

99 News

The Official Magazine of the International Organization of Women Pilots

May/June 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

Ninety-Nine Jennifer Murray and Colin Bodill became world record-setters on April 20 when they landed at the North Pole in their Bell 407 helicopter. At its conclusion, their pole-to-pole, around-the-world adventure will have taken about 175 days, covering some 36,000 nautical miles and will include over 120 stopovers in 32 countries. Read more about Jennifer and Colin and their visit with Reno Area and Lake Tahoe Chapter members on page 8.

Photo by
Sheldon Cohen,
Bell Helicopter

PERPETUAL CALENDAR

2007

JUNE

15-17 International Forest of Friendship celebration, "Flying, Forests and the Future," Atchison, Kansas. Contact: 913-367-1419 or 785-847-6800.

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

19-22 Air Race Classic. The race starts at Oklahoma City, OK and terminates at St. John, NB, Canada. Visit airraceclassic.org.

JULY

1 Deadline to submit Chapter and Section update forms to International Headquarters. Forms are available in the Members Only area of the International website and through the HQ Dispatch.

14 First Annual Poker Run and Flour Drop contest sponsored by the Central Oregon Ninety-Nines. Participants draw one card at Madras, Prineville, Redmond and Bend airports and the 5th card upon arrival in Sunriver. www.Centraloregon99s.org.

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. Contact Lynn Meadows, 530-587-7281, tomnlynfly-@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. Trophies, Secret Round Robin Course. Contact Ann Pogson, av8her99@sbcglobal.net.

17-19 Palms to Pines Air Race, Santa Monica, CA to Bend, OR. For race kits send \$5 to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066, or download from website 99slpalms.com for no charge. Impound deadline Thursday, August 16, 12:00 PDT.

23-26 Northwest Section Meeting, Gillette, WY, Clarion Hotel. Virginia Williams, Friday luncheon speaker, is a senior Captain at UPS. Saturday dinner speaker, Anne Millebrooke, has countless aviation stories to tell. Contact: Anne English, 509-854-2272.

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.

14-16 Aviation and Women in Europe (AWE), London Gatwick Airport (LGW), Copthorne Hotel. Visit www.aweu.org/ext_files/AWE_2007_Registration_Form.pdf.

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.

28-30 Powder Puff Derby Reunion, Baton Rouge, LA, celebrating 60 years. Bring race memorabilia and come reminisce with other Powder Puff racers. We will be meeting with the Silver Wings Fraternity. Contact Barbara Evans, 925-687-1912 or email Quailr@aol.com.

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. Join us for a weekend of San Francisco flying, dining and yachting while the Blue Angels perform above the Bay. Contact Torea Todriguez, globug@mac.com.

31 Deadline to submit Intent To Seek Election forms for the 2008 International elections. Forms are available in the Members Only area of the International website.

NOVEMBER

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

25-27 NBAA Conference, Atlanta, Georgia. Visit www.nbaa.org.

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

May/June 2007

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

EDITORIAL AND PHOTO GUIDELINES

Articles

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

Photos

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

STATEMENT OF EDITORIAL POLICY

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

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

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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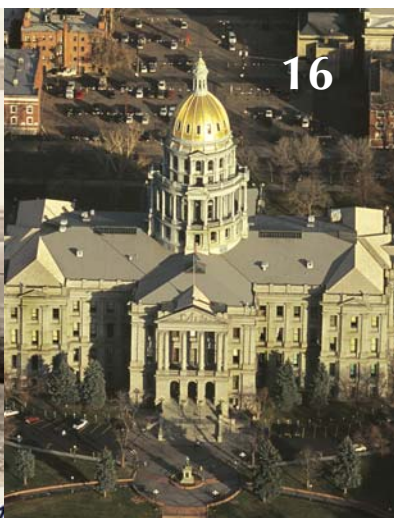
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International Organization of Women Pilots
The Ninety-Nines® Inc.,
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President's Message

BY PAT PRENTISS, International President



When I became President, one of my first requests was to receive Chapter and Section newsletters. My intent was to see the type of activities that are taking place in our organization. Through your newsletters I have been able to share in your activities, and they have given me a real sense of connection to our membership. It's interesting how much is really going on out there related to flying, and I would like to share some of that involvement with you.

- The Pikes Peak Chapter had a Spring-Fling fly-in that brought them together for lunch and fellowship – and it wouldn't have been complete without a spot landing and flour drop contest.
- The Indiana Dunes Chapter learned about gliders at the Ionia Airport, with some getting rides.
- The Florida Goldcoast Chapter had a meeting at the Los Ranchos restaurant and was honored by having three WASP in attendance.
- The Old Dominion Chapter had a fly-in to Franklin, Virginia for the best fried chicken in the state.
- The First Canadian Chapter met at Buttonville Airport for a lively talk about "Flying to the Bahamas and Ferry Flying." Congratulations to Ingrid Rinaldi who won the First Canadian Chapter's Award of Excellence.
- The Tucson Chapter received an invitation from the Marana Northwest Regional Airport to march in a parade to celebrate the founding of the town Marana. Balsawood gliders, which carried our name and mission statement, were tossed to the crowd.
- The Greater Seattle Chapter has plans to airmark Arlington Airport with fresh runway numbers and, of course, our compass rose.
- The Santa Clara Valley Chapter hosted a Pasta Night to help benefit the young pilots on the San Jose State Precision Flight Team.
- The Connecticut Chapter hosted the New England spring Section meeting in the Berkshires with a visit to the Norman Rockwell Museum. Members are well underway with plans for hosting The Ninety-Nines breakfast and booth at the upcoming AOPA Expo in Hartford, Connecticut.

I wish I had the space to write about everybody's newsletter. However, I can assure you that I enjoy every single one of them. It's one of the highlights of my evenings – to be able to sit back and read them and appreciate what each of you contributes.

Your activities demonstrate that aviation is very much alive in The Ninety-Nines. Just look at all the flying and community involvement. We are living our mission statement, and along with that commitment, the membership continues to bond.

Not too long ago, Past President Gene Nora Jessen challenged me to increase our membership to 6,000 by mid-2008. When I read what our members are doing, when I know the potential we have...well, Gene Nora, I'm going to accept that challenge! Together, we are all going to take our organization to that number and we're going to keep it going, not only for today or tomorrow, but to honor those who had the vision for The Ninety-Nines, Inc.

I look forward to seeing all of you in the beautiful mountain country of Colorado in September.

LETTERS

NINETY-NINES HISTORY — FOR THE RECORD

Regarding the article about Opal Kunz on page 7 of the January/February 99 *News*, the statement that she was the “First Acting President” is misleading. There were only three meetings prior to the one on March 15 where the decision was made to have only a Secretary and Treasurer as officers of The Ninety-Nines.

At the first meeting on November 2, 1929, Neva Paris was appointed Chairman. The second meeting, December 14, was at Opal’s home where she was elected Temporary Chairman, and three women each were nominated for President, Vice President and Secretary-Treasurer. Neva Paris was to send out the Constitution and ballots to be counted at the third meeting on February 8, but Neva was killed in a spin accident on the way to Florida. Opal, as Chairman, replaced Neva’s name with Ruth Nichols and required that the signed ballots be returned to her.

There was much controversy over the election at the third meeting in Hicksville on February 8, 1930. Many other topics were discussed. The 87 ballots were counted but not validated. Opal had the most votes for President, 71, Amelia Earhart had

62 for Vice President and Ruth Nichols 49 for Secretary-Treasurer.

On February 24, a letter went out to all the Governors signed by Opal, Acting Chairman, and Amelia and Ruth. On March 7, Opal sent a letter to all, signed Acting President, requesting support of the present ballot. There are many letters in the files.

On March 15, 1930, Amelia Earhart’s secretary took 29 pages of verbatim (almost) minutes. Opal called the meeting to order as Acting Chairman, later turned it over to Mrs. Doig so she could talk. Mrs. Doig had to leave, and Louise Thaden chaired the remainder of the meeting. The final resolution of the election was that Opal, Amelia and Ruth agreed to resign. Opal refused any appointed positions and left the meeting before it ended. Louise Thaden was appointed Secretary until elections for only Secretary and Treasurer could be held within a few weeks.

On May 3, 1930, at a meeting of the New York-New Jersey Section, it was announced that Louise Thaden and Blanche Noyes had been elected National Secretary and Treasurer.

—Verna West

Southwest Section Historian

Be Someone’s Flying Angel — Volunteer for Public Benefit Flying

BY NADINE SUGDEN
Minnesota Chapter

What could be more satisfying and worthwhile than using your flying skills to fly for Public Benefit? Suggestions for “feel-good opportunities” will be given in each issue of the 99 *News*, beginning with this article describing the hows and whys (why not?) of becoming an Angel Flight pilot.

As the largest nationwide team of volunteer pilots and other volunteers (such as Earth Angels who provide transportation to and from airports), Angel Flight has helped tens of thousands of children and adults in need of access to health care and also makes flights for other humanitarian purposes. Their staff takes calls for help, verifies the need and coordinates the flights with the pilots.

A mission that my husband and I made was flying an eight-year-old boy and his mother from Minneapolis, where he’d had surgery on his leg, to their home in Nebraska. Most missions are VFR, but we were IFR that day, in and out of puffy clouds. The boy laughed and giggled as the wings touched that magical white stuff that we pilots know so well but was new to him.

As Angel Flight pilots, we are not paid or reimbursed, but our time and costs are fully rewarded by the words (and giggles) of appreciation from those we’ve helped.

As an Angel Flight pilot you, too, can “Give Hope Wings”

to people in need by contacting your regional Angel Flight headquarters, calling Angel Flight Central at 816-421-2300 or emailing angelflightcentral.org, and they will tell you what the criteria are for pilots, how to apply and how to get in touch with your regional office.



Angel Flight passenger Denise (left) en route to Camp Heartland with AFC Volunteer Pilot Linda Walker of Ingleside, Illinois. This was Denise’s first flight in any airplane, and she especially enjoyed seeing downtown Chicago from above.

Then and Now: Avgas Tax — Write On!

BY JOAN KERWIN
Chicago Area Chapter

As Yogi Berra, baseball cultural icon, once said, "It's déjà vu all over again."

In their 2008 budget, the FAA is proposing an avgas tax hike and user fees on general aviation. Twenty-five years ago, this same basic proposal was in the budget. You can see how little has changed from the quotes below taken from various articles published 25-30 years ago.

Now: The FAA is proposing "a tax increase of more than 50 cents per gallon on avgas. The avgas would increase from the current 19.4 cents per gallon to 70.1 cents per gallon." (*AOPA Pilot*, April, 2007, Phil Boyer, President)

Then: The Congressional Budget Office (CBO) states, "the current 12 cents per gallon of gasoline tax (could be increased) to about \$1.20 per gallon or an equivalent amount raised through other taxes on general aviation. (This) would cause a measurable reduction in the amount of GA activity. The reduction could be 'by as much as 40 percent.'" (*99 News*, October, 1983, Legislation Information Chair, Joan Kerwin)

Now: "The Administration will transmit an authorization proposal in 2007 (which would) recover most of costs of air traffic services through user fees. The White House has decided to introduce a budget that shifts airline costs to other segments of the industry and gives airlines more control over the air traffic system." (Amy Pilkinton, Ninety-Nines Legislation Chairman, Spring, 2007 BOD Report)

"Let me review the essential elements of the FAA plan. The center is the creation of user fees for ATC services. User-fee systems, whether now or in the future, are bad for general aviation. Anytime you as a general aviation pilot flew into Class B airspace you would be subject to a user

BOOK REVIEW

Smith, Elinor. *Aviatrix*. New York, Harcourt, Brace, Jovanovich, c1981. 304 p., ill., \$13.95.

A most entertaining journey in time back to the exciting flying times of the 1920's and 1930's. Elinor Smith was one of the outstanding women pilots of that era, setting numerous records that peaked when she was named best woman pilot in 1930.

Elinor not only tells of her own aviation career, the difficulties encountered in trying to carve out a place in aviation for women, but she also provides many personal recollections of the noted women pilots of that time.

The book is well illustrated, including many photographs not usually found in books concerned with aviation's early days. Highly recommended.

by Dorothy Niekamp
99 Librarian

1983 AE Research Scholar Grant

Where are the women executives in aviation and in aerospace? Who are the women on corporate boards in aerospace or in the airlines? What jobs are available to women in aviation in areas of marketing, engineering or government? How do you find an airline hiring women pilots? What should be the expected career goals of a young woman pilot?

Most of us can name one or two women in decision-making, high-paying jobs in aerospace or in the airlines, but the ratio of women to men in such positions is very poor. Few of us feel honest about establishing career goals as pilots or as executives in aerospace.

Because of this, the Amelia Earhart Memorial Scholarship trustees are soliciting, for the 1983 Research Scholar Grant, women to address such questions, to define the problem areas, to pose possible solutions and to provide source data. The research could combine the academic fields of sociology, psychology, business and other related areas.

The Research Scholar Grant for this research can support a proposal up to \$10,000. Ninety-Nines are urged to consider applying for these funds to perform this much needed work. If you are interested send for information to Dora Strother, 3616 Landy Lane, Ft. Worth, Texas, 76118. Remember that the work may be accomplished in combination with an academic requirement for a master or doctoral degree. It can also be performed, in large part, by highly technical co-workers just as long as a Ninety-Nine is the Principal Investigator.

Other unsolicited proposals for scholarly research in areas such as history, medicine, business, etc. are always welcome.

6 June 1982

*In 1982,
Joan Kerwin
wrote about
increases in
avgas tax
in the June
issue of 99
News. Today
tax increases
continue
to plague
general
aviation.*

fee." (*AOPA Pilot*, April, 2007, Phil Boyer, President)

Then: "I was never a whiz at higher math, but one doesn't need calculus to figure out that general aviation is being had, or will be, if the Administration's request for new taxes is bought by Congress. They are decreasing services to the general aviation community while increasing the costs, all the while crying 'fair share.'" (*99 News*, June 1982, Legislation Information Chair, Joan Kerwin)

"DOT plans to seek approval of the user fee schedule from both the House and Senate Appropriations Committees and the House Public Works Committee.

"On one hand the FAA asks us, the general aviation community in general and The Ninety-Nines in particular, to spread the joys of aviation into schools, to encourage young people into aviation careers and on the other hand makes it financially impossible to even get a start. I can't think of another federal bureaucracy that receives the voluntary unpaid assistance for

Legislation Information

by Joan Kerwin

I was never a whiz at higher math, but one doesn't need calculus to figure out that general aviation is being had, or will be, if the Administration's request for new taxes is bought by Congress.

All it takes is basic knowledge of simple addition and subtraction.

Subtract: Services to general aviation.

1. 60 towers closed at general aviation airports.

2. Hours of operation at remaining general aviation airport towers reduced.

3. A call from the CAB to cut general aviation ATC slots to permit "new entrant" airlines to operate.

4. Flight tests no longer available at FAA GADOs.

5. Written tests no longer available at FAA GADOs.

Add:

1. The FAA forecast for the number of aircraft in general aviation fleet by 1993 has been reduced by 31,000, while the flight hours forecast have been reduced by 3.3 million.

2. Instead of the \$800 million from the Trust Fund for FAA Operations and Maintenance (O&M) for fiscal 1982, the Administration is now asking for \$1.8 billion for the same period.

3. The Administration is still pushing for their 12 cent per gallon avgas tax with increases annually to 20 cents per gallon.

(And that's just for openers!)

The New Math

4. There are still no plans for the airlines to pay any tax into the Trust Fund. (The airline passenger and shipper pays the tax.)

Summation: They are decreasing services to the general aviation community while increasing the costs, all the while crying "fair share." They can't (or shouldn't) have it both ways. Logically, as the services are decreased, our fair share should also decrease. (Or did I miss out on something by never having taken calculus?)

With some arm twisting, most of us would go for the increase of avgas to 8.5 cents per gallon. This money could then be used, along with the surplus in the Trust Fund, to finance the modernization of the ATC system. The airlines should also be taxed as they are the ones for whom the ATC was instituted.

Operations and Maintenance of the FAA, which includes every mop, pail and paper clip they use, should be taken from general revenues as the government (the general public) is the body which instituted and controls its actions. It would be interesting to find out at whose behest the FAA was formed in the first place. I'll lay you odds it wasn't a general aviation pilot.

I've asked before and I'm asking again. Write your Congressman and Senators NOW to support S. 1272 which supports the 8.5 cents per gallon tax. Write Now.

WRITE ON

Meeting recently at Headquarters were the Trustees of the Amelia Earhart Scholarship Fund: (standing) Dr. Dora D. Strother, permanent trustee; Gertrude Lockwood, secretary; and Alice Hammond, permanent trustee. Seated are Elizabeth (Sue) Sewell, treasurer; Miriam Davis, vice-chairman; and Jean Pearson, chairman. Among other business, the trustees determined the finalists for the AE Career Scholarships and the ATE/American Flyers Certificate of Credit Scholarships.



their programs that the FAA receives from general aviation. The Ninety-Nines alone, through our aerospace education commitments, our safety seminars, our accident prevention counselors, contribute untold hours of woman power and unappreciated numbers of personal dollars to promote aviation and aviation safety programs initiated by the FAA. Perhaps if those FAA people in policymaking position come to realize what we contribute and to take into consideration in their 'cost allocation' budget and consider it a part of our 'fair share.' If we are so numerous and so costly to the FAA it would seem to me that the sheer power of numbers would entitle us to effective and powerful representation. Taxation without representation is getting out of hand!" (*99 News*, May, 1978, Legislation Information Chair, Joan Kerwin)

Now: "There is nothing new except what is forgotten." Just don't forget and let history repeat itself.

CONTACT YOUR REPRESENTATIVE at www.house.gov/writerep/.



Ninety-Nine Jennifer Murray, right, who recently completed an adventurous, record-setting around-the-world, pole-to-pole flight in a helicopter, receives a banner photo by Bob Duke from Jeanne Pierce, Reno Area Chapter Chairman.

Adventurous helicopter pilots set down at the quiet village of Smith Valley, Nevada on their way to setting a world record flying their Bell 407 from the South to North Pole.

Record Setters Jennifer Murray and Colin Bodill Visit Smith Valley, NV

BY JEANNE PIERCE
Reno Area Chapter

Not much happens that is newsworthy in the quiet little spot in northwest Nevada called Smith Valley, but on Thursday, March 22, something spectacular and newsworthy occurred. History was in the making when Ninety-Nine Jennifer Murray and Colin Bodill set their Bell 407 down in the middle of the football field at Smith Valley School. The pilots were coming through on their way to achieving a world record for the first round-the-world, pole-to-pole journey in a helicopter. This is their second attempt at the world record, the first ending as their helicopter, 58 days into their journey, crashed in white-out conditions in the Antarctic in 2003.

Jennifer and Colin, longtime friends, are not

strangers to adventure and world records. Now 66, Jennifer, with her husband Simon, has three children and five grandchildren. Jennifer entered the Guinness Book of Records in 1997 as the first woman to circumnavigate the globe in a helicopter. She made that trip with a co-pilot. Then in 2000, she earned two more world records as the first woman to fly solo around the world in a helicopter and the first person to fly solo around the world in a helicopter without autopilot. Her R44 helicopter G-MURY, used on those two trips, can be found in the new Smithsonian Air and Space Museum located at Dulles Airport outside of Washington, D.C.

Colin, 55, is a BMMA test pilot, inspector, micro-light instructor, a CAA examiner and father of two. He is also a world champion micro-

light flier (UK 1997), gold medal winner in the first World Air Games held in Turkey in 1997 and holds title as the first person to fly solo around the world in a weight-shift micro-light, a Mainair Blade 912. Together, Colin and Jennifer flew the London-Sydney Air Race and set a new world speed record.

You may wonder, why Smith Valley? There are two reasons for the stop here. One of the sponsors for this adventure is the Royal Geographical Society of London, which is conducting an educational program for students, *An Educational Passport to the Poles*. This program connects children around the world via the Internet working together to understand our changing environments.

Smith Valley School is one of 26 schools around the globe participating in the program. Jennifer and Colin are visiting some of the participating schools during their journey, giving presentations and enriching the children's educational experience. The students of Smith Valley were enthralled with their stories and had lots of questions. The pilots also seemed to enjoy their time with the children. One young student asked, "Why did you *do* this?" Colin playfully answered, "To get out of doing the dishes at home."

Jennifer, a member of the British Section, also has a cousin, Georgia Fulstone, residing in Smith Valley. While staying with Georgia and her family, Jennifer and Colin parked their helicopter in the Fulstones' garden. The ranch, owned by Georgia's husband's family since 1902, overlooks the beauty of a serene farming community. The flaming red Bell 407 covered with decals was quite a spectacle.

If Jennifer and Colin thought they would have several days of R&R with their cousin, they were quite mistaken. The dynamic 76 year-old Georgia Fulstone had arranged a variety of events for them, including a large greeting from students, community members and The Ninety-Nines upon their landing, a Rotary meeting that evening and a public reception at the local library the following evening. A luncheon with The Ninety-Nines and Whirly-Girls from the Reno area on Saturday was organized by Ninety-Nine Jeanne Pierce.

At the luncheon with The Ninety-Nines, Sandy Goetz, Vice Chair of the Reno Area Chapter, presented Jennifer with a silver commemorative coin in honor of women's aviation achievement and presented Colin with a Smith Valley sweatshirt and a six pack of Michelob (one of their sponsors).

Besides the personal accomplishment, chal-

lenge and adventure that these pilots achieve on their various aviation journeys, they incorporate a philanthropic side into the mix. During the circumnavigation in 2000 when Jennifer flew her R44 solo and Colin flew his micro-light, they were promoting Operation Smile, an organization of medical teams who volunteer their services to repair childhood facial deformities and form partnerships for sustainable health care in poor areas of the world. Without the service of these wonderful volunteers, many of the children would die from their afflictions and thousands would go without medical care.

Their 2003 journey was in support of the World Wildlife Federation. The philanthropic interest on the current trip is SOS Children's Villages, a charity that cares for orphaned and abandoned children by providing a home environment in a village setting and educational opportunities for children in their care.

In the tiny community of Smith Valley, they collected \$495 for the organization from the school children, who had been collecting change in their classrooms, the community and from the Soroptimist International of Smith Valley.

From there, they continued to Truckee, California for another Ninety-Nines/Whirly-Girls



Jennifer with the Bell 407, which is filled with survival gear ready for the impending flight to the North Pole.

Photo courtesy June Mills-Benson, Canadian Rockies Chapter.

Jennifer (in white shirt) and Colin (with a six-pack of Coors, which is one of their sponsors) pose with Reno Area Chapter members.



There are so many issues involved in traveling through remote areas like the Antarctic. Permission needs to be granted, fuel caches need to be arranged, search and rescue arrangements need to be made and paid for in advance, and special care needs to be taken for the environment — even carrying out body waste.

reception arranged by Ninety-Nine Laurel Lippert. Then the pilots were off to San Francisco to visit more relatives before heading north to the Arctic Circle. The expedition will have taken approximately 175 days, covering over 36,000 nautical miles and including more than 120 stopovers in 32 countries.

Their journey ends where it began at Bell Helicopter headquarters at Alliance Airport in Fort Worth, Texas in May. Their adventure can be followed in real time using Google Earth on their website www.polarfirst.com.

Jennifer and Colin have their hands quite full from the inception of their challenge until the final day. The logistics of organizing a journey that costs so much money and demands great detail for permits, fuel and navigation are mind-boggling. They employ staff to assist them, but much of the detail falls to them. Jennifer's books give an excellent picture of the elements involved in international travel.

There are so many issues involved in traveling through remote areas like the Antarctic. Several countries have jurisdiction over that part of the world. Permission needs to be granted, fuel caches need to be arranged, search and rescue arrangements need to be made and paid for in advance, and special care needs to be taken for the environment in order to travel through the Antarctic. There are very strict rules for entering that area, and pilots need to be sponsored by a country that has a base station there. Jennifer said that they even had to report how much body waste they might generate during their Antarctic passage. Everything that is taken in needs to be taken out as well, even that!

When re-entering places like the United States, where general aviation receives such support, Jennifer expresses her relief at the quick turn around times for refueling and the availability of services.

There is much more to tell about these fabulous aviators and their adventures. Take a look at their website, where Jennifer keeps a diary of their trip, and Jennifer's two books, *Now Solo* and *Broken Journey* for more details of their lives and adventures. Fellow pilots can learn a lot from reading about the places these brave pilots have flown and the challenges that they have faced.

Anyone who has had the pleasure of meeting Jennifer and Colin in person understands how warm and engaging they are and how quickly one can feel an attachment. By the time they said their final farewells to Smith Valley, the residents and visitors felt that they had made two new friends.

God speed, Jennifer and Colin!

Editor's Note: We are happy to report Jennifer and Colin's successful landing at the North Pole on April 20. On April 21, ground support person Emma Drew writes, "The team made it to the North Pole late last night. I haven't heard directly from Jennifer but understand they are now on their way back to Eureka. Visibility was poor at Barneo so they have had to make the decision not to fly via Norway but to fly back out down through Canada. I know both pilots will be disappointed not to be coming to the UK, but realistic that they have to be led by the weather. Taking this new route will present its own potential weather issues, but they are still on schedule to complete the trip and land back at Fort Worth/Dallas on May 23."

Jennifer autographs her books, *Now Solo* and *Broken Journey*, for her many admirers.





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 - d. Posted messages that represent a potential liability to The Ninety-Nines, Inc.
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Cross-Country in an Ultralight



Author Adrienne Johnson and friend Ben Clattstein, fellow flight instructor at Embry-Riddle Daytona, preflight the Challenger.

Our Challenger was clothed in bright, playful layers of blue and green paint, and looked almost like a toy.

BY ADRIENNE JOHNSON
Embry-Riddle Daytona Chapter

Some might call us crazy, but to us it was an adventure. We were about to embark on a ferry flight. The airplane we were to fly was a Light Sport Aircraft, commonly called an Ultralight. These recreational aircraft are designed for weekend trips around the pattern and leisurely low altitude cloud chasing, but that day we flew it cross-country, embarking on a deceptively simple 70 nm leg to deliver the aircraft to its new owner. Had the distance been any longer, it would have required us to disassemble the plane and transport it by ground to its destination because of fuel and wind considerations.

Many seasoned pilots refuse to fly in Ultralights at all, considering them unsafe and labeling them as nothing more than makeshift kites with a lawn mower engine strapped aboard. I disagree — an airplane is an airplane. Both complex airliners and simple gliders exhibit characteristics based on the same lift principle, and both are subject to weather, pilot error and the debilitating effect of shoddy maintenance. Each one is

limited by the pilot's knowledge and skill. The difference is the degree that the aircraft is subject to these elements. A pilot in a heavy, stable aircraft may barely notice a 15 kt wind, but in an Ultralight, it will make you cringe.

The particular LSA we were to ferry that day was a Challenger II. This common design was more likely to be built in a small hangar by one person's hands than mass produced in a factory. Most Ultralight aircraft resemble something between a single engine trainer and a thermal-seeking glider and are of a lightweight design and covered in stretched fabric.

Our Challenger was clothed in bright, playful layers of blue and green paint and looked almost like a toy. And in some way, it was.

The preflight walk-around reminded me that this aircraft was truly hand-crafted. Every nut and bolt was exposed to the naked eye. Cables that are normally hidden behind a sleek fuselage were stretched across the length of the airplane like strings of a musical instrument — delicate, yet

strong. Some parts of this craft seemed so simple and elegant, I couldn't imagine why any pilot wouldn't yearn to fly it. Other parts, however, were laughable. While getting to know this particular aircraft, I had to learn strange words like flaperon, which turned out to be a manually adjustable airfoil that acts as a large trim tab and is operated by reaching above and behind one's head and rotating a knob in a way that seems like you are preparing to lasso a wild animal.

These 70 miles we traveled in the machine were across the central part of Florida, which is covered in lakes and swamps and a few dry farming fields, which we scrutinized frequently should we require an alternate landing site. The airplane itself was not equipped with any navigation equipment at all, so we studied the sectional chart and stuck to our course as close as we could, our low altitude making it hard to identify landmarks much in advance. Fortunately the owner had strapped onboard a handheld GPS, but with little familiarity of the particular model and one hand needed on the stick at all times, it served us little.

On the last leg of our flight, the wind direction was almost perpendicular to the longitudinal axis of our little plane, and it threatened to get underneath it and tip us over. The sky that day was particularly restless, and our little airplane seemed hopelessly at mercy to the wind, being jostled up and down quite significantly. We soon realized how necessary it was to have a light touch on the controls, as pilot-induced oscillations seemed only a hand movement away. At one point during the flight, I remember feeling as if our airplane was like a seed of a dandelion swirling in the eddies of the wind. Once we realized that by turning the aircraft's nose more into the wind we could calm the apparent instability, and consequently ourselves as well, we did. We established about a 40-degree angle off our course, with our resultant track taking us to our destination. Two pilots, our experience level and the fact that the aircraft was outfitted with a stabilizing emergency parachute helped as well.

The gentleman who would soon own this aircraft stood eagerly awaiting our arrival on the ramp at the small airport where we landed. We helped push the airplane into an airport hangar that sheltered an amazing array of aircraft. General aviation clearly

thrived here, and our little Challenger fit right in. The couple who managed the airport welcomed the new owner and his aircraft into the hangar, and it was easy to tell that he was proud to now be a part of the hangar crew. Inside the little FBO, we discovered a few international aerobatic pilots who were practicing at the field that day, carefully discussing competition strategies they would employ in their checkered Sukhois parked just outside the building.

After we had a brief chat with the air show performers, the new owner of the Challenger graciously offered to drive us back to our departure airport, and it was on that trip we learned about his history in aviation. His latest official training before getting into light sport aviation had been in the 1970s in Oklahoma, where he earned his Private and Commercial certificates. Since then, his work and family had drawn him away from the sky, but after his wife's passing he decided to get back into flying, and with the help of a GI bill left over from his time in Korea, he pursued flying recreationally.

I couldn't help but smile at the differences in all of us that day and what circumstances had brought us together. For a time-building corporate pilot wannabe like myself, a gentleman returning to flying in a more simple form, and the adrenaline-starved aerobatics pilots we had met in the lounge, it was love of flight that brought us together, it was general aviation that made it possible.

*On the last leg
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to get under-
neath it and
tip us over.*



*Adrienne Johnson with
the Challenger II she
flew cross-country.*



Young Pilot Shares Her Dreams with 500 Girl Scouts

BY NINA ANDERSON
Connecticut Chapter

For the past four years, extraordinary women in aviation have shared the realization of their dreams with over 500 young Girl Scouts during the Women Take Flight event at the New England Air Museum in Windsor Locks, Connecticut. This year the addition of 10-year-old student pilot Katie Wegener made the event special to the Scout and Brownie troops, who saw her as their peer. Katie gave a talk about how much fun it is to learn to fly and showed the young audience her training pictures, creating a lot of enthusiasm for those who dream of being a pilot.

The unique event has grown over the years and is most likely the best-attended event of its kind in the United States. In an effort to educate young women about career opportunities in the field of aviation, the New England Section and Connecticut Chapter teamed up with the Air Museum and created Women Take Flight. Astronaut Cady Coleman was the big attraction during the inaugural event, which has adopted a theme of “Follow your Dreams.” I have been part of this event since it began, and this November I was in great company.

As a Hawker 800XP corporate pilot and author, I shared space with Susan Chambers, Citation Excel Captain. We told the girls of the fun of corporate flying life, described aviation opportunities besides flying, handed out free books and were the gatekeepers for a trip up the stairs and into the DC-3, which is part of the hangar exhibit. The girls were thrilled to be able to wave out the cockpit window to a host of parents and troop leaders who eagerly snapped their pictures.

American Airlines pilot Teresa Vandendolder and US Airways pilot Lucy Young, along with Air Force reservist Susie Mack, shared their flying experiences and wowed the girls by wearing their uniforms. Jane Miller, World War II Women Airforce Service Pilot, told stories about flying “in the old days” when few people knew women actually were pilots.

Storytellers Tammy Richardson and her daughter Brianna Macklin did a great job of reenacting the life of Bessie Coleman,

the world’s first black aviatrix. The girls were spellbound as they learned how a woman from the cotton fields during segregation followed her dream and fought the odds to become a pilot in an era that not only shunned the idea of a black pilot, but especially a black woman pilot.

Skydivers Kim Schlichting and Wendy Trudeau amazed the group with their enthusiasm for parachuting. Balloonist Cindy Smith brought her balloon paraphernalia and allowed the girls to take a stationary ride in the basket. Black Hawk helicopter pilot Cindy Doane, who was the first woman allowed to fly combat helicopters in the Army, delivered a strong “never give up” message to the participants.

Marilyn Pearson, FAA inspector and pilot who continues to fly all types of aircraft including gyroplanes, described the benefits of working inside the governmental agency. Zeping Yu and Pat Harmon, aerospace engineers, let the girls know that there were interesting aviation jobs on the ground, while Patricia Beckman, graduate of the U.S. Naval Test Pilot School, gave us the insight that women, especially shorter women, are better equipped to handle the G forces in fighters. Bettyann Kevles, author of *Almost Heaven: The Story of Women in Space*, talked enthusiastically about how far women have come in aviation, even becoming astronauts.

The event’s exhibits were spread throughout the museum, giving the girls a great chance to look at all the airplanes and displays, fly the Ercoupe “full motion” simulator, try their hand at computer flight simulations, operate bi-plane pedal pushers and hear the story of Connecticut’s contributions to aviation from a 10-year-old “Amelia” at a spectral imaging show called *Connecticut Ingenuity at Work*.

In an era when the EAA and AOPA are actively pursuing programs to introduce aviation to children and non-pilots, the New England Air Museum and The Ninety-Nines have done a superb job of instilling possibilities and encouraging those headed towards aviation to realize their dreams.



PILOT CAREERS: Choices

BY DONNA MILLER
International Careers Committee

As a kid growing up in Golden, Colorado there was a major find of dinosaur fossils near my house. I was only nine, but I knew at that point I wanted to be an archeologist. I watched the men dig and scrape and brush away the dust for hours, trying to determine the type of prehistoric creature that lay beneath the surface.

Eventually, my enthusiasm waned, and with my good grades in French in junior high school, I proclaimed to my parents that I was going to be an interpreter at the United Nations. My wise mother sat me down and said, "Donna, you can have anything you want, but you can't have everything you want."

That stuck. You can have anything you want. There is no dream too big to achieve. Let your imagination run wild! Think of the possibilities! Jet pilot? Space shuttle commander? Virgin Galactic Captain?

But you can't have everything you want. Face it. You have limited time, limited energy and limited resources, so it's important to choose carefully where you are going to apply them.

In our busy lives, we often get stretched so thin that our limited supply is used on a hundred little things which add up to "enough." We wake up one day and realize there is nothing left

to nurture our lifelong dream. When I finally narrowed my heart's desire to flying for a living, I focused my time, energy, and resources on flying. For some time during flight training, I didn't buy a toaster because I considered it a luxury item: six minutes of flight time. Do I want a toaster or do I want to be a pilot? Cute shoes — an hour of flight time. Those choices were easy. As I progressed in my aviation career, the decisions became tougher. Do I want to stay in my hometown or do I want to be a pilot? Am I willing to leave my house to become a pilot?

The biggest mistake in choosing is to say "I can't." The one heard most often is, "I can't afford the training." (Do you own a toaster?) Ask the pilots you know how they did it. You *can* afford the training. If you choose to commit your time, your energy and your resources elsewhere, that's okay. Just be honest with your choices. When you commit to the flight training necessary to complete your next aviation goal, the method to get there will come. Have you applied for every scholarship available? Do you know people at the local FBO who can help you? Be creative!

No one said this would be easy. But it can be fun. And imagine the rewards of living your heart's desire!

PRO 99S PROFILE: Evelyne Tinkl

BY BETSY DONOVAN, International Careers Committee

During her summer vacations en route to Europe from West Africa, sitting by the airplane window, the Sahara Desert slowly passing by underneath and giving way to the north coast of Africa and the striking blue of the Mediterranean Sea, Evelyne Tinkl liked that view from above.

Wanting to fly as far back as she can remember, Evelyne began flying gliders at age 17 in 1979. She built her time by glider towing, flight instructing and flying charters before spending time at two commuters in the late eighties. She was hired by United in 1998 and furloughed in 2003. Hired by another major airline, she was able to upgrade to Captain before being recalled to United in 2006.

Evelyne holds an Airline Transport Pilot Certificate with B757/767, B737, E170-190, DHC-8 type ratings. She's also a CFI, CFII, Ground Instructor, A&P Mechanic and Flight Engineer.

Two pieces of advice from Evelyne stand out. First: "Don't let setbacks derail you. If you truly believe that you

can do this, then learn from your mistakes, change, adapt, study – and press on. The journey is as important as the destination. When the going gets really tough, use waterproof mascara and blusher to keep yourself from looking as bad as you feel." Second: "If you're not sure whether you should take off, ask yourself: Is it legal? Is it safe? Is it smart? Would I take my mom/dad/child with me?"





International
Conference
attendees will
be captivated
by Colorado's
vibrant fall
colors.
Don't miss
the event
Sept. 12-16 in
the Denver/
Boulder area.

BY PEGGY LONG, Colorado Chapter

Colorado is one of the most perfect places for a conference *and* a vacation. The many flying clubs and schools in the Denver area can offer just about every rating you can name at an accredited school. So, if you wish to accomplish a bit of training, you can do it here. You cannot, however, get a seaplane rating in Colorado. There are no public places to “splash.” However, mountain flying courses are our specialty.

Your first stop is Colorado Springs for the pre-conference tour. This city is much smaller than the Denver/Boulder area, but it has a very special ambiance. The Air Force Academy is just a few minutes north of the city. A tour of the Academy makes the American heart swell with pride to see these very special cadets who will be our military leaders tomorrow. The inspirational Chapel is the focal point of the tour.

The Garden of the Gods is a large area of spectacular rock formations. From this location you will see Pike's Peak in the southwest, another spectacular view on a clear day, which is the norm in September.

The Broadmoor Resort is “Colorado Springs” and always an excellent dining experience. Another unique dining experience is the KC-97 that is on the tour at the Colorado Springs Airport.

New on the Conference schedule is a talk by eminent Colorado pilot, author and internationally recognized photographic artist Jim Wark. Jim's photographic excellence is showcased in several books of aeronautic and photographic art. Jim owns and pilots an Aviat Husky to obtain stunning and unique views of America. His panoramic photograph of a 14,000-foot Colorado mountain crestline will grace the front cover of this year's conference program, a generous donation from Jim. He will speak on Thursday, September 13 at 4 p.m., describing his aviation adventures, and in particular he will focus on flying to Alaska. Do plan on attending to hear about and see the work of this true artist of the sky. Your printed program will become a keepsake. Ask Jim to autograph it.

Another very special and entertaining event is a 30-minute performance by the Air Force Show Choir during the Awards Banquet on Saturday, September 15. This group is comprised of six couples who will sing and dance to patriotic and Broadway tunes.

In Colorado, the September weather ranges from the most beautiful to the most challenging. At the time this is written, we can only guess what it will be like, which is all our local meteorologist and pilot Nick Carter, 9News, can do these many months ahead.

The best strategy is to think like a local. The magic word is *layers*. If you grew up in South Alabama as I did, this layers concept has no meaning. However, having lived here in Colorado for 30 years now, I have learned this concept to some advantage. The outside weather *may* require a coat or sweater and hat, while indoor temperature management affords you freedom to attire yourself comfortably.

This important Colorado concept begins with something cool and comfortable next to your skin for the warmer occasions and builds additional strata of protection against the variables of inclement weather. During mid-September, Colorado temperatures may range from the 40s in the early hours to over 80 (and it's a warm 80 in the dry, high altitude air) by mid-afternoon, then returning to cool evenings after sundown. You might find yourself remarking on the outside temperature changes just walking from sunlight into shade! If you are outside on a tour, this can be a challenge if you have not planned ahead.

The air will be *dry*! To keep from developing itchy shin, bring along your favorite rich body lotion — the kind that feels thick yet sinks into the skin quickly. If your nose is sensitive to aridity, pack a saline nose spray.

Do you live at or close to sea level and seldom travel to the high country? If so, please take this advice: if you do nothing else — *stay hydrated*! The air here is dry, arid, without moisture. Carry a water bottle and begin drinking as much as you can tolerate. Begin when you get on the plane (commercial) and if flying your own, start sipping as much as you are comfortable with for the length of time you will be in the air. As you gain altitude and lose humidity, you *will* dehydrate. Carry the water bottle with you wherever you go.

One last caveat: You will be standing on ground over a mile above sea level. Go easy when taking stairs, climbing, running and jumping the first day or so while adjusting your system to the altitude. You might find yourself a little short of breath at first, but these symptoms are rarely serious. Remember to pace yourself, remember the water and remember to enjoy yourself. Colorado aviation and the entire Conference are at your disposal.

Out of almost 5,500 members worldwide, our Conference attendance usually approximates 5 percent of the entire organization. One of the ways to memorialize your attendance at the Conference and/or send your regards if you cannot attend is by sending \$5 (or more as a gift) to the advertis-

ing co-chair listed below. For this token contribution, your name and Chapter/Section will be listed in the Conference program and will provide a reference as to where we all hail from.

Your name or the name of your organization or perhaps “in memory of” will appear in the printed program along with your state and/or Chapter. You tell us what you want to appear in the program. The money will help support the Conference, the amenities offered throughout and the ongoing efforts of our mission. If you are interested in more than one line, consider a business size card space for a \$50 donation. Credit cards are accepted.

Please send your check (payable to 99s 2007 Conference) with your name and text to be printed to: Peggy Long, 2007 Conference Advertising Co-chair, 24539 E. Roxbury Place, Aurora, CO 80016-4107, USA.

During mid-September, Colorado temperatures may range from the 40s in the early hours to over 80 by mid-afternoon, then returning to cool evenings after sundown.



Jim Mark

Flying to Denver from the Southwest

BY DREW CHITIEA
Designated Pilot Examiner

If your home field is on the San Francisco sectional, you have a decision to make — flying the northern route or the southern route. In either case, you must get past the Sierra Nevada Mountains, which are an obstacle of serious consideration.

The dividing line for routes are three airways inbound to Reno, Nevada from the west. The highest terrain is just north of Incline Village (north side of Lake Tahoe) at 10776 msl. The northernmost airway, V-200, can be safely flown at 11,500 with plenty of terrain clearance. The middle and southern airways, all converging on Reno, have higher terrain.

From Reno, V6 guides you all the way to Fort Bridger, where you can join the remainder of the northern route described in the January/February issue. This is the best way to get past the Sierras to the north. From Lake Tahoe south, the mountains — and the MEAs and/or safe altitudes — get higher requiring the use of supplemental oxygen.

Let's look at the southern route: If your home field lies from San Francisco south to the Mexican border, this way has less daunting mountain routes and is, frankly, what I strongly recommend. Those pesky Sierra Mountains don't lose their heights until just southeast of Bakersfield.

If your home field lies north of an east-west line from Bakersfield, you'll be flying south and southeast first of all. The northern jump-off point for the southern route is the Palmdale VOR (PMD). Just north of that you can usually see the old Muroc Dry Lake bed, now called Rogers Lake, and the home of USAF Flight Testing at Edwards AFB. Lots of history there; you are flying generally in the same airspace where Chuck Yeager broke the

sound barrier, where the Voyager took off and landed on its around-the-world non-stop non-refueled flight, and where the Space Shuttle has landed numerous times. So breathe deeply, it is sacred air there.

Follow the airways northeast to Las Vegas; when I go there I use either North Las Vegas airport (KVGT) or Henderson (KHND) for services. It is usually a quick turn at either place, and the facilities are suitable for all types of planes at either airport. If you desire an overnight stay to ahhh, *try* your luck, ground transportation of all types, including hotel shuttles, are available. I would recommend a fuel stop in Las Vegas because the next few miles are, well, the old sign at the gas station saying, "No gas for the next xxx miles" applies here. The next convenient fuel stop is Farmington, New Mexico (KFMN).

Departing Las Vegas, you *must* fly V-562 and V-210 along the south rim of the Grand Canyon, and *do* have your camera at the ready. If you have a clear day or with no cloud cover, you will get pictures worthy of envy from all who see them.

As mentioned, Farmington would be your next fuel stop, and then follow V-368 to Alamosa where you will rejoin V-210 through La Veta Pass to the east side of the Rocky Mountains. La Veta Pass is a wide, flatter pass easily traversed at 11,500 by following the airway. There is an AWOS in the pass on 119.925 for current weather.

An interesting side trip just north of Blanca Peak (*big* mountain northwest of La Veta Pass) is the Great Sand Dunes National Monument. Join V-611 to fly north along the Sangre de Christo (Blood of Christ) Mountains, and then V-83 diverts west just north of Pueblo, and that airway takes you directly to Jefferson County Airport (KBJC), home of the Conference.

A southern-southern route for those in Southern California is also a nice flight. We'll use the Needles (EED) VOR as the jump-off point and fly east along V-12, passing north of Prescott, Arizona (good airport for fuel, etc.) and overflying Sedona, Arizona. Along that route there is fantastic rock wall escarpments and terrain worthy of photos, then about 12nm west of the Winslow (INW) VOR, the airway takes you directly over Meteor Crater, a very visible reminder of an extra-terrestrial visitor and the impact made by its visit.

Follow V-291 just north of the old Route 66 into Gallup, New Mexico (this is time for the entertainment portion of the flight; everyone sings a verse of the song — you know the one) and V-263 east to Sante Fe (KSAF), New Mexico. It's a great place for fuel, and if the restaurant is serving, you'll get a taste of *authentic* southwestern cuisine.

Departing SAF to the east, then turning north at the Fort Union VOR (FTI), look for the ruins of old Fort Union about 20nm north of the VOR. It was an army post during the frontier days, and just south of the river and south of the fort, you can see the remains of the town where civilians serviced the troops. Follow the airways north and join V-83 just north of Pueblo and you are there, at The Ninety-Nines Conference.

None of these routes should require supplemental oxygen, and only the northern route takes you over mountains worthy of proper planning and execution. Plan on carrying survival gear, especially water and coats or blankets. The lower areas of the charts may look green and nice, but I remind you, it is *desert*. Your main needs are warmth and water if you have to make an emergency landing.

There are areas along these routes where civilization is a long walk away; your best insurance for any untoward event is a flight plan, *sticking to it* and the above-mentioned warmth and water. A couple of sandwiches couldn't hurt either. You'll be flying over some outstandingly beautiful and impressive territory, and with care and planning you'll remain over it and not a part of it — because you have friends to meet at the 2007 Conference!

Welcome to Our New Ninety-Nines Members!

Alaska Chapter

SAIGH, Denise

All-Ohio Chapter

CREAMER, Christina
HOLLINGTON, Linda F.

Antelope Valley Chapter

HANSEN, Catherine Anne

Austin Chapter

COLWELL, Linda W.

Brazil Section

TOSIN, Vivian (A)

Brazos River Chapter

MCCOMAS, Suzette

British Columbia Coast Chapter

BASTER, Lucille
JACKSON, Ann Wallace

Chicago Area Chapter

DECHAUD, Maureen

Colorado Chapter

GALLO, Vanita L.
LEVIHN, Laurel Elizabeth (FWP)
LITTEN, Carole Leigh

Columbia Cascade Chapter

MCILRATH, Laura Jean (FWP)

Delaware Chapter

WHITTLE, Carolyn M.

Eastern Idaho Chapter

LANDIS, Jonnie P.

Eastern New England Chapter

CHAMBERLAIN, Janet Maureen (FWP)

Eastern Pennsylvania Chapter

HOUGH, Jenny S, (FWP)

Embry-Riddle Daytona Chapter

BROWN, Stephanie Ann (FWP)
GARGAS, Joelie Jodi (A)
GREENFIELD, Hilary Paige (A)
WONG, Betty (FWP)

Florida Goldcoast Chapter

OBORNY, Bettina Marie
SCHILLEN, Maria Cristina

Florida Spaceport Chapter

BEECH, Lynn Y. (FWP)
HUGHES, Crystal J. (FWP)
KEEL, Kamianne

Florida Suncoast Chapter

SELLMEYER, Barbie L. (FWP)
SKAGGS, Carolyn Cave

Fullerton Chapter

SMITH, Peggy Jeanne

German Section

KENNEDY, Annete Caroline

Golden Triangle Chapter

AREVALO, Gloria Maria (A)

Greater Cincinnati Chapter

SPERBERG, Cynthia Suzanne (FWP)

Greater Detroit Area Chapter

MICHELETTA, Lynne Elizabeth (FWP)

Greater Kansas City Chapter

CARNAHAN, Margaret Dennis

Greater New York Chapter

RIFFLE, Layla Kristen

Greater Seattle Chapter

VALE, Marlene L. Marty (FWP)

Hampton Roads Chapter

COLLINS, Suzanne Andrea

High Country Chapter

TOLBY, Rebecca S.

India Section

DUTT, Sunita

Indiana Chapter

ZIMMERMAN, Donna Jean

Katahdin Wings Chapter

STROUT, Sophie Theresa

Kitty Hawk Chapter

PALMER-MOLONEY, L. Jean (FWP)

Lake Tahoe Chapter

ASH, Emily Ruth (FWP)
WILLOUGHBY, Megan (FWP)

Las Vegas Valley Chapter

BOWER, Theresa Ann (FWP)
ROLAND, Harriet H.

Long Beach Chapter

BOREN, Jessica Megan (FWP)

Long Island Chapter

FLETCHER, Tamara (FWP)

Los Angeles Palms Chapter

TORRES, Natalie F. (FWP)

Marin County Chapter

BUSTLE, Kathryn Lynne
GOLLNER, Denna
ORTEGA, Nina A. (FWP)
WOODS, Anne

Michigan Chapter

ELSTON, Stephanie Ann (A)

Mid-Atlantic Section

MILLER, Bethany Johanna

Mid-Columbia Chapter

BRAMAN, Maria Elena (FWP)
FREEMAN-POLLARD, Jhivaun Rose (FWP)

Montana Chapter

MILLEBROOKE, Anne

New Orleans Chapter

KNOLL, Michelle Lee
LONGO, Michele Theresa

New York Capital District Chapter

FIORAVANTI, Barbara Kussmaul

New York-New Jersey Section

MCNULTY, Kathleen M.

North Central Section

PALCHO, Kris Ann

Northern New England Chapter

VRIESENDORP, Sylvia (FWP)

Oklahoma Chapter

ROLLINS, Lily Joanna, (FWP)
RONSIN, Leslie Diane

Orange County Chapter

MIZELL, Pamela A. (FWP)
PEICH, Shannon M. (FWP)

Palomar Chapter

GIVENS, Kristin Maria (A)

Rio Grande Norte Chapter

ASQUALINI, Donatella (FWP)

San Diego Chapter

BOND, Suzy Belinda (FWP)
COLT, Cambria Dawn (FWP)
NELSON, Leslie S. (FWP)
SIMS, Dianne Beatrice
GIVENS, Kristin Maria (A)



*New member Dianne Sims,
San Diego Chapter.*

Southeast Section

MITCHELL, Kirsten E. (A)

Southwest Section

DELYSER, Dydia Yvonne

Sugarloaf Chapter

BEALL, Susan Elaine
GRINNALDS, Patricia Erickson

Tucson Chapter

BAKER, Ashley N. (A)
MAGNUSON-HAWKINS, Shelby J.
ZAPPIA, Irene A. (FWP)

Utah Chapter

DUROCHER, Briana Lisle (FWP)

Ventura County Chapter

CHENNAULT, Melissa C. (FWP)

Western Washington Chapter

MEENK, Regna Lauren

Wisconsin Chapter

LEAF, Linda A.
WEGNER, Julie Anna

Women With Wings Chapter

BOLANZ, Kellie Eileen
DANHOFFER, Denise Marie
BLUE, Cidney Syd (FWP)

International Board Meeting Visit Leaves a Lasting Impression

BY CAROL VAUTIN
Ventura County Chapter

When I requested time off to attend The Ninety-Nines International Board meeting, several of my co-workers asked, "Oklahoma City? Why are you going to Oklahoma City?"

For anyone who has visited The Ninety-Nines Headquarters, they would know. When the opportunity came up for me to go to the International Board meeting, I was looking forward to seeing The Ninety-Nines International Headquarters. Being my first visit there, I didn't know what to expect. What I saw when I arrived far exceeded my expectations.

Our organization owns not only two buildings at the Oklahoma City airport but also the museum housed upstairs in the Headquarters building. There are so many wonderful pieces of history, and I found myself wandering around looking at everything and then going back to look at the displays yet again.

The material things that The Ninety-Nines own are quite impressive. What really impressed me the most, though, is the incredible leadership we have. As I said, I had never been to an International Board meeting, so when Pat Prentiss and her Board conducted the business meeting, I was amazed. We all run our Chapter business meetings in an appropriate business atmosphere to keep our Chapter running smoothly. The Section meetings are, without a doubt, run with more structure than most Chapter meetings. When I saw the professional way the meetings were

run and the amount of business conducted at the International Board meeting, I was truly impressed.

We have all heard about the two buildings in Oklahoma City that we own and about the Birthplace Museum. All of these holdings must be maintained and staffed. The Ninety-Nines have more artifacts about women in aviation in our museum than anyone other than the Smithsonian. We have the AE Scholarship that must be managed, as well as several other interests.

After spending two days at the Board meeting, I can certainly say that our organization is being well cared for. The women who serve as Board members work so hard for us. It is just about a full-time job. They do this as well as keeping up with their own jobs and lives.

Does this sound like an advertisement for attending International Board meetings? Maybe, but I couldn't help being impressed and enthusiastic about my visit. If you have a chance in the future to attend a Board meeting or visit the Headquarters building, don't pass it up. It is well worth the visit.



International Board of Directors Treasurer Kristine Irvin-Herron reports on the organization's finances.



Martha Phillips presents to the Board the Southwest Section's proposal for the 2010 Conference in Hawaii.



Ninety-Nines Headquarters, Oklahoma City, Oklahoma.



Bay Cities Chapter members, kneeling: Monica Miller, Ashley Chandler, Cassandra Wiedemann, Wendy O'Malley, Joyce Wells, Kathy Walton, Annie Rodewald, Judy Barron, Catherine McMahon, Cheryl Knight. Standing: Karen Kahn, Pat Chan, Kath Holcombe, Diana Ward, Fiona McChesney, Barbara Evans, Rosemary Rodewald, Janet Chang-Pryor, Beth Christian, Hialeah Reilich, Vonne Anne Heninger, Lindy Boyes, AJ Starr, Martha Phillips, Linda Mae Draper, Barbara Crooker, Laura Smith.

Bay Cities Chapter Celebrates 75 Years

Ninety-Nines Reflect on Chapter's Evolution and Longevity

Pat Chan, Bay City Chapter member:

75 years, by any account, is a long time. Enough time for most things to begin and end. It is remarkable that on March 10, 2007, members of Bay Cities Chapter celebrated their 75th anniversary. Not because it couldn't be done, but because they endured for so long. Who would have guessed that when Ruth Rueckert and 10 other women pilots founded the Chapter on March 2, 1932, it would still exist today?

Past and present Bay Cities members gathered at Francesco's Restaurant in Oakland, California. Presentations were made, photos were projected on a screen, bits of oral histories were shown, a raffle was held, period costumes were worn and a group photo was taken at the Oakland Airport. It was a day of remembrances, renewal of friendships and of new beginnings.

Without a doubt it was a celebration of Bay Cities Chapter, but beyond that it was an acknowledgement of The Ninety-Nines.

Verna West, Historian, Southwest Section

It was a pleasure to attend the Bay Cities Chapter 75th Anniversary Celebration in Oakland on March 10, 2007, with Joyce Wells as Chairman. In early 1932, Governor Gladys O'Donnell sent Margaret Perry Cooper (Manser) to the Bay Area to suggest to the local members that two Chapters be formed in the state.

On March 2, 1932, the local members met at the Hotel Whitcomb in San Francisco, and the Chapter for the northern part of the state became Bay Cities, the first Chapter in the Southwest Section and one of the earliest in The Ninety-Nines.

Ruth Rueckert, their first Chairman, started saving photos and documents in 1932 until her death in 1993. She was officially Section Historian until 1982, serving also at times as National Historian. Her amazing collection of documents and photographs, some in the Museum in OKC and many here in the Southwest Section files and scrapbooks and Bay Cities records, provided the background for Laura Smith's fine presentation at the dinner. Many carefully labeled old photos were shown continually on the large screen. Laura compiled a list of everyone who had ever been a member of the Chapter. Pat Chan showed portions of some of her Oral History videos. Real treasures!

Many longtime members of Bay Cities came, as well as those from other Chapters. Four of them have been members of The Ninety-Nines for 50 years or more: Lindy Boyes, Barbara Evans, AJ Stark and Mayetta Behringer. I have never been a Bay Cities member, but our Santa Clara Valley split off from them in 1952 and with so many of their records and photos in my files and so many friends, I do feel a lasting connection.



BY JOY VALEK
Indiana Dunes Chapter

99s Return Safely from "Voyage to Mars"

Margaret Wint and Mary Kohn, Indiana Dunes members, launch probes as the shuttle nears the planet Mars. Right, inside the space ship.



Commander Mary Kohn of the Indiana Dunes Chapter led 14 members and guests on a voyage to Mars recently. The mission was to transport a crew that will live on Mars for at least two years and bring back the crew that is currently working at the self-sustaining base called Chryse Station at the site of the first Viking lander. This location has a history of mild climatic conditions by Mars' standards.

After six months en route, control of the Mars-Earth Transport (MET) has been transferred from Mission Control in Houston to Mars Control at Chryse Station, which must select the entry and departure trajectories before any landing or lift-off can occur.

Thus far this has been a normal approach, but events on Mars will soon make this particular landing very hazardous.

The Challenger Learning Center in Kalamazoo, Michigan is one of several throughout the United States, Canada, and the United Kingdom. Staffed by master teachers, the core of each learning center is the interactive computerized simulator with a Mission Control room patterned after the NASA Johnson Space Center and an orbiting Space Station. The experience emphasizes problem solving, responsible decision-making, creative thinking, teamwork and communications. The centers were created in honor of Christa McAuliffe, a teacher who was killed in the 1986 Challenger disaster and who was to conduct a lesson from space. This program is intended to pique the students' interest in science and math and continue that interest through high school and into college.

Crew members included Mary, Janet Cannon, Janice Welsh, Christine and

Rawson Murdock, Nancy Ash and Mel, TJ Shaum and Jack, Margaret and Heidi Wint, Aly Dwyer from the Indiana Dunes Chapter and Sara Esterline of the Three Rivers Chapter with her daughter Helen Laus. Wearing their blue vests, they went inside the shuttle and each was assigned to a task group. There were food handlers, medical administrators, navigators, media specialists, two probe firers, and more. After a simulated takeoff, they started their work. As they neared Mars, they began to visually explore the surface and actual animated pictures appeared.

Mary and Margaret launched several successful probes. Suddenly warning sirens sounded and all rushed to exit their craft. There was a terrible crash and everything went black. Luckily, all the crew had "escaped" safely. What an exciting experience!

RATINGS AND WINGS

RATINGS

Vicky Anderson – Instrument Rating
Orange County Chapter

Carol Bennett – Commercial Rating
Orange County Chapter

Molly Hair – Instrument Rating
Connecticut Chapter

Kris Johnson – Instrument Rating
Connecticut Chapter

Paula Johnson – Private Pilot
Monterey Bay Chapter

Peggy Loeffler – Multi Engine
Connecticut Chapter

Susan Llewellyn – First Solo
Venture County Chapter

Nalena Rieder – Commercial Rating
Ventura County Chapter

PROFESSIONAL

Mary C. Allen – HS-125 type rating
Hampton Roads Chapter

Mary Build – Commercial and
Instrument Designated Pilot Examiner
Katahdin Wings Chapter

Laura Conover – B-737 type rating
Kitty Hawk Chapter

Angelee Conroy – ATP, Citation III
type rating
Ventura County Chapter

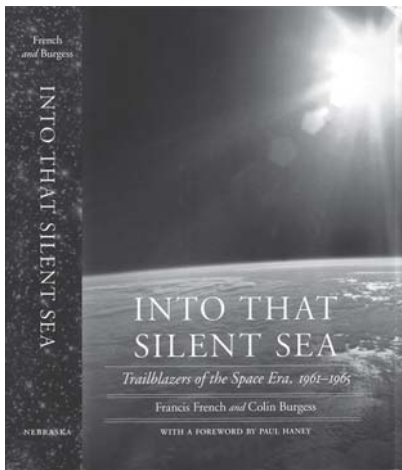
Gina Martyn – B-737 type rating
Monterey Bay Chapter

WINGS

Carol Andrews – Phase IX
Sutter Buttes Chapter

Pat Chan – Phase XVIII
Bay Cities Chapter

BOOK REVIEWS



Into That Silent Sea: Trailblazers of the Space Era, 1961-1965

Authors: Francis French and Colin Burgess
University of Nebraska Press, 2007
ISBN: 13:978-0-8032-1146-9
397 pages, \$29.95

BY JACQUE BOYD, Ph.D.
Rio Grande Norte Chapter

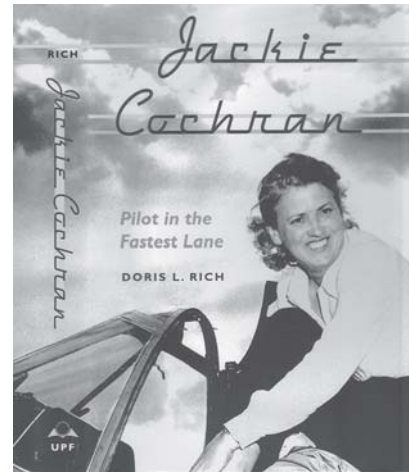
This is not simply another book chronicling the early years of the American and Russian space programs. It is not yet another look at the “space race.” This book tells the intimate stories of the individuals involved; it is a human chronicle of the era. The book is one of the first collections of information on the early space programs that deal with both American and Russian programs and male and female involvement.

One of the most fascinating parts of the book, and for me the least known, is the information about Valentina Tereshkova, the Soviet female cosmonaut and first female into space. The descriptions of the other Russian women who were also chosen as candidates are riveting and remarkably parallel to the perceived treatment of the American women, except that the Russian program was official.

Chapter 7, “The Two Wallys,” discusses what many think of as Tereshkova’s counterparts, although there was never officially an American space program in development for female astronauts. The information in this chapter is a very clear explanation of the misunderstandings and miscommunications that have led to the belief that there was indeed a program for American women, when in reality it was an experimental testing program done by Randy Lovelace and funded in part by Jackie Cochran.

French and Burgess’s use of the juxtaposition of Wally Funk’s and Wally Shirra’s lives is refreshingly fascinating. As the text notes: “In truth, the stories of both Wallys are about making the best of what life offers you — and making sure you enjoy it all the way.” No other comparisons are necessary.

Ed. Note: Wally Funk is a member of the Fort Worth Chapter.



Jackie Cochran: Pilot in the Fastest Lane

Author: Doris L. Rich
University Press of Florida, 2007
ISBN: 13:978-0-8130-3043-2
279 pages, \$24.95

BY JACQUE BOYD, Ph.D.
Rio Grande Norte Chapter

This is one book I’d been waiting for, and I am not disappointed. I met Doris Rich when I began my own research on Jackie Cochran’s work with the American women she recruited for the British Air Transport Auxiliary. Rich had spent weeks at the Eisenhower Presidential Library doing some of her research with Cochran’s personal papers.

When I arrived later to do my research, the archivists spoke fondly of her and her husband and their extensive work. When I spoke with her about my own research and what I was finding in Cochran’s papers, she simply said, “There’s interesting material there. Tell me when you find *it*.” I asked her what *it* was, and she told me I’d know when I read it. Well, now we can all read *it*.

Although a book came out a few years ago which was written by the Pittman-Ayers side of Cochran’s family, the myth of Jackie’s “orphaned” existence is still going full tilt. Rich’s book is the first where the Pittman-Ayers family members actually talk to an author and the information is presented fairly and accurately. Whether the “myth” continues is anyone’s guess, but the public now has a well-written and unbiased presentation of Jackie Cochran’s true beginnings.

The beginnings of Cochran’s life, although the circumstance may be what truly molded her, are only a small part of the total story. Rich’s research and interviewing is extensive, and her writing style is impeccable. She presents a well-rounded life-story of an astonishing woman. The last chapter will break your heart.

This is the book that will be considered as the most accurate voice on the life and achievements of the sixth President of The Ninety-Nines.

JULIE CLARK NAMED WOMAN OF THE YEAR IN CALIFORNIA

Aerobatic air show performer and retired commercial airline captain Julie Clark was named "Woman of the Year" for the 1st Senate District by Senator Dave Cox in March.

Julie, a Jackson Gold Dust Chapter member, and 39 other notable women were honored as Woman of the Year representing each of the 40 California Senate Districts.

"Being recognized as Woman of the Year by Senator Cox is very special. As a lifelong resident and native of Northern California, I am honored to be acknowledged for my contributions to my community and to the field of aviation," said Julie.

"Julie's leadership and patriotism exemplifies the American spirit," said Senator Cox.

Julie begins her 28th year as a solo aerobatic performer. She and her T-34 "Smokin' Mentor" will be appearing in numerous air shows throughout the United States, Canada and Mexico this year.



Senator Dave Cox, Julie Clark and Senate President pro Tem Don Perata. Julie was named Woman of the Year in California's 1st Senate District.

PHYLLIS WELLS, PIKES PEAK CHAPTER, HONORED

More than 400 Community Leaders and Girl Scout supporters raised their champagne glasses to toast and honor the 2007 Women of Distinction Finalists as the Colorado Wagon Wheel Council celebrated its 95th birthday in March. Among those being honored at the luncheon was Pikes Peak Chapter member Phyllis Wells.

Phyllis was nominated into the Community Sector by fellow Ninety-Nine Patsy Buchwald. The nomination honors women who work and/or volunteer their services through all sectors of the eight-county region represented by the Wagon Wheel Council. The individual must demonstrate a wide variety of business and interpersonal skills and use diverse skills and talents within the community and be a positive role model for girls.

Also in attendance was



Phyllis Wells, right, with Marianne Elser Crowder, the oldest living Girl Scout.

the oldest known living Girl Scout, Marianne Elser Crowder. While at the luncheon, which was the 8th Annual Celebration for Women of Distinction, Marianne took a few minutes to visit and congratulate Phyllis.

On behalf of all the Pikes Peak Ninety-Nines, we congratulate Phyllis Wells on being selected as a 2007 Woman of Distinction.

— Patsy M. Buchwald

99 TENT AT EAA/AIRVENTURE 2007

It is that great and exciting time of the year again at Oshkosh, from Monday, July 23 through Sunday, July 29! Come join us to hangar fly, to reunite with Ninety-Nines from around the world, to meet and recruit prospective Ninety-Nines and to enjoy all the many aircraft and exciting air performances. Oshkosh provides a great opportunity to spread the word about The Ninety-Nines and to recruit other women pilots for our organization.

The 99s International Tent is at the same popular site, near Hangar B. A highlight of the Tent this year will be a NIFA display represented by Ninety-Nines officers. Anyone who has participated in NIFA events and will be at Oshkosh, please contact me so that we can avail ourselves of your experiences. It is important to inform others of NIFA's role in the development of young women pilots.

Our annual breakfast will be held on Thursday, July 26. It is an informal, gratis, no-reservation-needed affair including a raffle and lots of Ninety-Nine camaraderie and will be held at The 99 Tent. B & E Jewelry will be there all week with their 99 jewelry.

Volunteers are always needed and very welcome, especially to represent all areas of the country and the world. If you can spare a few hours or a day, please contact me or just drop by to offer your services.

— Rita Adams
99s Oshkosh
Coordinator



WOMEN FLY EVENT AT THE SEATTLE MUSEUM OF FLIGHT

Ninety-Nines member Wenyu Fu of the Aloha Chapter was a guest speaker at the Women Fly event at the Museum of Flight in March. The panel included a diverse group of women with roots in China:

- Wenyu Fu was raised in rural China during the Cultural Revolution and learned to fly in her mid-30s. She is currently a First Officer on a 727 with Federal Express.
- WASP Maggie Gee was one of two Chinese-American women who flew with the Women Airforce Service Pilots during World War II.
- Alexandra McKinnie, or Huang Mai as she is known in China, is a First Officer for Okay Airways in a 737.
- Luan Rongrong is the first woman to become a 767 Captain in China.
- Francis Tong was one of the first Chinese-American women to earn a Private Pilot certificate.
- Zhigan Wang was recently selected for flight training in the United States and is moving from the cabin staff as a flight attendant to the flight deck of Sichuan Airlines Airbus.

Moderating the panel was Museum of Flight's President and CEO Dr. Bonnie J. Dunbar, a five-time shuttle astronaut.

— Jenny Beatty

NEW DEADLINE FOR CHANGES TO THE ANNUAL BUSINESS MEETING AGENDA ITEMS

For many years, The Ninety-Nines has utilized a Reference Committee at the Annual Business Meeting and as authorized in the Annual Meeting Standing Rules. At one time all resolutions, main motions and proposed changes to the Annual Business Meeting Agenda had to be submitted by the end of the "Com" Session. In the past three years, we have not had a "Com" Session; therefore, another deadline to receive these items has been established. Any member attending the Annual Meeting may submit items to the Reference Committee. Items must be **received by the Reference Committee by 5 p.m., Thursday, September 13, 2007.**

With the Committee members' knowledge of the history and documents of The Ninety-Nines, the Reference Committee shall review all submissions for completeness, form, conflict with current corporate documents, elimination of duplication and determine the order of presentation in the Agenda.

The following members have been appointed as the Reference Committee:

- Thon Griffith, Thon4mail@aol.com
- Jacque Boyd, JacqueBBoyd@yahoo.com
- Jerry Anne Jurenka, jajurenka@juno.com
- Lee Orr, aero2inc@earthlink.net

— Pat Prentiss

GRETCHAN JAHN TAKES THE CONTROLS AT ALPHA AVIATION

Ninety-Nine Gretchen Jahn stepped into the position of General Manager for New Zealand's Alpha Aviation on March 1. She was previously the CEO of both the Mooney Airplane Company and the Mooney Aerospace Group in the United States, where in two years she more than doubled aircraft production and brought two new aircraft models to market.

Alpha Aviation Chairman Graeme Edwards says Gretchen's appointment coincides with Alpha Aviation's shift from start up to fully fledged aircraft manufacturer, boosting its ability to compete and succeed on an international stage.

"Gretchen is an influential figure with broad knowledge of manufacturing and the aviation industry. Her appointment gives a huge boost to Alpha Aviation's efforts, as well as the aviation industry in New Zealand as a whole.

"Gretchen will be tasked with significantly increasing production and reducing manufacturing times, while at the same time maintaining our internationally-recognized excellent manufacturing standards," Edwards says.

Gretchen says Alpha has done a phenomenal job to date, securing New Zealand, EASA and FAA type certifications in record time while simultaneously receiving the production certificate for its two-seat aerobatic aircraft. She also noted the recent expansion of the Alpha Aviation facilities at

Gretchen after winning the Air Race Classic.



Hamilton Airport which will assist with the scale up of production.

"I'm inheriting an exciting product range, a recently expanded facility and a very capable team, and I'm delighted to be involved with the company at what is a pivotal stage in its growth and development," Gretchen says.

Gretchen is also a keen pilot and air racer, with more than 20 years behind the stick, including competing in races such as the Around New Zealand Air Race in 2004 and the United States Air Race Classic, which she won in 2006.

THERESA DELLAQUILA **Eastern Pennsylvania Chapter**



The Eastern Pennsylvania Chapter is saddened by the recent death of fellow Ninety-Nine, past Chapter Chair and dear friend Theresa Dellaquila, who went on to new horizons on March 8 after a 2½ year courageous battle with breast cancer.

An accomplished Instrument-rated private pilot, Theresa was beginning to work on her Helicopter rating when illness forced her to put her flying lessons on hold. Theresa was 43. The Ninety-Nines were Theresa's extended family and were an incredibly important part of her life. I wonder, though, if she ever knew how many lives she influenced in her short time with us?

Chapter members remember her as one of those people who squeezed every bit of joy, happiness, excitement, friendship and love out of life's offerings, and she chastised those of us who didn't live to the fullest every single moment of the day. Theresa challenged us to not worry about "the right way" to do something — she just wanted us to do it.

Mid-Atlantic Section Governor and Theresa's good friend Alison Chalker said that when she met Theresa, she was "quickly disarmed by her charm, friendliness, complete openness and love of life." Alison and Gail Lingo both recalled the wonderful time that a dozen Eastern PA Chapter members, including Theresa, had at the International Conference in New Zealand in the fall of 2005. Alison noted that Theresa had begun chemotherapy by that time, and her prize at the end of the treatment was the chance to travel to New Zealand, which was "the trip of a lifetime."

In remission from breast cancer, Theresa was not about to miss this trip. Gail recalls that Theresa "was up at sunrise to see the new day and watched the sunset wherever she could.

She walked to the river and watched the water like she never saw a river run before. She hiked through a rain forest, climbed the hills and stopped to smell the flowers."

Marina Saettone noted that while in New Zealand, many Ninety-Nines opened up to her about their own battles and overwhelmed Theresa with the true sisterhood of The Ninety-Nines. She was grateful for the fortune of becoming a Ninety-Nine."

Jenny Beatty commented on how wonderful it was that Marina Saettone and all of Theresa's Ninety-Nines friends were able to be present for her and be a comfort to her in her last weeks.

Section members and other Ninety-Nines supported Theresa in her final days with wonderful cards, letters, flowers and phone calls. Theresa's loving companion, Drew Hurley, asked us to express his thanks to all of Theresa's friends in The Ninety-Nines for their care and support.

Members of the Eastern Pennsylvania Chapter held a memorial service for Theresa on April 21 at the American Helicopter Museum in West Chester, Pennsylvania. She was buried in Connecticut near Great Barrington Airport on April 10.

As Kristen Jurn said, "I hope Theresa will be watching all of us as we fly — and fly with us."

— Mary Ellen Morris



Theresa celebrates her first solo in 2002.

STUART B. DOWNING **49½ of Billie Downing** **Eastern New England Chapter**

On February 3, 2007, 49½ Stu Downing, beloved husband of Billie Downing, flew on to New Horizons after a brief illness. A pilot himself, Stu was in the U.S. Army Air Corps and worked as a Flight Engineer for Pan Am, Trans Ocean, World Airways and Overseas National. He was retired from IBM after working for over 25 years as a Service Engineer.

Stu and Billie have enjoyed many long cross-country trips flying all over North America, Alaska and Canada in their C-172, quite often to attend Ninety-Nines events. They especially

enjoyed flying a Safari in Australia.

Stu was very active in aviation circles and was a member of American Aviation Historical Society, Silver Wings, EAA, AOPA and Aero Club of New England.

Stu was also very involved in the formation of the Massachusetts Aviation Historical Society (MAHS) and contributed much of his time during the early days of forming the organization. He had an excellent technical knowledge of both aero and auto engines and was a resource to the MAHS. Stu was a loyal, kind man and will be greatly missed.

— Georgia Pappas

NEW HORIZONS

MAYSIE MORRIS HENROTIN **Eastern Pennsylvania Chapter**

Maysie Morris Henrotin, 84, died on October 13, 2006. She was a receptionist for almost 20 years at Chester County Airport. She learned to fly in 1960 in a Cessna 150. She later bought the Cessna and twice flew across the country, landing in cornfields and on dirt roads. She was a gardener, said her son.

She is survived by her sons G. Barclay Cantrell, Jr. and Samuel Cantrell, a daughter Susan Gilchrist, a sister, and 11 grandchildren.

TANNIE HANCOCK SCHLUNDT **Indiana Chapter**

Another Life member passes. In this case my beloved sister Tannie Schlundt, 89. She passed in her sleep on March 21, 2007 and without pain. My wife Ruth Ann and I sat with her, in her final approach to heaven. I would hold her hand and, although she couldn't talk, I would say, "Tan, level you wings, you are turning final now and finally hold it off," and she would smile as if she understood.

Tan loved flying and The Ninety Nines, as well as the Indianapolis flying club. She had too many friends to count. We miss her and know her many friends will.

Tannie was a native of Alma, Georgia. She married Paul, a commercial aircraft pilot, in 1942, and he taught her to fly. She joined The Ninety-Nines in 1954 and became an active member of the Indiana Chapter, where she served as Air Marking Chairman, Indiana Chapter Chairman, Secretary of the North Central Section and Vice Governor. She also served as Governor during the "Fly Away" from Atchison, Kansas, when Amelia Earhart First Day Covers were distributed to all states and free world countries in a 48-hour period.

Tan also coordinated the International Convention in Cincinnati, Ohio and coordinated 15 Chapters in the "Fly Away," delivering trees from Atchison, Kansas, throughout the world. She has a memorial tree dedicated to her for her contribution to aviation in the International Forest of Friendship in Atchison.

She flew many races, including the Powder Puff Derby, the first Michigan SMALL Race, Fairladies and Illi-Nines. She was a Life member of The Ninety-Nines. She received the Dee Nicholas Trophy for Women in 1954, 1977 and 1988.

Tannie taught school after graduating from Middle Georgia College, worked for the State of Georgia as corresponding secretary to the Georgia House of Representatives, with CAA (now FAA) and their early computers.

Of all her experiences, Tannie considered flying the greatest of her accomplishments.

Survivors include her son Julian, grandson Bryan, granddaughter Kate Holleman, great-granddaughters Kaylee and Layla Holleman, brother John Hancock and sister JoAnne Hancock Porterfield.

— John W. Hancock

GRASS ROOTS



Phylis Hensley, 49½ Harold Kondor, Elizabeth Kondor, Lt Governor Jari Askins, Charlene Davis and Carol Sokatch.

OKLAHOMA CHAPTER

The Oklahoma Aeronautics Commission held its annual Aviation Awareness Day in the Capitol Rotunda on February 28. The Ninety-Nines were represented by Oklahoma Chapter members Charlene Davis, Phylis Hensley, Elizabeth Kondor and Carol Sokatch.

Our display featured Ninety-Nines International, FWP's, the 99s Museum of Women Pilots and two events with official Oklahoma Centennial Designation — the Start of the 2007 Air Race Classic and the 29th Annual Okie Derby.

This was time well used to publicize all these areas to the Legislative members, their aides, pages, the general public and other organizations representing aviation schools, businesses and agencies in aviation in our state.

— Carol Sokatch

CENTRAL OREGON CHAPTER

The Central Oregon Chapter members have kept themselves busy over the cold winter months making plans for their spring and summer events.

The Chapter chose to donate \$500 to adopt the 99s Museum for one day each quarter in 2007. This donation was rewarded with very nice acknowledgements and certificates from the Museum.

The Chapter has been working hard at promoting their Second Annual Scholarship award and has also designed the Chapter's first logo. Creating the logo has generated some excitement, and they are hoping it will aid in the promotion of their local Chapter and the International Organization of Women Pilots as well.

The Central Oregon Chapter has joined forces with the local chapter of the Oregon Pilots Association for fly-outs. The joint events have been fun for those who have attended.

— Judie Nesmith





Pictured with Colin Bodill and Jennifer Murray in front of their Bell helicopter, from left, are Judy Mayorga, Bonnie Seymour, B.J. Yuke-Miller, Laurel Lippert and Sandy Korth. We continued to follow them on their journey north on their website, www.polarfirst.com. We wish them safe flying.

LAKE TAHOE CHAPTER

On Sunday, March 25, the Lake Tahoe Chapter invited Jennifer Murray and Colin Bodill to divert from their pole-to-pole record-setting flight and have lunch with our Chapter members and friends. Over 40 people greeted the Bell helicopter as it descended from 14,000 feet, touring our beautiful

lake and landing at Truckee-Tahoe airport (TRK) in Truckee, California. The Polar First helicopter pilots are attempting to set a new world record: to fly around the world via the South and North Poles.

—Beverly Jo Yuke-Miller

ORANGE COUNTY CHAPTER

The Orange County Chapter participated in the Girl Scout “From Dreams To Reality” Career Day held in February at the Concordia University Campus in Irvine, California.

Approximately 500 Girl Scouts participated in this annual event. Along with the sights and sounds of girls greeting each other with excited squeals and hugs, with some girls comparing which of the day’s career presentations they preferred to attend, and some just giggling with the fun of it all, there was also much being accomplished. The girls were listening to the women speakers describing how they each reached their individual career goals. The women presenters were from all walks of life: doctors, lawyers, cosmetologists, engineers, fund-raising pros, insurance reps, pilots, entrepreneurs, artists, attorneys, business owners, graphic designers and others.

Our Chapter members felt privileged to have an opportunity to offer the girls insight on how to pursue a career in aviation. Our presentations by Patty Murray, with assistance from Linda Eldridge, Kathleen O’Brien and Mary Van Velzer, were well received. The girls asked lots of detailed questions including, “Why does the Captain sit in the left seat?” (Does anyone know the answer to that one?) Also, when they were told that 13-year-olds are being accepted into the Civil Air Patrol where glider lessons are available, several girls’ eyes

lit up, with the girls asking for, and being given, the CAP website address.

When they were told that the mission of The Ninety-Nines is to help further women in their aviation careers by awarding scholarships to those qualified, some could be heard muttering, “Awesome!”

— Mary Van Velzer



Ninety-Nines Linda Eldridge, left, and Kathleen O’Brien talk with Girl Scouts during “From Dreams to Reality” career day.

OLD DOMINION CHAPTER

The National Air and Space Museum's Steven F. Udvar-Hazy Center was green on Saint Patrick's Day — with Girl Scouts!

Each year the museum hosts Girl Scout Day, an event filled with exhibitors from many facets of aerospace and aviation. Participation this year was at an all-time high, more than 2,000 scouts, plus parents, chaperones and leaders.

Old Dominion Chapter has participated for many years, arriving armed with sectionals, E-6Bs and a couple of table-top flight simulators. Chapter members speak with the girls about the limitless opportunities (personal and professional) available in the aviation field while they get a taste of pilotage and navigation, then take their turns at the controls of the simulators and fly!

Some of the girls show real potential, and we do all we can to encourage them to follow their dreams. They are our future Ninety-Nines.

— Denise Decker



Participating in Girl Scout Day are, from left, Seth Van Lehn, Jann Thompson, Betty Fisher, Morgen Reeb, Denise Decker and Rose Brown.

SAN ANTONIO CHAPTER

The San Antonio Chapter was honored to have Colonel Michael Cosby as speaker at our February meeting. Col. Cosby is the son of Ninety-Nine Margaret Cosby. He has served in Iraq, Afghanistan, Bahrain and Qatar for the last three years. He is enroute to command the Gulf Air War Center, which is a Center of Excellence in the region, teaching advanced tactics to the GCC (Gulf Cooperation Council) states.

Col. Cosby gave us a pictorial tour of Iraq, including the Zuggerat of Ur, which is the birthplace of the Patriarch Abraham, and many other sites of historical significance.

The Central Command Area of Responsibility (AOR) stretches 5,400 miles across Iraq and Afghanistan, encompassing more than 600 million people. Currently, U.S. Central Command Air Forces has more than 270 aircraft comprised of F15s and 16s, A-10s, Unmanned Aerial Vehicles (UAV)



Colonel Michael Cosby.

and helicopters. In the last three years, he has flown more than 200 combat sorties over Iraq and was the Vice Commander of the Air Forces in Iraq. He was then selected to serve as the Chief of Staff to the Commander U.S. Central Command Air Forces, overseeing all air operations in the AOR.

After speaking, we had a brief question and answer period. It was a very interesting and educational meeting.

— Nancy Aldrich

MANITOBA CHAPTER

At the Manitoba Aviation Council 2007 Conference, the Rosella Bjornson Scholarship, given annually by the Manitoba Chapter, was awarded to Leah Brunger. Leah is currently working on her Commercial licence and intends to use the scholarship towards her Instructor rating. She received \$1,000 to apply towards flight training and a membership to The Ninety-Nines.

The Manitoba Chapter organizes a Poker Derby and undertakes other fund-raising activities to award a flying scholarship each year. The scholarship fund itself is maintained with The Winnipeg Foundation. Anyone wishing to donate to the fund will receive an income tax receipt. Donations may be sent to: Manitoba Chapter Ninety-Nines Scholarship Fund, c/o The Winnipeg Foundation, 1350 One Lombard Place, Winnipeg, Mb R3B 0X3; phone (204) 944-9474 or FAX (204) 942-2987; www.wpgfdn.org.

—Mary Lou Milhausen



From left, Sheila Grant, scholarship winner Leah Brunger, Chapter Treasurer Lou Milhausen and Secretary Janice Cannell.

GRASS ROOTS — Section and Chapter reporters share their recent activities

MONTEREY BAY CHAPTER

On February 24, the Monterey Bay Chapter presented a Flying Companion Seminar that had a slightly different composition than past seminars. This time there were almost as many male as female attendees. Does that mean women are making bigger inroads in the ranks of pilots? Nice thought. The other change

for this seminar was that our Future Women Pilots not only organized the seminar but were very active in the presentations. They did an excellent job, and the attendees evidently thought so, too, based on their evaluations at the end.

At the end of March, Chapter Member Geneva Cranford delivered to the 99s Museum of Women Pilots a

model of the booth that the Monterey Bay Chapter uses at various functions. This booth was adopted by the International Board in 1983 as the official booth of The Ninety-Nines, and plans were made available for other Chapters to replicate it. It was featured on the cover of the 99 News in August of 1983.

The booth was designed by Geneva to be used in many different configurations depending on the needs of the particular event. When some of our newer members learned that the model of the booth was going to Oklahoma City, their reaction was, "Oh, no, how will we remember how to assemble the big booth?"

The Monterey Bay Chapter full-scale booth was stolen from a local airport and unfortunately not recovered. So,



Sarah Chauvet, Monterey Bay Chapter Chair, tells one of her many amusing stories. Sarah attended a FCS that the Chapter put on 10 years ago that convinced her she could become a pilot.

Geneva set us all to work recreating it. Today we again have a beautiful booth that clearly says not only who we are, but how proud we are to be Ninety-Nines.

—Donna Crane Bailey



Geneva Cranford created the original design that became the official booth of The Ninety-Nines.

ALASKA CHAPTER

The Alaska Chapter and the Girl Scouts organized an Aerospace Career Day to help raise awareness for women considering a future in aviation. The event featured speakers from a wide range of aviation careers, including pilots, airport managers and air traffic controllers.

"Our goal is to introduce girls to different careers, in this case, the aerospace industry, that are interesting and challenging and keep them interested in math and science in an effort to give them more opportunities for careers as they reach high school," says Alaska member Roberta Degenhardt.

The fair showed the girls that with the opportunities now available, the sky is the limit.



Shawn Wilson/KTUU-TV

Aerospace Day encouraged girls to pursue a career in aviation.

From left, Ilse Hipfel, Loreen Wynja in front, unknown, Ron Braley, Traci Rodriguez, Christine Malcomson-Young.



SAN GABRIEL VALLEY CHAPTER

San Gabriel Valley's 19th Annual Poker Run was a runaway success. We couldn't have asked for better weather or a better group of volunteers as 23 airplanes launched from Cable airport.

Everyone enjoyed the stops at Ramona, Borrego Springs and Banning before returning to Brackett to pick up the final card for their poker hands. The pilot camaraderie during the BBQ, games and winner announcements was tremendous. Every participant won at least one of the fabulous prizes donated by local businesses and, thanks to all of our donors and participants, we raised a fantastic amount of money for our scholarships.

—Christine Malcomson-Young

GRASS ROOTS — Section and Chapter reporters share their recent activities



Claire Ojala, center, awards scholarships to Melanie Davis, left, and Laura Steinberger.

MICHIGAN CHAPTER

The Ninety-Nines of Michigan celebrated their 50th Amelia Earhart Luncheon in March in Bloomfield Hills, Michigan.

This year's speaker was Sarah Bryn Rickman, author of *The Originals*, the story of the first 28 WASP who flew during World War II, and *Flight from Fear*. Sarah lives in Centerville, Ohio and speaks frequently to audiences about women pilots of WWII.

For the past 50 years, The Ninety-Nines of Michigan have celebrated a special luncheon. In 1979, the Mary von Mach Scholarship Fund was established in memory of Mary von Mach, the first Michigan woman pilot and one of the Charter members of The Ninety-Nines. The scholarship enables a young female Michigan Civil Air Patrol Cadet to attend flight training at the Johnson Flight Encampment held in Mattoon, Illinois. To date, 35 scholarships have been awarded.

This year, Claire Ojala awarded scholarships to Cadet Lt. Col. Laura Steinberger, who lives in Howell, Michigan, and Cadet Melanie Davis from Kalamazoo, Michigan. Laura has earned many awards, participates in Search and Rescue missions, works for Bose Speaker Company and will join the Senior Staff of the Michigan CAP later this year.

Melanie has progressed through the levels of the cadet program to Cadet Chief Master Sergeant and is now the Cadet Commander of the Kalamazoo Cadet Squadron. Melanie's dream is to be an astronaut in command of the Shuttle.

—Nancy Walters

SAN FERNANDO VALLEY CHAPTER

Mary Lou Neale was a WASP during WWII and has contributed many years of knowledge and service to The Ninety-Nines and is now being honored into the Forest of Friendship

—Lilian Darling Holt



EASTERN IDAHO CHAPTER

The Eastern Idaho Chapter held their annual Companion Flying Seminar in February at the Pocatello Av Center located on the Pocatello Regional Airport to help non-pilots understand small planes and the people who fly them.

Jack Messick of the National Weather Service spoke to the group about how weather affects small airplanes, while Bob Jones, CFII, demonstrated why little planes don't just "fall out of the sky." Greg Clark, Flight Instructor and "retired" Tower Operator, explained to the group that the tower really is your friend, and in an emergency the operators have amazing resources to get both the people and their airplanes safely to the ground.

Terry Ross, a local psychologist and a pilot, talked to the group about how to calm themselves to take the fear out of flying, and Sandy Storhok, Eastern Idaho Chapter Chair, gave the group an exercise reading navigational charts.

One lucky attendee even won a Discovery flight, and the word is she's thinking about learning to fly — at the age of 70.

—Sandi Bills

Bob Jones explains why small planes don't just "fall out of the sky."



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Bay Cities Chapter: In the Beginning



Madeleine Kelly Royle and Amelia Earhart, 1929.



Thyra Merrill.



Ruth Rueckert, Elizabeth Hayward, Pansy Bowen, Marge Hook.



Top row from left, "Johnny" Johnson and Marian Trace.
Bottom row from left, Ruth Marshall, Madeline Royle
and Maxine Dunlap.



Ruth Marshall & Maxine Dunlap.

Ruth
Marshall
and
Maxine
Dunlap.



Standing, left to right, Maude Miller, Marian Trace, Harriet Isaacson,
Ruth Rueckert, Marjorie Hook, Ruth Wakeman, "Pat" Kendall. Kneeling,
Bea Nadon, Dolores Guinther and Anna Cort Meyer.