasi – Solo
Northwoods Chapter

WINGS

Beverly Clark – Phase IV
Oregon Pines Chapter

Wally Funk – Phase XXV
Fort Worth Chapter

Kimberly Lansdon – Phase VII
Oregon Pines Chapter

Debbie Origer – Phase I
Oregon Pines Chapter

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An Interview with Dodie Gann

In her eighties and still flying her Cessna, Dodie has sailed many seas, skied in the Olympics and now runs the cattle ranch she owns in the San Juan Islands.



BY SARAH HAUSCHKA
Greater Seattle Chapter

Dodie Gann opens the door of her hangar to reveal her beloved Cessna 172, the plane she used for the completion of her Private Pilot license. It is a beautifully maintained 1958 Skyhawk, and Dodie wants us to notice the vortex generators. "They are quite worthwhile. When you start the takeoff run, the plane just leaps off the ground. I use one notch of flaps just to spare the tires. Do you? Anyway, it pops off the ground, and you say HAH! When you want to land, you need a slower airspeed to descend because of the vortex generators. But after you run up top here and pull it up in a stall, it doesn't want to stall. It just goes shudder, shudder a little bit. No, it doesn't want to."

Dodie, in her early eighties, is full of life and loves to fly. She holds a Commercial certificate with ASEL, AMEL and Instrument ratings.

She first became aware of flying through her father, although he wasn't a main influence on

her becoming a pilot. "He was a naval aviator in WWI. He came off a farm in Kansas and went into the service. He had been an adventurous spirit, though he never touched anything aviation after. I didn't pay much attention to the fact that my father had flown, but I used to ride my bike out to the local airstrip." She decided to train to become a WASP.

"I could go out and fly at a little local airstrip that was near Reno. How much did it cost? About \$9 an hour, right, and it had Cubs. It was also where they were training air students, so they had buses that went back and forth to town. And they were not trainees, they were just teaching them about six hours of flying, and if they didn't cut it, they sent them back to march in the artillery."

"So I flew up there on the dawn patrol."

"Because I was interested in becoming a WASP, I dropped out of college to attempt the 35 hours of flying before I became 21. Those were

Photo top: Dodie holds the crystal trophy she received for winning the Air Race Classic in 1984 with race partner Phyllis Baer.

the necessary requirements to apply. My parents understood, but I had to earn my own way. I had a job."

"In the early morning, I'd ride my bike down to the local hotel in downtown Reno and catch a ride out. The teachers were all leather-jacketed bush pilot types. I would ride out there with them — they were a wild bunch!"

"In the plane, I'd sit in back and fly for an hour, then catch a ride back with the air cadets into town. I'd get on my bike and be at work at eight o'clock. So at the end of 35 hours, which took me over a year, that's when the important Ninety-Nines ladies came to town to announce that the program was over. So that was that."

Skiing was a big part of Dodie's life, and it helped fill the void when the WASP were disbanded. "Maybe I wasn't like the other girls, I needed more adventure. So, skiing satisfied part of that."

Her father was head of the music department at the University of Nevada, Reno. The needs of war had closed the coastal ski areas. Alto was the only one that was open, and it was close by. Dodie was an excellent skier, even skiing in the *Pathe Sports Scope* film directed by Otto Lang. In 1948, she was the captain of the women's Olympic ski team. The next year, she started her own ski school

in Jackson Hole. In 1950, she was captain and participated in the 1950 Federation of International Skiing world championships at Aspen, Colorado.

In 1956, she managed the women's team in the Cortina Olympic Games, then learned to perfect and teach the new parallel-stance method of skiing with the Legendary Emite Allais. She taught at Squaw Valley in the west and in Chile preparing for the Games.

Meanwhile, Ernie Gann was looking for a tall ship to sail the seas. He found his dream in the *Albatros*, a schooner located in Holland. He bought it and planned to sail it to California for refurbishing. His first step would be to sail across the Atlantic, taking the ship to Curaçao and then up to California. Ernie also wanted to find a second woman to join his mostly male crew, and his neighbor reminded him of a young woman he had briefly met at Squaw Valley — Dodie Post. She had impressed him with her sense of adventure and directness. She joined the crew in Curaçao and sailed with him and the crew to San Francisco. There, the schooner was changed to a brigantine.

The sailing trip was fodder for the book he was writing, *Twilight for the Gods*, and Ernie needed a secretary. He asked Dodie if she could

Skiing was a big part of Dodie's life, and it helped fill the void when the WASP were disbanded.

Dodie stands with her Cessna 172, which she bought after earning her Private Pilot certificate in 1975. Since then, she's flown many types of aircraft, including a Piaggio twin amphibian and a Wing Derringer.





Dodie after a flight in her Wing Derringer, Noon Balloon.

help him with it after she finished with the Olympic Games, and she agreed. The protagonist of the book sailed the South Seas, and Ernie also steered the Albatros in that direction. Dodie went along as crew and secretary.

Before World War II, Ernie flew with the airlines and then with Air Transport during the war. Flying became a part of their lives together, taking part in the London-to-Victoria race in a Cessna 310 and flying around South America. Dodie remembers, "He was a super captain, he gave me every other landing and every other take-off. So I got a lot of time."

They flew a Piaggio twin amphibian all over Mexico. "It was a gull wing pusher, and the tail was almost as high as the hangar — a huge, high plane. It was a very slow plane; it had retractable gear so you could land anywhere."

One area they flew over was the San Juan Islands in Washington State. They fell in love with a farm there and contracted to buy it just from that sighting. They built a house and married, and Dodie still lives there.

Their life in the San Juans is the rest of the story. To become part of the community, the first summer they lived there Ernie worked for the local airline, while Dodie worked both at the salmon cannery and on getting her private license. She earned her Private Pilot certificate in 1975 and bought her own plane, N3954F, the Cessna 172 which she still flies today.

"I got my Multi rating down in Seattle in a Beech Duchess, which is fun to fly. And then I went in an air race with the famous Fran Bera,

and we took the Duchess and flew to Baja. After the race, which we won — time to come home — she jumped in the right seat with big pillows and a bottle of beer. And she said, 'She's all yours!' So I got to fly."

"Then we bought the first Wing Derringer, a Twin engine two-seater. We called it Noon Balloon — we could never get started before noon! It was fast with a lot of speed, and so it was perfect for air racing. First I flew with Ilovene Potter — she's gone now — because she was qualified in multi-engine. Then after a bit, Phyllis Baer got her Multi rating, and we began to fly together again. We finally won the Air Race Classic."

Dodie goes to a shelf and brings back a crystal circle trophy with the Air Race Classic design. "1984 — that was the end of my air racing period, but I was still flying the Derringer until Ernie died in 1991."

Dodie today flies the Cessna 172. She refers to a picture of herself next to the plane, saying, "Heigh Ho, I'm off to get a new hip. I look awfully jolly for that, don't I?"

In addition to flying, Dodie has a strong interest in conservation and animal welfare and has supported and served on local boards supporting these issues. Her new companion is a stray from a shelter in Grants Pass and is a very friendly mountain dog named Shadow.

She still runs the cattle farm she owns and has put all of her land into conservation easement for the benefit of the future.

With her typical enthusiasm, Dodie looks forward to whatever appears next on the horizon.

Looking quite chipper, Dodie is ready to head out for a hip replacement.



Welcome to our New 99s Members!

All-Ohio Chapter

HASHBARGER, Lori Jeanene
VIOLA, Kimberly Dawn (FWP)

Ambassador Chapter

HATTON, Heather Elizabeth

Atlantic Chapter

AFFLECK, Marilyn June

Australian Section

BLAINEY, Faye Lorraine

Bay Cities Chapter

REAM, Rachel Linda (FWP)
WIEDEMANN, Cassandra Marie

Brazos River Chapter

KELLEHER, Donna Case

Coachella Valley Chapter

CZACHOWSKA, Patrycja (FWP)

FISHER, Barbara Ann

SANDMANN, Kimberly C.

Colorado Chapter

BARTH, Nora R.
BRENNAN, Sarah Nicole (FWP)
JORGENSEN, Trine

Columbia Cascade Chapter

LARKIN, Jane M. (FWP)

Connecticut Chapter

MARSHALL, Judith A. (FWP)
SHARMA, Savita (FWP)

Cook Inlet Chapter

CLOUD, Connie Lee

Coyote Country Chapter

CUNNINGHAM, Tamara Jean

Dallas Chapter

PARKER, Colleen Allison

Eastern New England Chapter

MCDONALD, Kathleen

Eastern Ontario Chapter

TRUONG, Elizabeth (FWP)

Eastern Pennsylvania Chapter

HOUSTON, Feather O'Connor

Embry-Riddle Daytona Chapter

LEUTZ, Julianna Melane (FWP)
PARSONS, Amanda Lynn (FWP)
SCHOLAND, Rebecca Ellen (A)

First Canadian Chapter

MCKINLAY, Yvonne Andree

Florida Firstcoast Chapter

ROSS, Andrea Jo
GRIFFIN, M. Rebecca (FWP)

Florida Suncoast Chapter

JANSEN, Molly Marie (FWP)
KRASS, Teresa Brayson

German Section

GERECHT, Doris B.
SCHOEDEL, Susanne

Greater Detroit Area Chapter

JACOB, Jennifer B.

Greater Kansas City Chapter

MORROW, Joyce E.

Greater Seattle Chapter

MITCHELL, Karen L.

Hampton Roads Chapter

NAPIECEK, Jennifer Lee

Idaho Chapter

FRAZER, Wendy Jo
WALKER, Paige Lucas

Indiana Chapter

DUNN, Myra A.
PATTERSON, Chase Noelle (FWP)

Intermountain Chapter

PAYNE, Patricia C.



*New member
Julianna Leutz,
ERAU Daytona
Beach Chapter.*

Katahdin Wings Chapter

HEMENWAY, Christy (FWP)
WALSH, Barbara Ann (FWP)

Kitty Hawk Chapter

LONGOBARDO, Cheri Marie
SARELLA, Emily A. (FWP)

Long Beach Chapter

ABRAMS, Linda Tania
WALTER, Sarah Marie (FWP)

Maryland Chapter

STEWART, Carol C.

Mat-Su Valley Chapter

GATTIS, Lynn A.
WEATHERS, Marjorie Anne

Michigan Chapter

CUMMINGS, Karen S. (FWP)
HOLLAND, Nichole Brittany (FWP)
SIMMONS, Tamra Lee (FWP)

Mid-Atlantic Section

COLE, Erin Elizabeth
SALLOOM, Mary M.
TINKL, Evelyn Silvia

Minnesota Chapter

STAHL, Michelle Lynn

Montana Chapter

KELLEHER, Brenna Erinn

Monterey Bay Chapter

CEFALU, Dana J. (FWP)

Montreal Chapter

ADAMS, Michelle

Mt. Shasta Chapter

HARMAN, Donna Lee

New York Capital District

FALCO, Mary Louise

New York-New Jersey Section

HAND, Tammy DeWald
MOSS, Jacqueline

North Central Section

KEAYS, Marietta Jean
KIMBALL, Mary Ellen
PURCELL, Linda C
SPANGLER, Kandi Marie
VOELKER, Leah Violet
WINSLOW, Stacy Ada (A)

Northeast Kansas Chapter

WRIGHT, Cheri G. (FWP)

Old Dominion Chapter

PELCHER, Beverly

Orange County Chapter

O'BRIEN-POWELL, Kathleen Anne

Oregon Pines Chapter

BROWN, Karen Barbara
PLYMATE, Debra L
RANEY, Linda Martha-Feck

Palomar Chapter

KELLY, Kathleen McDonald

Phoenix Chapter

SCHERMERHORN, Shauna Marie

Reno Area Chapter

HARDEN, Laurie (FWP)

Reno High Sierra Chapter

COULTER-DAVIS, Kim Leone
PHILLIPS, Bonnie McGuire
SMITH, Pamela J.

Rio Grande Norte Chapter

POLCARI, Elizabeth Anne

San Antonio Chapter

KLEMCKE, Teresa Ethel

San Diego Chapter

HAYES, Tommy Jean
KOTNER, Adrienne Andy (FWP)
SMITH, Courtney Nicole (FWP)

San Diego Mission Bay Chapter

GOLDEN, Lisa (A)

San Fernando Valley Chapter

MULLEN, Andrea S.
STEVEN, Ashley Ann (FWP)

San Gabriel Valley Chapter

NAIK, Mona Manu
SAMIRAH, Abdelfattah

Santa Maria Valley Chapter

SHAFFER, Abbe Hannah
WALDO, Kathryn Anne

South Central Section

PARRIS, Sheena L.

Southeast Section

STAIRS, Kayla R (A)

Southwest Section

DAVIS, Glee Ann

Texas Dogwood Chapter

HARRISON, Emily A. (A)

Tucson Chapter

BERNARD, Cathy Sue (FWP)
PATTERSON, Susan Ruth

Tulsa Chapter

DAUGHERTY, Tiana Marie
MALLET, Elizabeth Ann
Utah Chapter
KALM, Alina R (FWP)
MARSELL, Wendy

Ventura County Chapter

DAVIS, Barbara Rachel (FWP)



Anne-Celine Martel, Isabelle Bazin and Linda Mae Draper discuss the formation of a 99s French Section.

The French Section Starts its Engine and Begins to Taxi

French pilots have worked for five years generating interest in a new 99s Section in France.

BY LINDA MAE DRAPER, Reno Area Chapter

The French Ninety-Nines Section has been in the works for almost five years now. Anne-Celine Martel and Isabelle Bazin, two very accomplished pilots, met on December 14 at Les Caves Petrissans, Paris, with Linda Mae Draper to set up the new Section.

Anne-Celine and Isabelle, both private pilots, shared their amazing flying stories and expressed their enthusiasm in organizing as The Ninety-Nines French Section. Isabelle had also created a list with the names of at least a dozen more potential French Ninety-Nines.

Anne-Celine has on multiple occasions rented a Cessna 172 here in Nevada to tour the West. She has flown all over Western Europe, to Morocco in North Africa across the Strait of Gibraltar, in the West Indies and in Kenya. Lately, she flew her own single engine, small plane from France to Oshkosh and back across the North Atlantic via Iceland, Greenland and Nunavut.

Isabelle has her own Piper Cub and flies aerobatic competition in a Cap 10. She is Administrator of the French Piper Cub Association. Having worked and flown both in the eastern United States and England, traveled much around the world as a corporate flight attendant and later as international project manager, she is quite a continental lady.

We are pleased that they want to join us as a French Section where they can enjoy the camaraderie of French women pilots as well as other Ninety-Nines around the world. We are anxious to see the French Section "take off."

A Day at Edwards

Fifty-six people in 23 airplanes had the rare civilian opportunity to fly into Edwards Air Force Base in the California desert on January 20. This was possibly the largest influx of civilian aviators to the base, outside of airshows. The pilots and passengers were members of The Ninety-Nines and friends, the majority from the Ventura County (VC) Chapter.

Major Jon Guertin, from the Air Force Flight Test Center's Safety Office at Edwards, spoke to the VC Chapter in September 2006 and lit the spark that became the fly-in, thanks to hours of work on his part as well as on the part of VC 99 Linda Ehrlich, who coordinated the aircraft and pilots for the event.

The aircraft landed first at Major William J. Fox Field in nearby Lancaster. The Fox Tower and the Edwards Tower coordinated departures from Fox, with two-minute intervals between take-offs. This was the closest many participants had come to formation flying! The participants followed a predetermined flight path, landing at Edwards on the shuttle's three-mile Runway 22 in calm wind conditions. Thanks to Major Guertin, there were women air traffic controllers in the Edwards Tower!

On the ground, the Air Force arranged for static displays of aircraft from historic trainers on up to FA-18s. The visitors were welcomed to the Test Operations history of supersonic flight briefing room by Colonel Arnie Bunch, 412th Test Wing Commander, and Major Guertin. A safety talk was coordinated by Guertin and included briefings by Lt. Casey Hayes, Airspace and the OSS mission; TSGT Rachelle McDonald, Control Tower; Kathy Morass, Sport Airspace Controller; SSGT Jennifer Clark, Life Support Equipment; and Donna Kowaleski, Airfield Management. One of the Edwards' mottos, "warriors aiding warriors," was illustrated by the woman controller who had just returned from a posting to the control tower at Kerkuk, Kurdistan, appearing in her desert fatigues to hearty applause.

After a lunch shared with some of the Base personnel who had spoken to the group, it was, all too soon, time to leave. Major Guertin collected departure flight plans from everyone, then the aircraft lined up to depart in fairly windy conditions, a typical desert afternoon phenomenon.

This was an opportunity of a lifetime for all the participants, several of whom were retired Air Force personnel, including a Vietnam War veteran. Edwards Air Force Base is truly a good neighbor of civilian pilots in Southern California.

—Sara Tompson, Ventura County Chapter

Landing at KEDW

When we learned that the Ventura County Ninety-Nines had been invited to land at Edwards AFB and that we were invited to join them, Anne Power and I quickly added our names to the list.

D-day dawned, clear, perfect, albeit chilly. As I called for fuel and started my preflight, I realized that the whole aircraft was coated with a thin sheet of ice, with no sign of melting anytime soon. It was nearing 8:00 as Anne and I, with rags and credit cards, settled down to scrape the ice off the aircraft. An hour later, we knew we had to leave soon or would not make our deadline.

We finally set off at 9:00, a good half hour later than planned. We desperately needed tailwinds. Fortunately, the weather gods complied, and the three phone calls en route pleading our case worked. We arrived at Fox Field just in time to make the last team.

On the final leg of our journey, a short hop from Lancaster to Edwards, we flew straight towards Rosamond trying to ascertain which one of those streets was Rosamond Boulevard. We had clear instructions to fly to the right of it all the way to the firing range. I was glad to have Anne as copilot and navigator. I really did not want to risk fighters shooting us down or escorting us to the nearest landing field! For good measure I had placed the AOPA cheat sheet on interception procedures in my flight bag that morning.

I looked at the GPS just to assure myself that the route we were following was close to our flight plan. I had thought we would keep our team member flying ahead in sight, but



Lakshmi Vempati,
Cheryl Cooney
and Anne Power
of San Luis
Obispo 99s enjoy
the day at
Edwards Air
Force Base.

after takeoff, the aircraft was nowhere to be seen. As we neared the firing range, or what looked like it could be the firing range, we dropped to 500 feet. Ahead was the huge main runway at Edwards. We were cleared to land on runway 22 around the 10,000 foot remaining marker and exit on Bravo taxiway.

After what seemed like ages of taxiing, we exited via Bravo to the transient area and were soon whisked off for a safety briefing by Major Jon Guertin on Spatial Disorientation. After a full morning and a brief stop for lunch and to file a mandatory flight plan, we were ready to depart—this time with Anne at the controls. What an experience! It's not every day one can log a landing at KEDW.

—Lakshmi Vempati, San Luis Obispo Chapter

NEW HORIZONS

RUTH MARTIN JEFFORD Mat-Su Valley 99 Charter Member

Ruth Martin Jefford, one of Alaska's most highly respected pilots, died January 9, 2007 in Wasilla, Alaska at age 92. Ruth was respected and admired by both male and female pilots across the vast state from the time she arrived in 1941 until the present.

She was a woman of "firsts" — the first woman flight instructor at Merrill Field in Anchorage and the first female commercial air taxi operator in Alaska. In 1954 she helped charter the Alaska Chapter in Anchorage, and in 1984 she helped charter the Mat-Su Valley Chapter where she was a member until her death.

Ruth soloed in the 1930s in an Arrow Sport powered by a Ford V-8 engine in Lincoln,



Ruth soloes, circa 1932.

Nebraska. She proudly boasted of membership in the OX5 Hall of Fame for piloting an airplane with this engine prior to 1941. Once in Alaska, Ruth was the only female pilot in the air year-round in the 1940s, delivering the mail and supplies to bush communities for over 20 years. Over her long and amazing career as a pilot, she received numerous awards, including rec-



Ruth takes over the mail in Skwentna, Alaska.

ognition by the Smithsonian Air & Space Museum as a "frontier aviatrix." As recently as November 2006, she received the prestigious FAA Wright Brothers Master Pilot Award for 50 continuous years of accident-free flying. Ruth owned several airplanes in her lifetime, the last a 180 on floats tied up at the dock in front of her home on Wasilla Lake.

Ruth was also a violinist, so not long after she set foot in Anchorage, she helped found the Anchorage Symphony, serving as Concert Mistress for 38 years. In 1962, she packed up her favorite violin and toured Russia with the Robert Shaw Chorale and Orchestra. When asked if she had a preference for flying or playing her violin, Ruth would smile and say, "Yes. Both!"

Ruth was at home both in the White House having tea with Eleanor Roosevelt or "hangar flying" with other Ninety-Nines in someone's home.

We miss our humble, diminutive friend with the large accomplishments, but know that Ruth is free to fly again.

—Judith Foster

Permission to use photo of Ruth Martin Jefford from "Women Pilots of Alaska" by Sandi Sumner, McFarland & Co, Inc., publishers, copyright 2005.

BONNY CROSS FEATHER Texas Dogwood Chapter

Bonny Cross Feather of Palestine, Texas flew on to New Horizons on January 3, 2007. She was 84.

Bonny attended the University of Texas in 1940 and picked up credits over 17 years in seven colleges until graduation in 1959 at the University of Arizona with a BA in education. She earned a M.Ed in 1964. Earning her nursing degree at age 52, she worked as a RN in Washington, D.C., Granada, Mississippi, Jacksonville, Florida and Tulsa, Oklahoma.

She worked in an aircraft factory in Fort Worth and Marietta, Georgia during WWII. Bonnie met her future husband, Leroy, in Galveston, and they wed in 1945 while he was on leave after serving 27 months in the South Pacific. Their daughter Bonise was born in 1946, followed by Leroy Jr. in 1950.

Bonny began teaching third grade in 1960 in Tucson, where they made their home. In 1962 she earned her Private Pilot certificate. Over four decades, she flew her Cessna 172 and later her Grob motor glider with family and friends throughout the United States, Canada and Alaska. She joined The Ninety-Nines in 1964, a member of Chapters in Tucson, California, Houston, South Louisiana and Texas Dogwood. The Texas Dogwood Chapter honored her by induction into the Forest of Friendship in Atchison, Kansas. She flew into her eighties.

Bonny volunteered throughout her life. She was a Boy Scout and Girl Scout leader, served on the board for the American Red Cross and taught CPR and first aid for many years. She was a campground volunteer in Wisconsin and Garner State Park in Texas. She went to Poland with Global Volunteers to teach children English as a second language and to Midway Island/Atoll to observe and record an endangered species of the seals. She worked as a volunteer race monitor at the Shreveport hot air balloon races. She served as a Texas Department of Aging Ombudsman at the Greenbrier Nursing Home in Palestine until her relocation to Temple in July 2006.

I cannot imagine Texas Dogwood without her or her indomitable spirit and sense of can-do. She certainly was an inspiration to me, and I shall miss her sorely.

—Jerry Anne Jurenka

BETTY ENGSTROM Tucson Chapter

Betty Engstrom passed away on Christmas Eve. She had been in an assisted living facility for some time. The family prefers scholarship donations to flowers.

—Kaye Craig

NEW HORIZONS

JANE ARNOLD LAMAR Mt. Shasta Chapter

On January 26, 2007, Jane LaMar peacefully passed away in the arms of her daughter, Vicki Ryan. Jane was a charter member of the Mt. Shasta Chapter.

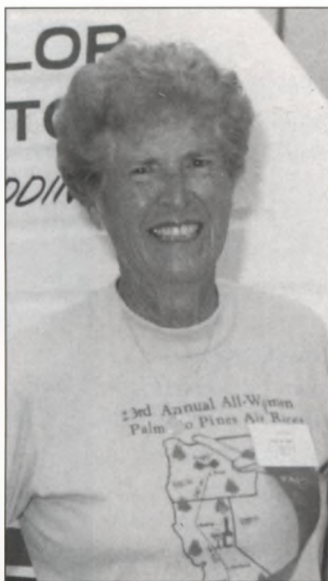
She had a marvelous history. Jane learned to fly as a very young lady in Southern California. She obtained her instructor's license in Fresno, California and signed on with the WASP during WWII. She went to Sweetwater, Texas and taught aviation to the young men of the Army Air Corps. Following the war, Jane continued to teach and opened a flight school at Flabob Airport in Riverside, California.

Jane was appointed as one of the first female FAA Inspectors and moved to Redding, California. She continued to instruct at Redding SkyRanch Airport. Because Jane had instructed or tested so many people, it was fun to go to some airports with her as there would almost always be someone who was delighted to see her.

Jane flew the Powder Puff Derby numerous times and later participated in at least eleven Palms to Pines air races. She flew these mostly with Donna Taylor, and they won two races and finished second in several. Jane said it really was more fun to win.

She had over 13,000 hours in her log books when she stopped counting. Jane has two daughters, Vicki and Jamie, and two granddaughters. The only thing she loved more than flying was her family. She was too ill to be active the last few years but enjoyed knowing all about our Chapter activities. She is a legend.

— Lois Erickson



Jane LaMar.

LOUIS DITTON Husband of Dee Ditton Indiana Dunes Chapter

Louis Ditton, married 48 years to Indiana Dunes Chapter member Dee Ditton, died December 19, 2006 in Fort Wayne, Indiana. They had known each other since they were 8 years old.

Lou was a retired Engineer with Essex Wire Corporation and was awarded several patents. He was a Korean War veteran in the Marine Corps and a volunteer at the VA Hospital.

We will always remember him attending our Chapter meetings with Dee, accompanied by their beloved pet dog.

In lieu of flowers, the Chapter donated to the AE Scholarship Fund in Louis' name.

— Joy Valek

GRASS ROOTS

PENN-JERSEY CHAPTER

The Penn-Jersey Chapter recently celebrated their one year anniversary. Over the course of the year, the Chapter kept very busy planning the 2006 spring NY/NJ Section meeting, presenting Aviation Education for the Chelsea assisted living center and assisting at the Newark Career Expo.

The Chapter celebrated the end of summer with a picnic in the Pocono Mountains in August. It was hosted by Barbara James and Peter, her 49½, at their ski chalet. A few showers didn't dampen the enthusiasm as everyone had a great time catching up after the summer.

The September meeting set the stage for the next few months. October saw us hosting a meeting at Alexandria Airport with Lynn O'Donnell from the North Jersey 99s as featured speaker. Lynn spoke on her adventures flying single engine airplanes across the Atlantic during the 1980s.

In November, we hosted a GA Advocacy Panel at Raritan Valley Community College. On the panel were representatives of the Mid-Atlantic Aviation Coalition, AeroBlue, Lehigh Valley Flying Club-PA Fliers and AOPA. Linda Ricks, moderator, facilitated the discussion. Everyone came away with a better understanding of the role that each of these organizations play in supporting GA.

December was our Cookies to the Tower activity. We gathered to package cookies the members made for delivery to six ATC towers and four non-towered airports that members frequent.

Outside of the regular meetings, members also participated in the Section meeting held in Rochester, New York, went on a fly-out to Reading Regional (RDG) Airport and flew the full motion C-5 simulator at Stewart Air Force Base.

In January, we celebrated with a holiday dinner honoring our 49½s. Each one received a personalized "thank you for your support" message placed into a frame, and each member received a rose from the Chapter Chair in honor of her dedication to the Penn-Jersey Chapter.

—Mary Sullivan



Penn-Jersey Ninety-Nines at the Cookies to the Tower get together.

GOLDEN TRIANGLE CHAPTER

Another year has come and gone for the Golden Triangle Chapter members. In February, we celebrated our 49½ husbands at an Appreciation Dinner held at Danny D's Barbecue restaurant in Hurst, Texas. Our Chapter Chairperson Mary Wheelock put together and officiated over a program honoring our guys and thanking them for all their support both in our flying endeavors and Chapter events.

At our June meeting, Dottie Hughes conducted a creative ceremony, this year's theme being quilting. She compared the making of a quilt to our Chapter and how we all come together, each with something different to offer, contributing to a supportive and successful organization — and of course having fun at the same time.

On August 4, Coleen Campbell, Dottie and Bob Hughes, Joan Weighman and Mary Wheelock were the very first to welcome the Air Traffic Controllers to the new tower at Arlington (GKY) Airport in Arlington, Texas. Controllers were presented with an airplane plant and a welcome card from our Chapter. It was a great opportunity to become acquainted with those who take good care of us in the sky and a chance to ask questions about new procedures at the airport.

In September, soon-to-be Future Woman Pilot and Chapter member Debbie Taboada took a flight at U.S. Flight Academy at Denton airport in a brand new light sport plane, a 2006 Comco-C42E. Needless to say, Debbie is now addicted and plans to continue with her training. As a membership incentive, our Chapter has decided to provide the cost of the Intro Flight at a school of

Visiting the new tower at Arlington Airport are Dottie Hughes, Coleen Campbell, Mary Wheelock and Joan Weighman.



their choice to non-pilot, potential Future Women Pilots and Chapter members. Debbie is our first to go on an Intro Flight under this program, so we are very pleased and plan to offer her support as she pursues her Private Pilot certificate.

The Fall Section meeting in Odessa, Texas was attended this year by Coleen Campbell and Mary Wheelock and J.C. Stephens. Our Chapter took the travel award and first prize for operations and best scrapbook. Special thanks goes to Beverly Stephens for once again burning the midnight oil and putting the finishing touches on the best scrapbook in the Section.

In November, Coleen Campbell and Mary Wheelock and her son Terry sold recyclable items donated to the Chapter at the annual Northwest Recycle Day Flea Market in North Richland Hills, Texas. Much fun was had, meeting people, haggling over prices, spreading the word about The Ninety-Nines and making money for our Chapter scholarship fund.

— Coleen Campbell

NORTH JERSEY CHAPTER

At its holiday dinner in December, the Chapter awarded its annual Dodie and David Riach Scholarships, worth a total of \$6,000. The recipients were Gregory Taylor (Instrument rating), Ryan Whitson (Instrument rating) and Jonathan Young (PPL). All three are college students majoring in aviation-related topics. In presenting the scholarships, Chapter Chair Marion Starer said, "The selection committee had a hard job picking only three winners out of the many deserving applicants."

In January, members joined the local Zonta Chapter for dinner at Newark Airport and provided the guest speaker, who presented a biography of Neta Snook, Amelia Earhart's flight instructor.

Everyone is now looking forward to airmarking sessions at local airports, the Spring Student Pilot Forum and the annual Poker Run.

The North Jersey Chapter is 67 members strong, including three former WASPs, and mentors a dozen FWP's. Membership is drawn from the north New Jersey/New York City metro area as well as Florida and California.

—Jacqui A. Sturgess

ORANGE COUNTY CHAPTER

One of our Chapter's most successful fundraisers occurred on January 13. The IFR Refresher Course was held in the Eddie Martin Building at John Wayne (JWA) Airport with 27 pilots in attendance.

Presenter Bob Woods kept everyone captivated with his wealth of information on aviation. After Bob's introduction by The Ninety-Nines International President Pat Prentiss, he shared critical information and insights into the world of instrument flying, saying at one point, "To me, flying VFR is just a lot of hard work. When you fly IFR, you can access so much more help from Air Traffic Control."

— Mary Van Velzer

GRASS ROOTS — Section and Chapter reporters share their recent activities

OREGON PINES CHAPTER

Endowment Fund Contribution is Just a Click Away

The Oregon Pines Chapter has registered The Ninety-Nines Endowment Fund with the Goodsearch.com website in an effort to provide a source of additional revenue for that Fund. Since August, we have accumulated between \$30-\$40 monthly.

Following is additional information about the program:

There is a new and easy way to raise money for The Ninety-Nines Endowment Fund just by searching the Internet with GoodSearch.com. It's simple. You use GoodSearch.com like any other search engine. The site is powered by Yahoo, but each time you use it, money is generated for the Endowment Fund.

Last year, search engines generated close to \$6 billion in revenue from advertisers. With GoodSearch, part of this advertising revenue will now be directed to The Ninety-Nines Endowment Fund. We hope that you will not only use GoodSearch as your main search engine but will also pass this message on to your friends and family. The more people who use this, the more money will go to The Ninety-Nines Endowment Fund.

Just go to www.goodsearch.com and type "ninety nines" in the box that asks "who do you goodsearch for." Then click "verify." Once the "Ninety-Nines – Endowment Fund" is in the box, save the site to your favorites or bookmark list. Then use it every time you search the Internet.

—Kim Lansdon



Proud of their airmarking at KASH are Georgia Pappas, Harriet Fuller, Ginny Ursin, Deirdre O'Connor, Trish Sauve, Linda Moody, Sandy Kavanaugh and Jean Harris.

EASTERN NEW ENGLAND CHAPTER

On a beautiful but chilly October day, Eastern New England Ninety-Nines airmarked a compass rose at Nashua Airport (KASH), Nashua, New Hampshire. Harriet Fuller has been airmarking airports for the ENE Chapter for over 40 years! We had time for an enjoyable lunch when we finished, and a great time was had by all!

—Georgia Pappas



Kids have a blast at the annual holiday party hosted by the Florida Firstcoast Chapter.

FLORIDA FIRSTCOAST CHAPTER

The most anticipated event of the year for the children of the I. M. Sulzbacher Center for the Homeless is their annual holiday party given by the Firstcoast Chapter of The Ninety-Nines each December.

Chapter members and friends host a party with food, gifts and airplane rides for each of approximately 15 children. Each child enjoys food, a gift bag filled with toys and goodies, an airplane pillow made by member Laura Riggs, their photograph at the airplane along with materials to make a holiday card (with artistic support), and of course, an airplane ride.

The Craig Air Center in Jacksonville, Florida provides their lounge for the party. The Chapter has been fortunate to have good flying conditions most years, but this year was perfect. The parents and sponsors attending with the children are very appreciative to see the children have such a good time during their period of challenges. This is the favorite and most rewarding event of the year for the Florida Firstcoast Chapter. For more information on the Sulzbacher Center, see www.imshomelesscenter.org/.

—Eileen Tonkinson



Reba Ludlow with one of the children from the I. M. Sulzbacher Center for the Homeless.

Mountains and Memories 2007 99s International Conference

See pages 9-14 for registration and tours

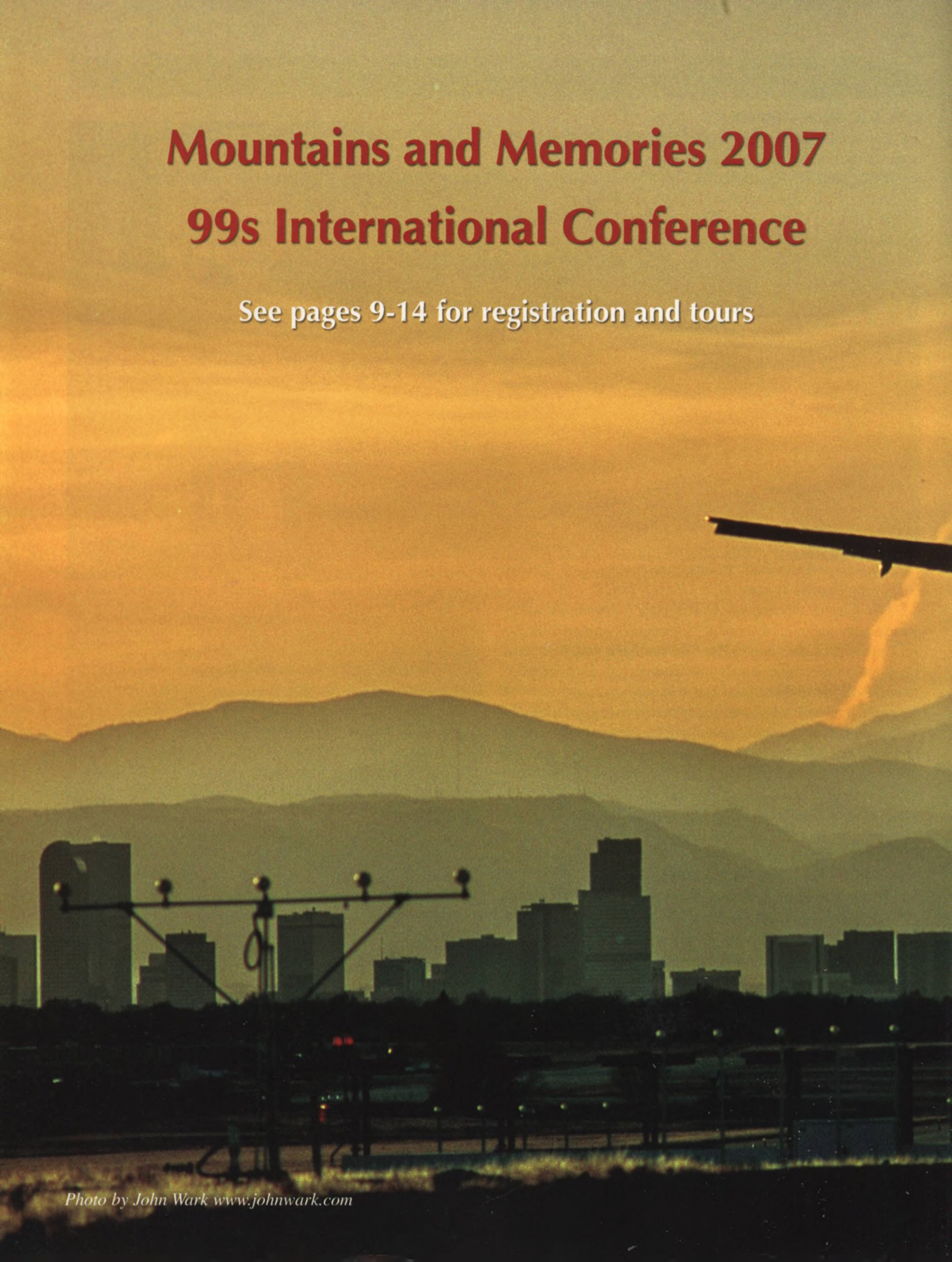


Photo by John Wark www.johnwark.com