

99 News



The Official Magazine of the International Organization of Women Pilots

November/December 2007





99 News

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

The 99 News

4300 Amelia Earhart Rd.
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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

Major Nicole Malachowski, the first female pilot to fly with the USAF Thunderbirds, walks across the staging area at Gary Airport prior to the team's performance at the Chicago Air Show. Nicole was joined this year by the second woman Thunderbird pilot, Major Samantha Weeks.

Photograph by Susan Kelsey.

PERPETUAL CALENDAR

2007

DECEMBER

31 **Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application.** Email mentoring@ninety-nines.org or visit www.ninety-nines.org/careers/mentoring.html.

Deadline for submitting Bylaw and/or Standing Rules amendments to be presented to the membership at the 2008 Annual Meeting in Anchorage, AK. Send to Sally Biggin, Intl. Bylaws/Standing Rules Chair, PO Box 1127, Hoopa, CA. Fax 530-625-4736, Email: sbiggin@thegrid.net.

2008

JANUARY

15 **Deadline for submitting nominations for 2008 International Awards.** Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee. Contact Corbi Bulluck, mcbulluck@aol.com; 919-387-6664.

26 **San Gabriel Valley Chapter Annual Poker Run,** Cable Airport, Upland, CA. Contact Loreen Wynja, 951-369-5149 or Traci Rodriguez, 951-277-4412.

FEBRUARY

1 **Due Date for 99 News submissions** for March/April 2008 issue.

MARCH

12-26 **Incredible India Tour,** sponsored by the India Section. Special pre-and post-tours available. Contact Chanda Budhabhatti at Chanda99tour@gmail.com.

13-15 **19th Annual International Women in Aviation Conference,** San Diego, CA

14-15 **South Central Section Spring Meeting,** Albuquerque, New Mexico. Contact: abq99s@yahoo.com.

APRIL

1 **Due Date for 99 News submissions** for May/June 2008 issue.

4-6 **Southeast Section Meeting,** Bay Watch Resort and Conference Center, Myrtle Beach, SC. Hosted by Carolinas Chapter. Registration deadline March 3, 2008. Contact Reva Carpenter, revarex@aol.com or elizlee@comporium.net.

8-14 **Sun 'n Fun,** Lakeland, Florida, sun-n-fun.org.

MAY

13-15 **Southwest Section Spring Meeting,** Palm Springs, CA. Hosted by Coachella Valley and Imperial So-Lo Chapters. Visit www.sws99s.org/sectmeeting.html.

JUNE

1 **Due Date for 99 News submissions** for July/August 2008 issue.

2 **AOPA Fly-in and Open House,** Frederick, MD. Enjoy a full day of safety seminars, exhibits and aircraft on display.

20-22 **Forest of Friendship,** Atchison, Kansas, *Security and Solace through Flight* – Military aviation and humanitarian flight organizations. Visit www.ifof.org.

24-28 **Air Race Classic,** begins in Bozeman MT and ends in Mansfield, MA.

30 **Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application.** Email mentoring@ninety-nines.org or visit www.ninety-nines.org/careers/mentoring.html.

AUGUST

1 **Due Date for 99 News submissions** for September/October 2008 issue.

6 **Northwest Section Meeting,** Anchorage, AK or nearby.

7-10 **Ninety-Nines International Conference,** Anchorage, AK.

17-18 **Palms to Pines Air Race,** Santa Monica CA to Bend, OR. Send \$5 for race kit to Claire Walters, 13026 Psomas Way, Los Angeles, CA 90065 or download kit from 99slapalms.com.

SEPTEMBER

26-28 **Southwest Section Fall Meeting,** Ogden UT. Hosted by the Utah Chapter. Visit www.sws99s.org.

CORRECTION

In the September/October issue, an incorrect web link was provided in the Aerospace Education article. The correct address for Youth Aviation Adventure in Columbus, Ohio is youthaviationadventure.org.

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The Official Magazine of The International Organization of Women Pilots

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PROMOTE world fellowship through flight
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and aviation education in the community
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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

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INTERNATIONAL HEADQUARTERS

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

405-685-7969 or 800-994-1929

FAX: 405-685-7985

Email: 99s@ninety-nines.org

Website: www.ninety-nines.org

PUBLICATIONS COMMITTEE

Donna Crane-Bailey, Lu Hollander,

Pamela O'Brien, Bobbi Roe

Bobbi Roe: Editor-in-Chief

Danielle Clarneau: Associate Editor, Graphics

Jacque Boyd, Diane Pirman: Staff Writers

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Arlington Heights, IL 60006-0485

THE 99 NEWS

4300 Amelia Earhart Rd.

Oklahoma City, OK 73159-1140

Fax: (405) 685-7985

Email: news@ninety-nines.org

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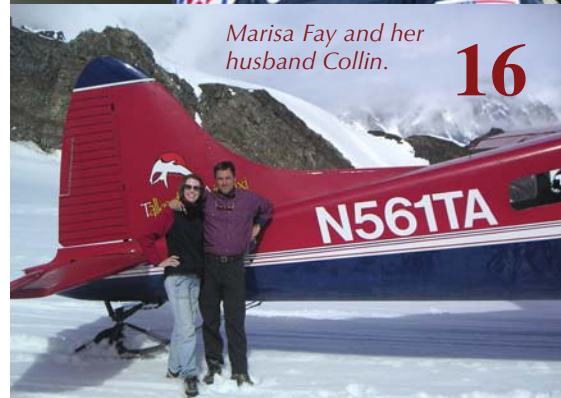
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International Awards Chairman



Major
Samantha
Weeks.



Marisa Fay and her
husband Collin.



Rikki Barton
and Fran
Bera.



All sorts of amazing characters appeared at the pre-Board meeting Halloween party in Oklahoma City. Costume prize winners are, from left, International Director Frances Luckhart, Laura Ohrenberg's guest James Lancaster and International Director Pat Theberge.

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President's Message

BY PAT PRENTISS, International President

As the year draws to an end, I find myself reflecting on being a member of one of the most unique aviation organizations in the world. My recent travels have reinforced for me just how unique and productive our members are.

I want to thank Peggy Loeffler, the Connecticut Chapter and the New England Section for doing such a fabulous job of organizing The Ninety-Nines booth and breakfast at the AOPA Expo in Hartford, Connecticut. Through Peggy's efforts, members and guests were able to enjoy the speaker, astronaut Cady Coleman, who is currently Chief of Robotics for the Astronaut Office. A veteran of two space missions, she has logged over 500 hours in space. Cady was very gracious, and the three hours she spent working in our booth certainly drew a crowd.



Julie Clark, left, and Mary Feik received the Paul Tissandier Diploma at the NAA Fall Awards Banquet. Mary also received the Brewer Trophy, while Evelyn Bryan Johnson, unable to attend the event, received the Stinson Award.

As if that weren't enough, both aerobatic pilot Julie Clark and Mary Feik were honored with the Federation Aeronautique Internationale (FAI) award, each receiving a Paul Tissandier Diploma. The day after the banquet, I received the following message from NAA President Jonathan Gaffney, "Our industry has a lot of moving parts, but there is none more vibrant . . . and universally admired, than The Ninety-Nines."

The Board of Directors meeting in Oklahoma City was, as usual, a real working session, and this Board meeting in particular produced a lot of excellent brainstorming. I'd love to see more of you attend these Board meetings. It's a full schedule, but it's very impressive to see the care that goes into planning for the future of our organization.

The weekend was topped off with a drive from Oklahoma City to Dallas to attend the Dallas and Ft. Worth Chapters' 50th anniversary at the Frontiers of Flight Museum. It was an exceptional evening that included an exceptional guest speaker, Retired USAF Colonel Kim Olson. Highly decorated, she was part of the first generation of female military pilots and has been deployed to several combat zones including Iraq and Saudi Arabia.

Finally, it was off to the San Diego Air & Space Museum to celebrate the *Legends of Flight* as Fran Bera and Patty Wagstaff were inducted into the Museum's International Aerospace Hall of Fame. Fran delivered a wonderful speech about The Ninety-Nines, and when our logo flashed on the screen, there was a loud and appreciative roar in the room.

May you all enjoy a very healthy, happy and productive New Year.



At the AOPA Expo, from left, Peggy Loeffler, Lesley Pritchard, Kathy Wadsworth, Pat Prentiss and Glenna Blackwell.

Back on the West Coast, Susan Liebler and the Ventura County Chapter were "raising the roof" with a challenge to all Southwest Section Chapters to help pay for our defective roof at Headquarters. The Ventura County Chapter pledged to match each donation dollar-to-dollar up to \$20,000. As of this writing, the Southwest Section has raised a little over \$30,000. I am pleased to say we now have a new roof, constructed with the proper sloping and adequate drainage. Thank you Southwest Section.

In October I attended the Fall Awards Banquet sponsored by the National Aeronautic Association in Arlington, Virginia. Catherine Cavagnaro, Tennessee Chapter Chairman, accepted the Stinson Award in honor of Evelyn Bryan Johnson. There may have been women who have flown faster and higher, but no woman has trained more pilots, logged more hours in so many types and categories of airplanes and given more FAA exams than Evelyn. That same evening, Mary Feik was honored with the Brewer Trophy, and as Mary said in her acceptance speech, "So much of this – all these tremendous honors – is so far beyond purview of what I might have ever thought was possible at various times throughout my life. The real honor, however, is that my legacy is going to be the youngsters that I have either taught or have influenced in one way or another. As far as I'm concerned, a greater honor? There just isn't."



Celebrating the Dallas and Ft. Worth Chapters' 50th anniversary are, from left, Angela Casteel, Chairman, Fort Worth Chapter, Jane Quinn, Chairman Dallas Chapter, Kim Olson, Pat Prentiss and Chris Swain, South Central Governor.



Search and Rescue with the Civil Air Patrol

BY MARILYNN SCHUYLER
Public Benefit Flying
Committee Co-Chairman

The Civil Air Patrol performs 95 percent of the nation's inland search and rescue missions, saving an average of 100 lives each year.

“**T**here it is! You can just make out the markings on the wing!” The location of the missing airplane is transmitted from the airplane that made the sighting to operations, and rescue teams are sent immediately. Mission accomplished.

Search and rescue is probably the most well known function of the Civil Air Patrol (CAP). They perform 95 percent the nation's inland search and rescue, saving an average of 100 lives per year. They also fly reconnaissance missions for Homeland Security and even counter-drug reconnaissance at the request of government or law enforcement agencies. In times of disaster, they assess damage and transport emergency personnel from site to site.



Kay Joslin Walling, Civil Air Patrol Captain (now Colonel), left, works with several cadets on a search and rescue mission.

Involvement in the Civil Air Patrol can begin at a fairly early age. I was a cadet myself, and I remember practicing drill and enjoying my first ride in a military simulator when I was about 12 years old. Cadets range in age from 12 to 21, and they often perform communication functions both on the ground and in the air.

Training and education are a large part of involvement in CAP. They conduct approximately 100 aerospace education workshops and reach more than 900 teachers each year. The Civil Air Patrol is always interested in recruiting and training pilots for their missions. To be a CAP pilot, you must be at least 17 years old; hold a valid FAA private, commercial or airline transport pilot certificate; hold a Class III or higher medical certificate; and have a current flight review.

The Civil Air Patrol is a nonprofit corporation that is an auxiliary of the U.S. Air Force, with more than 56,000 members (including 27,000 cadets) located in eight geographic regions. They have the nation's most extensive communications network, and their fleet of 535 single-engine piston aircraft is the world's largest.

To learn more about how you can be involved in the Civil Air Patrol, visit their website at www.cap.gov.



A group of Civil Air Patrol members traveled to Washington D.C. to deliver their Annual Report to Congress.



PILOT CAREERS: The View

BY DONNA MILLER
International Careers Committee

"There are two things to aim at in life: first, to get what you want; and, after that, to enjoy it. Only the wisest of mankind achieve the second." — Logan Pearsall Smith

My friend M'Shell was telling me recently about her experience learning to snowboard. (For those of you who came to Colorado for the International Conference, imagine the mountains draped in a soft blanket of white.) She struggled and fell, time after time, her frustration increasing exponentially with every fall. The instructor, young enough to be her son, said to her, "If you continue to do the same thing, you are going to get the same result. And sometimes, you just have to stop and enjoy the view."

M'Shell blinked back her tears and looked across the breathtaking valley. She thought about her mistakes and thought about what she could do differently. And she genuinely enjoyed the view.

As pilots we tend to have the typical "type A" personality and are blazing through our ratings to get that all important seniority number at an airline or to fly the bigger plane at the FBO. We make mistakes along the way and learn from them, seemingly, just in time for the next checkride.

I didn't land my first flying job until I was 37 years old. "Don't you wish you had started earlier?" I've been asked many times. I flash back to my life B.C. (Before Commercial): living in Germany the year the Berlin Wall fell...working with Captain Jeppesen to catalog his memorabilia...being employed in an airline training center. Would I have traded that in at a younger age to do what I love now? Not a chance!

My first flying job was hauling car parts single pilot to Chihuahua, Mexico out of El Paso. I was bruised from loading and unloading freight. My weight reflected my paycheck. I couldn't wait to move on. But now, carrying passengers from Cabo San Lucas to Denver, I crane my neck to see Chihuahua and look down at the Rio Grande that defines the border between El Paso and Juarez. I smile as I realize *that's* where I *really* learned to fly. Every stop on my career ladder has been an amazing experience, and I'm happy that I had the maturity to appreciate each for what it had to offer.

Just by learning to fly, we have achieved a great deal — a perspective of the world few people get to enjoy. What a wealth of life experience goes into seeing the world from the vantage point of an airplane. From the front seat of an airplane! There will always be setbacks and disappointments, but if we can learn to appreciate our surroundings at each stop along the way, how truly wealthy we would be. The next time you fly, think about that. And genuinely enjoy the view.

PRO 99s PROFILE: Agata Pares

BY BETSY DONOVAN, International Careers Committee

As a little girl, Agata Pares dreamed of becoming an astronaut. Now, she's a captain at Expressjet Airlines flying the Embraer 145 jet around North America and the Bahamas. "Flying is a career and a passion. I cannot imagine doing any other type of job and feel as whole as I do now."

A professional pilot since 1996, Agata gained her hours through flight instructing, mostly in the western United States. She holds an ATP with EMB 145 type rating, CFI, CFII, MEI and IFR in Portugal. Presently a member of the Ambassador Chapter, Agata plans on rejoining the Mt. Diablo Ninety-Nines now that she recently moved back to the San Francisco Bay area.

Agata's advice: "Follow your dream! It might be hard at some point, but the rewards are truly good. I love to sit in the cockpit at 37,000 feet and see the sunsets, sunrises and even the storms."





Major Nicole Malachowski



Major Samantha Weeks

Thunderbird

Women



Photo courtesy USAF

For more than 50 years, the United States Air Force Thunderbird pilots have been men. Last year, that tradition changed when Major Nicole Malachowski took the controls of one of the six Thunderbird F-16s. This year, yet another woman joined the team as a pilot, Major Samantha Weeks. Both women are members of the Military Internet Chapter.

BY MARTHA PHILLIPS, Ventura County Chapter

Since 1953, the United States Air Force Thunderbirds have awed more than 300 million people around the world with their breathtaking precision aerial maneuvers. Up until last year, men have always controlled the cockpits of those six powerful red, white and blue F-16s, taking the aircraft through the thrilling diamond and solo performances. But now, although air show audiences may not realize it, two of those fighter jets are piloted by women — and they are both Ninety-Nines.

Last year USAF Major Nicole Malachowski became the first female aviation demonstration pilot of the Thunderbirds, with Major Samantha Weeks following this year. They both went through a rigorous selection process that took about six months — and required 1,000 hours in fighter aircraft to even apply.

“Since women couldn’t fly fighter aircraft until 1993, it took us some time to

get the hours needed,” says Nicole, a member of the Military Internet Chapter.

As for being the first female Thunderbird pilot, she says, “I am as proud as any person who’s been lucky enough to wear the Thunderbird patch. For the USAF, women fighter pilots are old news. Heck, the WASP were flying fighters 60 years ago. Twenty percent of our USAF is female, and I’m proud to put a very visible face on their contributions. At the end of the day, the responsibility of being a role model to young Americans in search of their dream is very, very humbling.”

Samantha, also a member of the Military Internet Chapter, says she was surprised to be selected for the Thunderbirds. “I personally didn’t think I had a chance. I didn’t think the Air Force would have two female pilots on the team at the same time. But I learned a lesson in college, and it stuck with me: You can’t succeed if you don’t try, so I applied. That’s a lesson I

hope to impart to the children, teenagers, young adults and even adults who we meet across the country.”

MAJOR NICOLE MALACHOWSKI

Nicole is a Senior Pilot who entered the Air Force in 1996 upon graduation from the Air Force Academy. Before her assignment to the team, she served as an F-15E Instructor Pilot and Flight Commander with the 494th Fighter Squadron, RAF Lakenheath, United Kingdom. She has logged more than 1,900 hours as an Air Force pilot, with more than 1,700 hours in the F15E and F16C/D. She also has about 188 combat hours, flying in Operation Deliberate Forge in Kosovo (1999) and Operation Iraqi Freedom (2005).

An air show, a lot like the ones she flies in today, formed her dream of flight when she was only five years old. “I fell in love with the F-4 Phantom. I loved the power, technology and gracefulness of the fighter aircraft. I was pretty much hooked from that day forward.”

Attending the Air Force Academy was a longtime goal. “My lifetime love of aircraft combined with having a very patriotic family equaled the Air Force. So, the love of country I was raised with, plus my love of fast planes, made the USAF Academy a great option for me.”

Even though she is the first woman Thunderbird pilot, she actually never wanted to be one, ever, before her husband suggested she look into it. “After doing some research, I realized it was a fighter squadron with a unique mission. What better way is there to share the Air Force story?”

Nicole flies position #3, right wing, where, she jokes, she’s always right. “Seriously though, each position is very, very unique. As intricate as each maneuver is, and as close as we fly, each pilot is the one and only expert in their position.”

For the right wing, she is always on the outside of every roll. “There is a big moment that requires a good pull on the stick and extra power — the opposite of what is being done on the left wing. I believe the most challenging thing for the #3 position is the Trail Formation. There are two aircraft above you, moving around, that you can’t overreact to because

there is another aircraft underneath you. There is a ton of trust going on in Trail Formation...a ton.”

Flying in that close of a formation requires exceptional mental endurance and stamina, says Nicole. “Constantly redefining your position in this very dynamic environment takes a lot of small, continuous corrections. It’s a huge mental workout.”

It also takes substantial physical endurance, which Nicole prepares for by working out to always be in top shape. “The F-16 is a high performance aircraft capable of pulling 9 Gs. Having a strong lower body helps you perform the anti-G straining maneuver more efficiently.”

The Thunderbird schedule is rigorous, with about 400 hours of flight each year, and in 2007 the team spent five weeks in Europe, including Ireland, Poland, Romania, Bulgaria, Italy, France and England. “We are, after all, Ambassadors in Blue.” However, she admits the travel leaves her limited time to be with her husband, “but he is so supportive, and we both realize this Thunderbird moment is a unique, once-in-a-lifetime opportunity.

Nicole experienced another such opportunity this summer when she was inducted into the International Forest of



“As intricate as each maneuver is, and as close as we fly, each pilot is the one and only expert in their position.” - Nicole



Samantha Weeks, WASP Betty Blake and Nicole Malachowski.

"I thought this would be a great way for me to give back to the Air Force. I have so much to be thankful for, and the Thunderbirds are an avenue for me to give back to the Air Force by representing the men and women who voluntarily serve every day around the world." —Samantha



Samantha, in her F-16, waves to fans.



Major Nicole Malachowski with Ninety-Nines President Pat Prentiss.

Friendship in Atchison, Kansas. Although she was unable to attend the ceremony in June due to her flight schedule, she visited the Forest in August. "What a privilege, what an honor, to be associated with such a wonderful organization."

Facing her final performance with the Thunderbirds in November at her home base at Nellis AFB, Nevada, she feels fulfilled by her two years with the famous flyers. "I was afforded a wonderful opportunity. I did my best, I hope I made a difference, and I was honored to be a part of it all."

MAJOR SAMANTHA WEEKS

Like Nicole, her fascination with flying began early. For Samantha, the magic moment came when she was six, flying home from the United Kingdom on a KC-135. "We refueled some F-15Cs over the Atlantic Ocean. Staring at the pilot just a few feet below seemed amazing. I decided that I had to become that one day." It took only a few more years, at age 9, to set her heart on going to the Air Force Academy.

Samantha finished eighth in her T-37 class, but there were only six slots for the T-38 fighters. She didn't think she had a chance, but during the selection process, she was staring into a glass-framed pic-

ture that reflected the T-38 sitting out on the ramp, and when asked by the commanding officer what she wanted, Samantha responded, “Sir, I want the T-38.” She entered the fighter track and finished second on T-38s and received her first choice of fighter, the F-15C Eagle. She flew missions over Iraq in both the Northern and Southern Watch and was deployed to Saudi Arabia on September 11, 2001.

Her interest in the Thunderbirds heightened in 2000 when she was the Thunderbird Project Officer for the Langley Airshow and spent the entire weekend shadowing the team from every aspect. “I thought this would be a great way for me to give back to the Air Force. I have so much to be thankful for, and the Thunderbirds are an avenue for me to give back to the Air Force by representing the men and women who voluntarily serve every day around the world.”

In the Thunderbird performances, Samantha flies #6, right opposing solo. She loves everything this position has to offer. “There is close formation with all six aircraft, close formation with #5 and #6 in both reflection and calypso passes (where #5 is inverted), trust and teamwork between the solos when executing our opposing passes and crossover break, and max performance fighter capabilities seen in the solo individual maneuvers.”

Although from the ground the audience perceives the opposing solos to pass mere inches apart, Samantha says that many factors go into an opposing pass: airspeed, altitude and lateral spacing. There are days when they can be 30 feet apart and other days where they’re 75 feet apart. The “hit” can look exactly the same to the crowd in both cases.

Line of sight is the key to turning on knife edge. Samantha explains that #5 will be looking for the line of sight to develop as the aircraft close on each other. “As he sees it build, he’ll call “hit it” for the opposing knife edge, and we’ll both execute a left turn to 90 degrees. We’ll hold it until he calls “roll out” after we’ve passed.”

Solo pilots are typically pulling 7 Gs behind the line to ensure they’re back on time for their next maneuver. Samantha says the highest G maneuver for her, as

the right solo, usually occurs at the end of the sneak pass where she’s clearing the line with the diamond in close proximity to her aircraft. “But I’m going .94M at 150 feet.”

This being her first season with the Thunderbirds, Samantha looks forward to new challenges when she will be #5, Lead Solo. “We will also have a new commander/leader, and part of my job as lead solo will be to aid the new #1 in the overall deconfliction aspect of our demonstration. There are six aircraft, but you can think of it as three entities: the diamond, left solo and right solo.”

Her travel experiences have been memorable. “I could never have imagined visiting the places we’ve been to this year.” The downside? “Suitcases and not being home with family or your sweet puppy dog.”

Although they are limited to two years flying with the Thunderbirds, both Nicole and Samantha feel honored that they have been a part of such an honorable tradition and that they have opened the cockpit for other Thunderbird women who will follow them.



“There are six aircraft, but you can think of it as three entities: the diamond, left solo and right solo.”
– Samantha



Major Samantha Weeks, along with other Thunderbirds, signs autographs for fans.



Amazing Women: Our PPLI Volunteers

This is the second of a two-part article. Please see the September/October issue for the first article.

BY LEJA NOE, PPLI Team Leader

There are times I wholeheartedly believe the words “amazing” and “women” are synonymous. That belief is strongest when witnessing the work of the Professional Pilot Leadership Initiative’s volunteers.

Volunteers for the program are all professional pilots with the usual time constraints of the profession. They are often commuting to work, facing increasingly demanding schedules and perhaps even studying for recurrent/initial/transition/upgrade training. They are also wives, mothers, daughters, sisters, aunts and friends. In their precious spare time, they offer their expertise as leaders and mentors for our program.

The Professional Pilot Leadership Initiative, or PPLI, is a formal mentoring program to develop careers and leadership abilities of Ninety-Nines members pursuing a professional pilot career. Applicants are paired with a more experienced pilot for career guidance and leadership development. The program is designed to be one year long, or two sessions. The first session is known as the Captain session (because we are all Pilot in Command of our careers). The second session is an opportunity to pass on what has been learned as a Navigator, or mentor to another woman.

Without the dedication and countless hours of our volunteers, this program would not be the success it is. I’d like to take this opportunity to introduce some of these amazing women.

The Coordination Team

The Coordination Team is responsible for the administrative duties of the program, as well as advising the mentoring pairs. Team members are known as Coordinators and commit to serving at least one year. The team leadership model enables us to retain continuity while Coordinators join and leave the team. The following are our Coordinators for 2007:

I’m thrilled to be a part of such a great group. A recipient of their help when I was an applicant three years ago, I continue to appreciate their dedication and passion for the program as the Coordination Team Leader.

— Leja Noe



Laura Conover

Laura is from the Kitty Hawk Chapter. She is currently a new hire pilot at Delta Air Lines and is taking the second session of 2007 off from the PPLI to focus on her new job. Laura was previously a Saab 340 Captain at Colgan Air. She is definitely familiar with all aspects of the program as she has participated as an applicant twice before becoming a Coordinator. The PPLI’s first Flight Level 2 graduate, Laura has blazed trails for other successful women.



Liana Hart

A PPLI graduate, this is Liana’s first session as a Coordinator. She is a Canadair Regional Jet captain for Mesa Airlines who I recruited when I heard she was “looking for a project.” She certainly has found one. Liana is a member of the Las Vegas Valley Chapter.

“There are so many inspiring, successful women in this program which gives the PPLI a contagious energy to improve your own skills and help other women do the same.”

—Michelle Hovey

Michelle Hovey

Michelle is a Saab 340 Captain at American Eagle. She is our current team veteran, as Michelle served as team leader for the past two sessions and a Senior Navigator before that. Her insight and guidance is invaluable. Michelle is a member of the Fort Worth Chapter.



Kelli King

Kelli is a first officer at SkyWest and a member of the Pikes Peak Chapter. Not only was Kelli a Coordinator, she was also a graduate of the program. While she left the Coordination Team this second session, Kelli's contribution will be appreciated for many sessions to come as she organized and maintained the program's archives.



Tammy LaBarbera

Tammy is an Airbus 320 first officer for US Airways and is from the Phoenix Chapter. She was a Senior Navigator before becoming a member of the Coordination Team. Prior to stepping down from the team this session, Tammy worked with Kathy Salm on the colossal task of matching the mentoring pairs.



Leja Noe (Team Leader)

I get the privilege of leading this group of amazing women who are incredibly driven and focused on the success of the program, as well as of program participants. Currently a first officer at Mesa Airlines on the Canadair Regional Jet, I am also a graduate of the program and a member of the Greater Seattle Chapter.



Kathy Salm

Kathy is a graduate of the program, a member of the Tucson Chapter and a first officer on the Citation Ultra at NetJets. Working with Kathy the past year has made me think of her as the “Task Master.” If you want something done, Kathy will likely have it done often before you even ask. She is *that* good.



Cathy Jacob

Cathy is a member of the Ambassador Chapter. She is also a new recruit for the team but has been involved with the program as a Senior Navigator. A first officer at Delta Air Lines, Cathy brings experience from a legacy carrier to the team.



**Sarah Warner**

Sarah joins the team this session. She is from the Florida Spaceport Chapter and brings great ideas and a passion for recruiting. I'm eager to see where she will take the program. A recent graduate, Sarah is a SimCom Training Centers instructor and ferry pilot on Pilatus, Twin Cessna and Beech Baron aircraft. Her career goal was directly affected by her participation in the PPLI.

**Jenny Beatty (Advisor to Team)**

Jenny Beatty is the co-founder of the PPLI. She is an MD-80 pilot for American Airlines and a member of the Ambassador Chapter. Jenny continually amazes me with all she contributes to The Ninety-Nines. She also seems to put the "professional" in professional pilot.

**Jenny Higgs (Advisor to Team)**

A corporate Gulfstream G-III and MDH 500E helicopter co-captain, Jenny has been lending a hand to the Coordination Team in an advisory role this year, an exciting and busy time for Jenny as she became a mother of twins. Jenny is also a member of the Ambassador Chapter.

"What I have learned from founding the PPLI and working with wonderful Ninety-Nines over the past four years is that no matter how far you've advanced as a pilot, you can still learn and grow by mentoring and getting mentored."
— Jenny Beatty



Senior Navigators

While the PPLI is designed for participants to become mentors, or Navigators, during their second session, there are times when we have to call upon additional volunteers due to their level of experience or special expertise in a particular pilot career field. Typically these women have reached their career goal. They also may have been a graduate. Here are our specialists for this session.

**Michelle Booth**

Senior Navigator Michelle Booth is a United Parcel Service Boeing 757/767 first officer and a member of the Ambassador Chapter. She recently wrote, "One of the reasons I joined The Ninety-Nines was to be able to pay forward that which so many pilots have given to me along the journey of my career. The PPLI has given me the opportunity not only to pay it forward, but it has also given me a group of ladies that have helped me grow and become a better professional."



Krisan Wismer

One of our visions for the PPLI includes finding perfect mentors for women who aspire to achieve senior leadership in a pilot career field. When Graduate Sabrina Riffle applied to the program for a second time (Flight Level 2) to prepare for captain upgrade, we decided we would not only find her an airline captain, we would find her an instructor pilot — United Captain Krisan Wismer.

Krisan is currently on the Boeing 757/767. Her previous experience includes being an instructor for the Boeing 747. In addition to her involvement with the International Society of Women Airline Pilots (ISA+21), Krisan was instrumental in beginning a mentoring program at United that helped women prepare for employment interviews.



Pat Prentiss

A familiar name to The Ninety-Nines, Pat Prentiss is our organization's President. She is also a Citation CE-650 and HS-125 captain as well as the Director of Operations for her charter company. I guess I could sum things up by saying, "If you want something done, ask a busy person (Pat) to do it." This marks Pat's seventh consecutive session as a Senior Navigator.



Vicki Ross

Vicki is a captain at Southwest Airlines and a member of the Phoenix Chapter. In addition to volunteering to mentor for our program, Vicki adopts Dutch flight students learning to fly in Phoenix. "Mostly I feed them," she says. After six months in Phoenix, these students return home, flight train in a Baron and Airbus simulator for another nine months and are subsequently hired by KLM. I think it is safe to say that Vicki's impact on future, professional aviators is global.



Marina Saettone

Marina is a true specialist on our list of Senior Navigators as she is one of our few helicopter pilots, flying a Bell 206 L3 for ChevronTexaco in the Gulf of Mexico. She provides off-shore oil rig support. Marina is a graduate of the program and a member of the Phoenix Chapter.

"The Captain I was assigned ... keeps me updated on what she is doing and shares the excitement and joy she is living. It has helped me see how far I have come and how valuable my experiences are to another pilot. That sense of value and appreciation is something we don't often get in other areas of our lives and fits hand in glove with most all of my experiences with The Ninety-Nines."

Those are our guest specialists this session but the list of volunteers would not be complete without a mention of all our past Senior Navigators. Chris Abbott, Andrea Averyt, Tamar Bailey, Thyra Blaom, Heather Brown, Liz Clark, Deb Cunningham, Jeannie Dismukes, Monica Doherty, Linda Mae Draper, Marcia Graff, Karen Griffith, Becky Hempel, Mary LaMoy, Traci Leider, Tracy Leonard, Christine Malcomson-Young, Kristen Mansel, Gina Martyn, Erin McCoy, Donna Miller,

Linda Morrison, Louise Nutter, Wendy O'Malley, Laurel Peterson-Helder, Carol Rayburn, Erin Recke, Nancy Rohr, Stephanie Russell, Terry Ryan, Laura Smith (Co-Founder and past Program Leader), Evelyne Tinkl, Raegan Vaughan, Aileen Watkins, Nichole Wolfe, Lucy Young and Monika Zajac have all been Senior Navigators for the program.

Impressive list, no? An enormous thank you is extended to all of these pilots. Women, you are amazing!

"I feel very good about helping women to make decisions about their career while prioritizing their families at the same time. What a see-saw we ride! I would recommend this program wholeheartedly."
— Vicki Ross



Twenty-seven adventurers and thirteen aircraft set out for the Land of the Midnight Sun to deliver two cyclists to the start of their multi-continent ride.

BY MARISA FAY
High Country Chapter

My husband's brother and sister-in-law surprised our family one day by announcing their plans to bicycle from the Arctic Circle to Argentina's Patagonia. Yes, really. Randy and Nancy's excitement was contagious, and my husband Collin and I found ourselves considering ways in which we might integrate ourselves and our Cessna T210 with their bicycle adventure. By the end of the week, we'd ordered a few charts. By the end of

the month, we'd agreed to fly our cyclists to their drop-off point in the Canadian Arctic village of Inuvik, Northwest Territories.

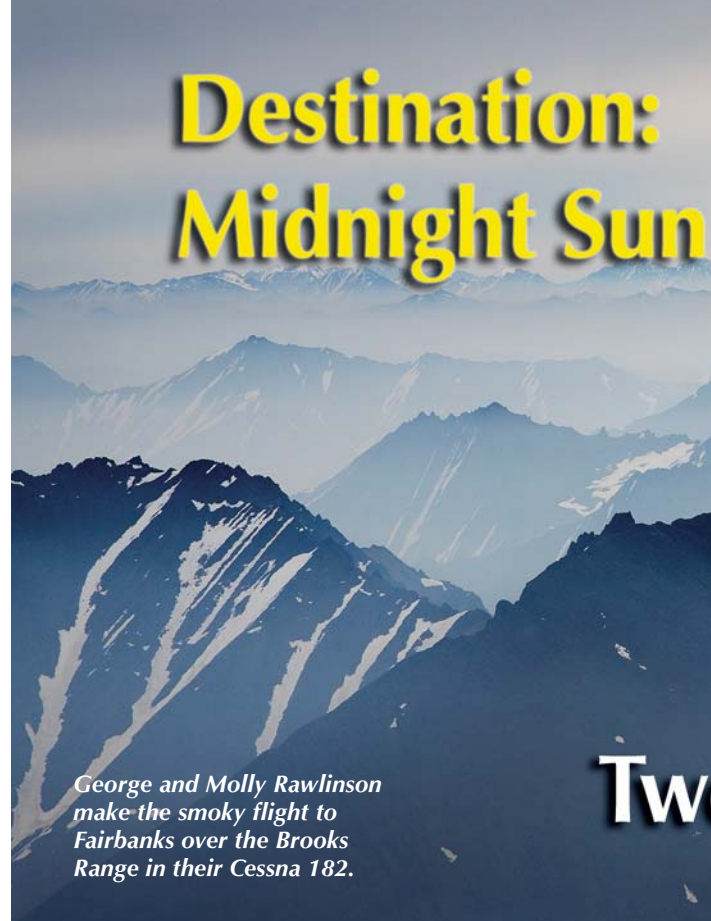
Collin and I have guided pilot vacations for our business for the past seven years. During that time, we've had the pleasure of meeting some very adventurous pilots, some of whom were ripe for a wild and woolly trip such as this one. Many had expressed their burning desire to fly the Alaskan Highway, and soon we had a group of 25 others, piloting 12 additional aircraft, committed to this 17-day flight to the Midnight Sun.

Not long into our planning, we realized that bicycling journeys begin much like flying ones do: researching potential routes, evaluating sleeping options, properly preparing our "vehicles" and packing conservatively so as to allow survival gear to fill any excess capacity. Knowing that Randy and Nancy's payload was about 30 pounds per bicycle, a little twinge of gluttonous guilt would sweep over us each time we

loaded and reloaded the plane.

If nothing else gives you pause to consider the vastness of space and remoteness of civilization in Alaska, the FAA requirements for survival gear will. Each plane must be equipped with rations for each occupant sufficient to sustain life for one week, one axe or hatchet, a first aid kit, an "assortment" of tackle, one knife, some sort of fire starter, mosquito head nets for each occupant and two small signaling devices (like colored smoke bombs, railroad fuses, etc.). If you are traveling during the winter months, add a pair of snow shoes, sleeping bags and woolen blankets to your list. Other items deemed essential by members of our group included bear spray, rented satellite telephones, small tool kits and personal locator beacons.

The route was to be from Helena, Montana to Inuvik, NWT, then south to Anchorage, Alaska and then back to the United States via Fairbanks and Edmonton, Alberta. We planned to depart from the Alaska Highway north in order to follow the Dempster Highway to Inuvik, where our cyclists would begin their journey.



Dave Ohlsen



Randy Fay and Nancy Lewis pack their highly-modified road bikes into Carl Dyess' Stationair for the trip to Inuvik.



A Tale of Adventures

Given the group size, we broke up into three smaller flights, named Caribou, Moose and Kodiak. As the caribou is the fastest-running animal of the three, its flight was made up of the Cirrus, Saratoga and both Centurions. The Moose flight included three turbocharged Skylanes, an RG model and a Stationair. A Skylane, Tailwind and two Skyhawks comprised the Kodiak caboose. So as not to clog the airwaves, each group communicated on a distinct air-to-air frequency, and an assigned flight leader would then communicate with the other two leaders.

A concerted effort to coordinate spare parts and address potential maintenance concerns was undertaken by two pilots in the group, while another member phoned all the airfields ahead of time to let them know we were coming. In the end, only a couple of minor maintenance issues cropped up, and tiedowns and fuel were available at all the airfields.

Helena to Dawson Creek, British Columbia

Crossing the border into Canada requires only a little more preparation and

effort than flying stateside. Canadian Customs must be advised of your pending arrival, and flight plans must be filed when flying to, from or within Canadian airspace. Our first flying day covered about 650 nm, which the Caribou group made in two flights (clearing Customs and refueling at Calgary-Spring Bank), while the Moose and Kodiak flyers made it in three (stopping at Lethbridge and Rocky Mountain House). We were awestruck at the rugged peaks of the Canadian Rockies as they wended northwestward through Alberta and British Columbia. However, the scenery did little to distract us from the turbulence that we experienced in varying degrees the entire day.

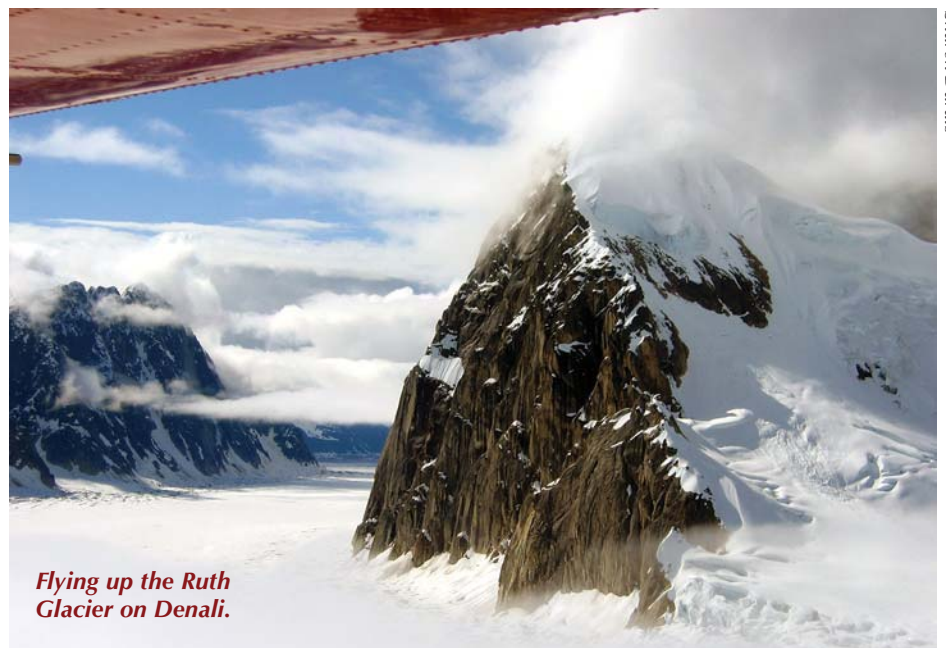
Dawson Creek, British Columbia marks the official start of the Alaska Highway, and its famous landmark, Milepost Zero, is photographed by thousands of tourists every year. The highway construction, or "AlCan" project, was undertaken to protect the North American frontier during World War II. In eight short

months, the highway was built, or rather roughly hewn, from Dawson Creek, British Columbia to Delta Junction, Alaska, some 1,422 miles away.

General aviation pilots love the highway because it not only provides an excellent navigational reference, but it also connects the string of airfields of the Northwest Staging Route. Listen to any pilot recount their trip to Alaska, and you will likely hear all the same destinations and fuel stops mentioned: Ft. Nelson, Watson Lake, Whitehorse, Northway. Moreover, there is little room for confusion as to whether you are following the "right" highway. Substantial roads up here are few, and during the summer, the RV traffic on the Alaskan Highway provides a simple visual confirmation.

While Canada is replete with flight service professionals willing to provide you up-to-the-minute weather information, reliable forecasting is an oxymoron this far north. One specialist told us they gave up on long-range forecasts (beyond 12 hours) years ago because they simply weren't useful tools for pilots. So while you won't have the luxury of extended weather reporting, you might have the unexpected perk of live, local flight service specialists at your airfield.

We found pleasant and helpful Flight Service personnel at the Canadian airports of Dawson Creek (unfortunately on their final day of operation at that field),



Flying up the Ruth Glacier on Denali.

Sharon Dardis



Collin and Marcia, right, say goodbye to Nancy and Randy in Inuvik.

Whitehorse, Inuvik and Dawson City, and in the Alaskan towns of Northway and Talkeetna. In Inuvik, the specialist called me at the hotel to let me know our late-arriving airplane had landed, and we should come pick them up.

Traveling with a large group has many joys and a few complexities, and evaluating questionable flying weather proved to be one of the latter. Sifting through the experience and comfort levels of 27 pilots and passengers to make go/no-go decisions required some discernment and trust on all our parts. Ultimately, only two no-go decisions were made during the trip. During a couple legs, we were getting pretty close to visibility minimums, so we were again thankful to be flying the same route with

the same waypoint references to keep our big group comfortably separated.

Dawson Creek to Inuvik

From Dawson Creek, the group flew north to Whitehorse, Yukon for a night, then on to Inuvik. It's hard to say whether our bikers' anxiety about their trip was eased or heightened by seeing their cycling route by air, for the 450 unpaved miles of the Dempster Highway had always been their least known variable.

Newspaper articles about bears mauling bicyclists and movies about grizzly men would raise anyone's blood pressure. These two would carry their whole lives on their bikes — clothing, camping gear, spare tires — and worse, food! And now they had the added knowledge of seeing their route by air, seeing just how dusty and remote and little-traveled Dempster really was.

Inuvik's airport sits amid windswept tundra where the ancient spruce trees reach only 10 feet tall. Because of the permafrost located just below the surface of this vast river delta, everything in Inuvik is built on stilts, and the structures are interconnected by a network of above-ground utility corridors (utilidors). In this northern village, a tourist motel will cost CDN \$100, and a burger and beer will fetch another \$20. With round-the-clock daylight this time of year, we had no chance of glimpsing the famous Northern Lights.

I'm not sure any of us truly believed we would fly away in our 13 planes, leav-

ing Randy and Nancy behind with their little bikes and little gear in that little town located at 68 M 18' north latitude. But leave them we did, for the next chapter in our journey: Alaska.

Inuvik to Dawson City to Anchorage

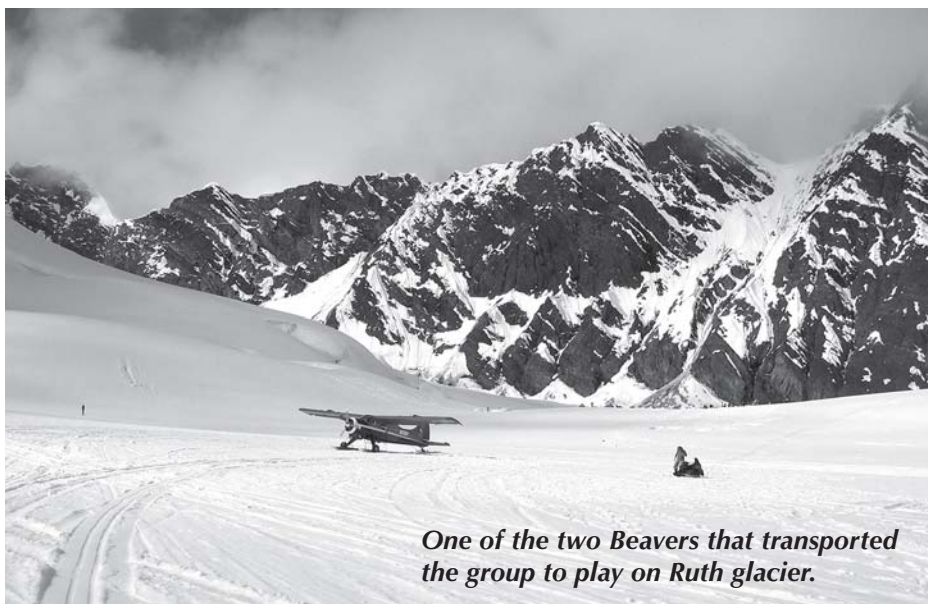
The group flew to Anchorage via Dawson City, Yukon, a lively, historic town where the gold fever of 1896 is still contagious today. We'd stopped there for fuel on the way north and enjoyed an overnight stay on our southbound trip en route to Anchorage. The city streets still haven't been paved, and the only restaurant we could find to serve an early breakfast was the Chinese joint, but those are only two of the many charms which make this place memorable.

Leaving Dawson City, we refueled and cleared Customs back in the U.S. at Northway, with a motel and café right on the airfield. The inspection process was as easy as the cheese-apple pie was delicious. A visit to the flight service station braced us for what was to be a turbulent ride down into Anchorage's Merrill Field. We flew low, very low, much of the way because the briefer said the winds increased significantly with the altitude.

Making our way south along the valleys and foothills of the Wrangell and Chugach mountains, I was equally struck by the slow-moving glaciers below us and the wicked lenticulars overhead. With the international airport, the GA-friendly Merrill Field, the world's busiest seaplane base at Lake Hood, and Elmendorf Air Force Base, Anchorage is a virtual beehive of flight activity. Indeed, there are 10 separate entries in the Alaska Supplement for Anchorage.

Anchorage was a planned four-night stay, which gave everyone the time to enjoy Alaska as they wanted: biking the moose-popular coastal trail, photographing Kodiak bears on Redoubt Bay, taking a wildlife cruise in the Kenai Fjords and, most memorable for us, flying north to Talkeetna with one goal in mind: landing in a Beaver on Denali's Ruth Glacier.

About half the group made the quick flight up to the town of Talkeetna, which the locals proclaim to be "a quaint little drinking town with a climbing problem." It was both a relief and thrill to leave the



One of the two Beavers that transported the group to play on Ruth glacier.



Right, an aerial view of the unpaved Top of the World Highway. Above, the entrance to the Alaska Highway.



piloting to the local bush pilots, as negotiating the peaks, valleys and cloud decks of Denali National Park takes some expertise. There are a handful of tour operators based at Talkeetna's airport, and we chose Talkeetna Air Taxi for our trip. Two Beavers accommodated our group and we spent about 40 minutes flightseeing and another 20 playing on the glacier. When our pilot saw the ground fog creeping up the valley, we were given the word to load up, *now*, and within moments we were skiing down the runway for takeoff.

Anchorage to Fairbanks to Home

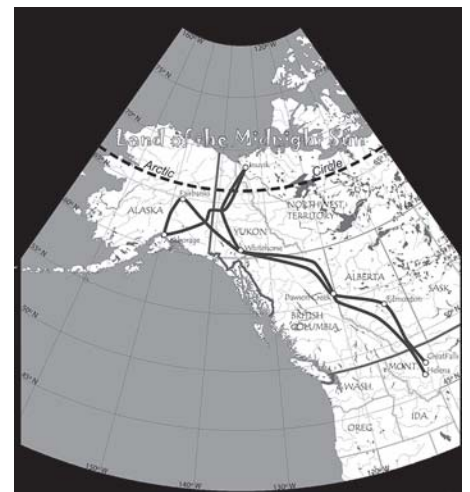
A friend living in Fairbanks told us that his town was worth a stop, so we spent one night in that northern city after departing Anchorage. Seconds after departing Merrill Field, we spied a moose grazing away at the departure end of the runway. En route, many spotted mountain goats high on the ridges. However, our attention ultimately became most focused on the reduced visibility conditions along our route. The Parks Highway fire west of Fairbanks would ultimately burn more than 112,000 acres, and on this day the air stability encouraged the smoke to densely settle into the mountain valleys around us.

The next morning we found still more smoke in the skies and a fine layer of ash in the cockpit, as our group embarked on the final phase of the journey: back to the USA via Whitehorse and Edmonton. We'd made a commitment early on to leave open the possibility of diverting south to fly the Inside Passage in order to visit friends in Ketchikan or perhaps change course from

Watson Lake to fly "The Trench" south to Prince George.

The weather allowed neither such diversion, so we found ourselves back to the originally scheduled plan. We retraced our northward journey over the highway, and were able to see the glacial valleys and snowy peaks of the Rocky Mountains between Whitehorse and Dawson Creek. The weather two weeks before had pushed us north to the Liard River valley for much of that stretch, so we were pleased to see the magnificent terrain on the return trip.

The group eventually landed at Edmonton's City Centre airport just in time for Game 7 of the Stanley Cup finals. As for our cyclists, at the time of this submission, the bikers had recently crossed into Guatemala, where they will break for 10 weeks of charity work. You can follow their trip at www.hobobiker.com.



The flight route.



Jack Schulte and New Zealander Graham Lee pilot the Turbo 182 over the arctic tundra between Inuvik and Tuktoyaktuk, NWT, Canada. Because of the vast, marsh-like terrain, "Tuk" is accessible only by plane in the summer and ice road in the winter.



Palms to Pines Race co-founder Claire Walters.

The birth of the Palms to Pines Air Race was a bumpy one. There were no hotels in Independence, Oregon in 1970, so racers stayed in homes of the residents. Another year, a “tower in a suitcase” had to be brought in when government money dried up. Despite the challenges, the race has thrived, offering pilots of all levels a fun race from the palm trees of California to the Oregon pines.

The Birth of the Palms to Pines Air Race

BY CLAIRE WALTERS
Los Angeles Palms Chapter

In the spring of 1970, I received a late night call from several civic leaders in Independence, Oregon. They had a 2,500-foot grass runway with seven airplanes, and they wanted a new airport for local use and to attract new people and businesses.

Oregon State aeronautical leaders had previously picked up the deed to the airport and promised to put in a 3,500-foot paved runway, light, taxiways and a parking area, but they backed out of the deal.

So, in an effort to keep the dream of an airport alive, Independence decided that a Woman’s Air Race could bring attention to their goal, and that late night phone call started wheels turning. The airport was completed in several years.

For our race, the city promised us free housing, meals, trophies and incidentals.

There were no motels at the time, so the townspeople signed up to host race teams, and many longtime friendships were born.

Margaret Berry, Thon Griffith and I put that original race together in four months. A tower was brought in for a number of years until the government agency in charge ran out of money. Ron Hanna, a former tower chief, brought his “tower in a suitcase” and performed efficiently and unterrified by the many racers. Ron’s wife Trish is a member of our sister Chapter, Oregon Pines, which has been a huge help in many races.

The weather between the ocean and the Cascades is questionable, some years raining at night after we flew in. Finally on our 13th race, the weather blocked us out, and we finished at Klamath Falls. We found a motel that could house and trans-



Past Ninety-Nines President Thon Griffith helped organize the first race in 1970.

2007 Race Winners

This year, the winners were all longtime Palms to Pines air racers:

1. Earline Arnold and Jean Schiffman
2. Fran Bera and Rikki Barton
3. Suann Prigmore and Willa Young
4. Dene Chabot-Fence and Gloria May
5. June McCormick and Marie Hoefer



The top three winners for 2007, from left, Rikki Barton and Fran Bera, second place; Jean Schiffman and Earline Arnold, first place; Suann Prigmore and Willa Young, third place.

port all of us, and our Awards Breakfast was held in the Copper Penny Restaurant.

We then moved our terminus to Central Oregon, where the weather was great for the next 25 years. This year it rained on Sunday, so many racers stayed over.

Because of complaints from a local llama rancher, the FAA monitored our final approach at Bend over her ranch. They noted that the llamas never looked up at the planes and just kept right on eating!

Bend is becoming an extremely busy airport, so Redwood Tower suggested we make our final flyby at Redmond and then fly back to Bend, 15 miles away. Everybody, including the tower, loved it.

We give a total of \$500 to the top five racers and provide trophies to make at least 15 teams happy. Some of us actually try for The Scenic Route Trophy. I just missed getting it a couple of times, darn!

Weather is always a problem for racers. Sometimes the start at Santa Monica was delayed for a few hours while the fog hung around. Sometimes smoke from huge fires got in the way. We stayed a second night at Red Bluff twice because of storms in the mountains between us and Bend. We couldn't see them, but Flight Service could. Our local Ninety-Nines friends would fix dinner in the park and trophies were handed out. A safe flight is all im-

portant. Some of the racers are members of the race committee and are the go, no-go decision-makers.

This year the racers were able to take off in clear weather and on time at Santa Monica, but near Gorman Pass the wildfire smoke made it more difficult. The next night in Bend it began raining, and the next day too. For the first time in 25 years, some of the racers stayed a second night.

We have a raffle at the beginning and at the end of the race. The proceeds are sent to the 99s Museum of Woman Pilots in Oklahoma City.

Several Ninety-Nines Chapters have helped us along the way. Our first fly-by at present is Merced, and it has been hosted by the San Joaquin Valley Chapter for 28 years, including lunch, fuel and timing for all those years.

Mount Shasta Chapter has been handling the Red Bluff overnight stop. Snacks, drinks and transportation are provided by The Antique Car Club and my buddy Shirley Leatherwood, timer and coordinator of all things for the race.

Central Oregon Chapter is in charge of the terminus as timers and calculators of the winners. Crater Lake members were timers for several years in Prineville and Bend, while the Willamette Valley Chapter helped us at Medford, Oregon. Colum-

bia Cascade Chapter did the timing at Independence.

Next year is our 39th race. The following year we will have a grand celebration on our 40th anniversary, so mark you calendars. The Palms to Pines race is open to all levels of racers, and it provides a wonderful opportunity to obtain racing experience.



Race officials in Santa Monica, California, front, Carol Colburn; back, Robin Becker, Nora Feddal and Mahlone Becker.

Share the Joy

Although medically grounded for many years, Pat Crocker has refocused her involvement with aviation and inspires others to discover the joy of flight.

BY PAT CROCKER
Maple Leaf Chapter



Pat Crocker enjoys a ride in Janet Chesterfield's Cessna 172 Skyhawk.

I went flying today. It was pure joy. For a Ninety-Nine, maybe not an extraordinary claim, but for me it was. I have been permanently medically grounded for many years. My flying days date back to 1962, and I first joined The Ninety-Nines in 1966, at age 20. There it is; I've dated myself.

My flying, as well as my Ninety-Nines membership, has been that of dreams, interruptions, new beginnings and new focuses. I was reinstated after many years' lapse in 1986, at which time I rededicated myself to The Ninety-Nines. I was flying again but for a finite period of time, which ended when physical dictates told me it was time to stop. Whether flying or not, I'd reframed my focus to volunteering — the mainstay of The 99s.

I'd "retired" from the work force 11 years ago because I was no longer physically competent to continue paid work. Instead of boo-hooing about my predicament, I embraced the next phase of my life and called it my retirement instead of feeling sorry for myself "being dumped onto disability pension." Ergo, I became a full-time air education specialist in my retirement. At the time, I could still drive and still walked, with a cane.

I became so busy doing air education presentations, exhibiting, teaching, mentoring, etc., that I maxed out my day planner. Even when I had to resort to my manual wheelchair for speaking engagements, and later to a power chair and Paratransit, I soldiered on as much as my physical capacity would tolerate. My neuro-muscular disorder, which is progressive and incurable, has curtailed my prior ambitious schedule, but I still do the occasional appearance, such as a Girl Guides Pathfinder group just the other month.

I do Maple Leaf Chapter's E-News and am relieved that air education is still a MLC legacy. To reward me for my support of the Chapter, our Chair, Janet Chesterfield, had promised me a ride in her Cessna 172 Skyhawk. The weather, the timing, ev-

everything coalesced that day. I didn't know if or how I'd get myself up and into her plane, but find a way I did. OK, I managed to heave myself up and into the right front seat with the able assistance of her 49½, Ray. I'm not making light of this feat. The whole excursion was remarkable, not just my getting into the plane with legs that can't climb anymore.

It's been a long while since I took off from Runway 15 at London airport. I loved the Skyhawk's take-off performance. I loved Janet's Skyhawk and Janet's great heart for treating me. It was a perfectly lovely June day, a wee bumpy over cultivated fields and urban build-up. It was my choice of route, so we meandered southeast, aiming for Long Point on Lake Erie. The 110-plus wind turbines along the shoreline, stretching from Port Burwell to Long Point, were easily recognizable bastions from 2,500 feet. The trip back along the shoreline was smooth-as-glass calm.

It was great fun to see area beaches, the sculpted Lake Erie bluffs, St. Thomas airport, all the familiar territory. Coming "home," back to London airport, a thoroughly nostalgic feeling for my early training days swept over me. We joined the circuit and approached over Lake Fanshawe, which, again, was just like pointing the way home. Janet and Ray dropped me off at Diamond Flight Centre and then flew back to their home-base, Leamington.

You never know what and when great opportunities will present themselves. Luckily for me, I got the chance to find out, by going flying. I'd like to challenge other Ninety-Nines to share my serendipity:

- With fellow members who may not be able to fly anymore.
- With prospective members who'd benefit from the camaraderie.
- With the general public who might be inspired.

Go flying; share the joy!

Welcome New Ninety-Nines Members!

Alabama Chapter

MEYER, Betty
NENNINGER, Keavy Ruth (A)

Alaska Chapter

FAULKNER, Lynette R.

Alberta Chapter

VAN VLIET, Kimberley Barbara

All-Ohio Chapter

NICKELL, Bernita M.

Ambassador Chapter

COOPER, Mary Alice
DAVIS, Gwendolyn A. (FWP)
HARRISON, Lynne D. (FWP)
RASMUSSEN, Kristine Y.
REA, Rachel Baber

Arabian Section

DYSON, Sheila

Bakersfield Chapter

ANDREWS, Marie Belle (FWP)

Bay Cities Chapter

HUNTER, Catherine Sayers (FWP)
MCKINLEY, Helen L.
MOMIYAMA, Monika Godoy
MOORE, Maya (FWP)

British Columbia Coast Chapter

MCCRACKEN, Joanne Elizabeth (FWP)
PODWYSOCKI, Michelle ThienCo (FWP)

Canadian Rockies Chapter

SHERET, Kelly E.M.

Colorado Chapter

LEITESS, Catherine (FWP)
WISMER, Krisan

Columbia Cascade Chapter

KINNE, Dagmar M.

Connecticut Chapter

BANCROFT, Diane F.
MOUNTJOY, Virginia D. (FWP)
MUCCI, Eileen F.
RAMSEYER, Nancy J. (FWP)
SIMMONS, Susan Marcia (FWP)

Dallas Chapter

DAVIDSON, Cynthia Orr
GANN, Kim A.
POWELL, Melissa Michelle
STRICKLAND, Janette LJ

Eastern New England Chapter

LECOMPTE, Francesca
MUCCITELLI, Helen U.

Eastern Pennsylvania Chapter

LILLIE, Jessica Rebecca (FWP)
ROUX, Greta R.

El Paso Chapter

GREEN, Fara E.

Embry-Riddle Daytona Chapter

BAU, Amanda Franco (FWP)

Far East Section

HANLEY, Cherie A.

First Canadian Chapter

MARTIN, Lori Jeannine Jeannine
NOPPE, Lynda Ellen
NOSKO, Anna Gabrielle

Florida Firstcoast Chapter

SCHANTZ, Jetta Denone

Florida Gulf Stream Chapter

BAKER, Mitchi J.

Florida Spaceport Chapter

KELLY, Joey

Florida Suncoast Chapter

RAINES, Michelle Lee-Johnson

Fullerton Chapter

GILSON, Katrina Marie (FWP)

Garden State Chapter

LEIGHTON, Barbara M.

Gavilan Chapter

BRANDINI, Angela Christine (A)
BURNELL, Lisa Ann

German Section

FERRERO, Diana
PANNEKE, Annette

Greater Cincinnati Chapter

ALVAREZ, Kristen M. (FWP)

Greater New York Chapter

HILD, Adelina V. (FWP)

Greater Seattle Chapter

JAMIESON, Megan Marie (FWP)

Greater St. Louis Chapter

FLASPOHLER, Melissa "Misti"

High Country Chapter

BANNER-SEEMANN, Catherine

Houston Chapter

LUETHE, Tanya
MCALPIN, Ann K.

India Section

DESHMUKH, Saudamini Madhav

Intermountain Chapter

HARRIS, Rebekah Jane Becky (FWP)
POLLEY, Linda M.

Israeli Section

ARBEL, Eliav
RICHTER KURZ, Ruth

Kansas Chapter

MAIN, Elizabeth L. Betsy (FWP)
WIENER, Louisa M.

Katahdin Wings Chapter

BAGGOTT, Lee Ann
CARTER, Sheila M.

Kentucky Bluegrass Chapter

DEJACO, Stacie Jannette (FWP)
HETTINGER, Margaret Herde (FWP)

Kirby, Jessica Dattilo

Kitty Hawk Chapter

FLOYD, Audrey M.

Lake Tahoe Chapter

AUSHERMAN, Barbara Jean

Las Vegas Valley Chapter

WALTERS, Betty Frances

Long Island Chapter

ZORN, Monique Suzanne (FWP)

Los Angeles Palms Chapter

WOLF, Kristen (FWP)

Maple Leaf Chapter

ADAMS, Eva Margaret
STROMENBERG, Anna (FWP)

Mat-Su Valley Chapter

HALE, Susan Burford

Member at Large

ANAS-GARCIA, Laura

Memphis Chapter

SHERMAN, Janann

Michigan Chapter

MOYLAN, Mary L. (FWP)
NOWOS, Monica Leigh (A)
WRIGHT, Anne Scheer

Military Internet Chapter

WEEKS, MAJOR, Samantha

Minnesota Chapter

SPANIER, Abby C.

Monterey Bay Chapter

KINSMAN, Nicole EM (FWP)

Montreal Chapter

ROY, Fannie (FWP)

Mount Diablo Chapter

SPECK, Leslie A.

Nebraska Chapter

VANBEUSEKOM, Victoria L.

New England Section

BOGGS, Charlotte H.
TETREALT, Beth



Maya Moor, FWP, Bay Cities Chapter

New Orleans Chapter

GONZALES, Janet Hulin (FWP)

New York Capital District Chapter

ESTEVEZ, Darlene (A)
RUNGE, Tiffany Autumn (FWP)
YIM, Connie (FWP)

North Georgia Chapter

CORCORAN, Lisa Anne
NEMERSON, Deanna Marie (FWP)

North Jersey Chapter

BROWN, Caroline Mather (FWP)
HARVEY, Sherrie Lynn
KINMOND, Beverly A. (FWP)
TUCCI, Tamara Patric (FWP)
WIDMAN, Carla M.

Norwegian Section

ANDERSEN, Alina
DEVOLD, Karen Marie
GRANBERG, Trine
HOEL, Vibecke (FWP)
KOELBEL, Linn (FWP)
KVESHAGEN, Maria Norman
TANGEN, Mone (FWP)

Orange County Chapter

LASLO, Deborah M.

Oregon Pines Chapter

ARCHER, Sandra K.

Paradise Coast Chapter

DRATLER, Cheryl Lynn

Phoenix Chapter

COVINGTON, Elisabeth Mary
DEEGAN, Caroline
SCHRECK, Mallory Teresa (FWP)

Redwood Coast Flyers Chapter

HARRIS, Paula A. (FWP)
MATHEWS, Tracy Lynn (FWP)

Reno Area Chapter

TATTERSALL, Elizabeth A.R.
WOOLMAN, Sarah Jayne (FWP)

Reno High Sierra Chapter

APPEL, Diana Lee
ENRIQUEZ, Serenity Anne (FWP)
RUPTON, Karla Marie (FWP)

Rio Colorado Chapter

ROBERTSON, Priscilla

Russian Section

KIRSANOVA, Olga Georgievna
KLEYMYONOVA, Galina B.
MINEEVA, Nadezda D.

San Antonio Chapter

BENJAMIN, Jennifer Lee (A)

San Diego Chapter

HILMAN, Ashley Dawn
KOONTZ, Giacinta Bradley (FWP)
ROBBINS, Betty Rose (FWP)

San Fernando Valley Chapter

THORPE, Erin Michelle (A)

San Gabriel Valley Chapter

FRAZIER, Brenda Kay (FWP)
HARRIS, Jacqueline L. (FWP)
PILES, Dianna Davis

Santa Barbara Chapter

GRADSTEIN, Helen Luskin (FWP)
STEBBENS, Darcia Ann

Santa Clara Valley Chapter

BOHNER, Pamela Michelle (FWP)
DELFAVERO, Laura Ann
DUNCAN, Terry C.

Santa Rosa Chapter

FLESHER, Pamela Duncan
GEEVER-CONROY, Lucy Anne
HARDY, Monica Rose
HENDERSON, April Sharee

Santa Rosa Chapter

BACCI, Joan C. (FWP)

Scioto Valley Chapter

MERCER, Gail Marie

Southeast Section

ADAMS, Caroline Felicia

Sutter Buttes Chapter

CASE, Sandra Hodson
SCHOFIELD, Susan

Tennessee Chapter

BLANC, Betty Gay

Tulsa Chapter

MARTIN, Tricia L.

Ventura County Chapter

COLLIER, Sheila Lynn (FWP)
O'NEILL, Michele Margaret (FWP)

Virginia Chapter

STAPLETON, Gina Patricia

Wisconsin Chapter

HORN, Patricia (FWP)
JOHNSON, Diana Christine (FWP)

Nominees Invited to Apply for 2008 International Awards

The International Awards Committee is accepting nominations for three very special awards to be presented by The Ninety-Nines, Inc. at our 2008 Annual Awards Banquet at the International Conference in Anchorage, Alaska.

	AWARD OF ACHIEVEMENT For 99s	AWARD OF MERIT For Non-99s	GEORGE PALMER PUTNAM AWARD For Non-99s
Who is eligible for nomination?	Individual members of The 99s (living or deceased, from any country), Sections or Chapters.	An individual (male or female, living or deceased, from any country) or an organization. Individual may not be a current or former 99.	An individual (male or female, living or deceased, from any country) or an organization. Individual may not be a current or former 99.
Recognition criteria	Significant contribution(s) to aviation, aviation education, science, aviation history or to The 99s, and which occurred at any time in the past or present as a single action or series of events.	Significant contribution(s) to aviation, aviation education, science, or aviation history, and which occurred at any time in the past or present as a single action or series of events.	Significant contribution(s) to The 99s through their support, and which occurred at any time in the past or present as a single action or series of events.

- **Who may submit nominations?** A 99s Chapter, Section or Trust
- **Deadline to submit nominations?** January 15, 2008
Nominations from previous years may be resubmitted.

The nomination should be in the form of a one-page letter, signed by two officers or two trustees (as appropriate), and should include the name, address and phone number of the nominee or the nominee's next of kin, if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee so that it arrives **before** the January 15 deadline.

If you have any questions or need assistance, please contact Corbi Bulluck, International Awards Chairman, by email at mcbulluck@aol.com or by telephone at 919-387-6664.



Gene Nora Jessen, 2005 Award of Achievement recipient.

LETTERS

BEING A NINETY-NINE

What does it mean to be an Amelia Earhart Scholarship winner? For me it means a B737 type rating which may be my key to that all-elusive interview with a major airline. As a professional pilot with some experience under my belt but not enough to really be competitive, a type rating gives me a leg up and substantially accelerates my time line. Let me tell you, after taking 10 years to get to this point, this is a really big break.

Being a scholarship winner is validating personally. Individuals really do matter and make a difference in this world. It's an honor to be chosen and warms my heart to be recognized as deserving.

A call for discipline; yes I won, tears of joy, then the hard work started, with an 80-hour home study course (I spent about 110 on it), five days of ground school, five days of simulator training and then the check ride. Rising to the challenge always

takes a lot of energy and courage. I called many Ninety-Nines during that period to give me a boost. It is now my turn to give back to the community that has given me so much.

Winning is also a call to action. I've become more dedicated to increasing the membership of my Chapter and the organization. I also plan to promote scholarship opportunities to the best of my abilities. The Professional Pilot Leadership Initiative program and nurturing Future Women Pilots are also action goals.

Words of thanks seem too shallow and don't truly express what it means to win a scholarship. Being a winner has changed my life in a dramatic way. The Ninety-Nines have had a huge impact on my life and I thank you, my sisters, for keeping the mission alive.

*Wendy O'Malley
Bay Cities Chapter*

INSPIRING WOMEN

I must write to tell you how much I've been enjoying your "people" stories. What remarkable women Dodie Gann and Evelyn Bryan Johnson are. I'm 76 years old and my flying of choice is in my Super Cub on floats.

I've had some wonderful experiences but a piker compared to these women. Jill Smith in Alaska is another one. Good for them. Thank you for these wonderful stories.

*Joan J. Smith
Minnesota Chapter*

99 News welcomes your letters to the editor. Please send to 4300 Amelia Earhart Rd., Oklahoma City, OK, 73159-1140; Email news@ninety-nines.org; or use the online form at <http://www.ninety-nines.org/99newsreports.html>.

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**Women in Aviation
INTERNATIONAL**

RATINGS & WINGS

RATINGS

Samirah Abdelfattah – AMEL
San Gabriel Valley Chapter

Stacy Booker – Solo
Mississippi Chapter

Janet M. Chesterfield – Night
Maple Leaf Chapter

Katrina Gilson – Private Pilot
Fullerton Chapter

Emi Kennedy – ATP
Orange County Chapter

Michelle Lee Knoll – Commercial
Single and Multi-engine
New Orleans Chapter

Jocelyn Lecluse – VRF OTT and Night
Maple Leaf Chapter

Hong Van Thi Nguyen – Rotorcraft
Washington DC Chapter

Shannon Peich – Private Pilot
Orange County Chapter

Michelle Podwysocki – Solo
British Columbia Coast Chapter

Kelley Raschke – Private Pilot
Rotorcraft
Greater Cincinnati Chapter

Rachel Ream – Private Pilot
Bay Cities Chapter

Lorena Kniaz Sher – CFII
Amelia Earhart Scholarship
Santa Clara Valley Chapter

Jan Thompson – Private Pilot
Sedona Red Rockettes

Fidan S. Thornburg – Multi-engine
Russian Section

Jennifer Ware, ATP/CFI
Ventura County Chapter

PROFESSIONAL RATINGS

Tina Hartlaub – Gold Seal Flight
Instructor and Advanced Ground
Instructor
Wisconsin Chapter

Christine Malcomson-Young—Captain
upgrade, Lear 40/45
San Gabriel Chapter

WINGS

Marcia K. Gitelman – Phase XVI
Finger Lakes Chapter

GRASS ROOTS

HIGH COUNTRY CHAPTER

The High Country Chapter participated in the Garfield County Air Fair at the Garfield County Airport in Rifle, Colorado in August. We had the tremendous treat of having Patty Wagstaff doing her wonderful airshow for us.

— Jessica McMillan

EMBRY RIDDLE AERONAUTICAL UNIVERSITY CHAPTER

The Embry Riddle Aeronautical University Chapter is unique in that it is among the very few college-based chapters of The Ninety-Nines. We are composed of members in all stages of flight training, from women working on their private certificate, to women finishing the CFI and beyond. With this in mind, we are big on peer

mentoring. Every member has experienced similar hardships in their flight training, and we are eager to help you with your own.

Stuck on a rating? We have numerous licensed pilots and flight instructors eager to help you. Visit our website at clubs.db.erau.edu/dbnines.

— April Larson



Attending the October Chapter meeting of the Sedona Red Rockettes are, from left, former member Diane Huston, June Kaiser, Jan Thompson, Jean McConnell, Lois Neville, Hass Maxson, Barbara Vickers, Julie Millis, our two WASP Nell Bright and Beverly Wilkinson, and seated, Bette Bach Fineman.

SEDONA RED ROCKETTES

Our October meeting was in our newest member's hangar at Cottonwood, Arizona airport. Jan Thompson, FWP, is already on her own second air-

plane and we don't count her husband's, pictured behind those who attended.

— Bette Bach Fineman

GRASS ROOTS — Section and Chapter reporters share their recent activities

BRITISH COLUMBIA COAST CHAPTER

The British Columbia Coast Chapter held its Annual General Meeting on September 26 in Walnut Grove, B.C. at the White Spot Restaurant. We welcomed both Joanne McCracken and Michelle Podwysocki as Future Women Pilot members and congratulated Michelle on her first solo on September 9 at Pitt Meadows Airport (YPK), British Columbia.

The Chapter held its Poker Run on September 23, and it was a great success. We thank the Aero Club of B.C. for their continuous support and providing a warm and friendly atmosphere for the awarding of prizes and hosting a BBQ for all to enjoy.

— Wendy Boyes



Attending the British Columbia Coast Chapter Annual General Meeting are, back row from left, Joanne McCracken, Jean Prior, Mary Lee Burns. Front row, Rita Methorst, Wendy Boyes, Michelle Podwysocki and Chapter Chairman Joan Lynum. Joanne and Michelle are Future Women Pilot members who recently joined the BC Coast Chapter.

ORANGE COUNTY CHAPTER

During late August, a group of 10 from Orange County Chapter promoted The Ninety-Nines at the annual Big Bear Air Fair held at the mountain resort's airport. The event featured many vintage warbirds and other antique aircraft.

This special celebration, "Honoring Those Who Serve," paid tribute to two longtime Ninety-Nines, racing legend Fran Bera and WASP Vi Cowden. Some of us who flew in also took part in the spot landing competition and even managed to raise a little chalk dust.

In contrast to the mountain scenery, Chapter members met again for a beach party at Huntington Beach on September 12 to enjoy hot dogs, s'mores, camaraderie and a spectacular sunset.

— Carol Bennett



Dee Davis, president of the Mishawaka Pilot's Club, presents members of the Indiana Dunes Chapter with proceeds of \$1,380.56 for the AE Scholarship Fund. Those participating are, from left, Mary Kohn, Marilyn Horvath, T.J. Shaum, Christine Murdock. Not pictured, Judy Longenecker.

INDIANA DUNES CHAPTER

Each year Mishawaka Pilot's Club holds a Father's Day Pancake Fly-In. Due to a suggestion by Marilyn Horvath, a member of the Indiana Dunes Chapter and the Mishawaka Pilot's Club, a vote was taken to donate all proceeds from airplane rides at the fly-in to the Amelia Earhart Memorial Scholarship Fund.

Indiana Dunes members assisted by selling tickets and loading passengers, and Marilyn created a display highlighting the life of Amelia Earhart. The weather was perfect, and the rides were very popular.

The Chapter members donated the day's proceeds of \$1,380.56 to the Scholarship Fund and are very grateful to the Mishawaka Pilot's Club to have made this contribution possible.

— Christine Murdock

In June, the Chapter held their annual Flying Companion Seminar at Orange Coast College. Also in June, Shirley Tanner was inducted into the Forest of Friendship. The Chapter gladly sponsored Shirley, who flew off to New Horizons on January 2, 2006.

Our Pilot of the Year Banquet on June 8 was the best ever, orchestrated by Mary Van Velzer and held at the Costa Mesa Country Club. Our 2007 Pilot of the Year Award went to Carol Bennett. Other awards were: Spirit Award to Vi Cowden, Humanitarian Outreach Award to Jamie Tenabe, Inspiration Awards to Patty Murray and Diane Myers and best costume award to Patty Murray. A "Globe Trotting" program was presented by Cynthia and Bob Shofer, Celia Vanderpool and Diane Myers.

— Linda Eldridge



M. June Simpson, in back, helps a group of Girl Scouts try on flight helmets and uniforms.

HUDSON VALLEY CHAPTER

As a member (one of three) of the Hudson Valley Chapter, M. June Simpson no longer flies but her heart still does. She does “airport tours” and speaks about aviation whenever asked.

Recently she gave a demonstration-talk to about 92 girls at the Birch Ridge Girl Scout Camp. They were very interested in how airplanes fly, airports, CAP and why women want to fly. Since they can’t go to a local airport as a group, they asked if their parents could take them to visit. Many had flown “big” airplanes from large airports but were happy to learn that a visit to a small local airport would be welcome.

— M. June Simpson

SANTA CLARA VALLEY CHAPTER

We had a wonderful 53rd Chapter Birthday Party this year. The Pilot of the Year award, an Amelia Earhart silver medallion, was presented to Mayetta Behringer, for her tremendous involvement in aviation and our Chapter. Mayetta turned 89 in May and currently flies N899F out of San Jose International. We held a big bash for her at the Section Meeting.

The Service Award, an Amelia Earhart gold medallion, was presented to Sandra Clifford for her continued hard work for the San Jose University Aviation Department and students.

In June we flew to Quincy, and the pilots were Marcie Smith in her Skylane N735ZA with Verna and Brigitte Iwaszkiewicz; Sue Ballew in a Skyhawk N5342T with Amy Lynden and guest Pam Feagles; and Betsy Nilson in her Piper Archer II N7112C with Jeannie McElhatton.

We had a great turnout for the July Santa Clara Chapter fly-in to the Trinity Center. We were invited to Pat Forbes’ home for watermelon and a tour of her huge basement aircraft workshop. This is any aviator’s dream workshop. And yes, an aircraft is in process.

—Tamara Becher

FLORIDA GOLDCOAST CHAPTER

Members celebrated the Florida Goldcoast Chapter’s 66th anniversary, which included a live auction of articles donated by Helen Snapp from her years as a Woman Airforce Service Pilot. Tina Oborny was delighted to receive Helen’s flight jacket that she wore during her WASP years.

All proceeds from the auction went to the Griner Scholarship that supports Florida Chapter Ninety-Nines pilots.

— Kimberley Lowe



Kimberley Lowe, left, admires the flight jacket that Tina Oborny is wearing. Tina purchased it in a live auction of articles donated by Helen Snapp from her years as a Woman Airforce Service Pilot.

COYOTE COUNTRY CHAPTER

The Coyote Country Chapter at French Valley Airport (F70) Murietta, California, enjoyed a presentation by Captain Bob Simon, American Airlines, retired, about his experiences flying his vintage bi-plane, a Stearman named D’ Marie. He restored his aircraft over a 14-year period.



Coyote Country Chapter at French Valley Airport. Back row: Betty Hetuck, Jamie Gallagher, Shannon Austin, Capt. Bob Simon, Barbara Brotherton. Front row: Pam Allen-Smith, Suzanne LeMoine, Kim Lien Blakley, Vivian Steere, Carol Blasingame, Mary McMahon, Clarice Bellino, Tammy Cunningham, Sally Furman.

GRASS ROOTS — Section and Chapter reporters share their recent activities

SAN GABRIEL VALLEY

The day dawned cool and cloudy at KPOC, Brackett Field, where a group of Ninety-Nines and some loyal helpers got to work. Six hours later, with the tarmac reaching temperatures of over 100 degrees, the job of painting the field name, elevation and compass rose was complete.

The Chapter awarded their annual scholarships at a luncheon in June. Amelia Lowry was the Mt. San Antonio College Scholarship recipient. Amelia will put her award towards her private pilot training. Elizabeth Golightly received the Linda Hayden Memorial FWP Scholarship. She is an ATC student at Mt. SAC and will use her scholarship for private pilot training. Christine Malcomson-Young was the Jean Bustos Memorial Scholarship recipient. Christine is a professional pilot and will use her award to reenter general aviation and receive a tail-wheel endorsement.

— Christine Malcomson-Young



San Gabriel Valley 99s pose near the newly painted compass rose at Brackett Field KPOC. From left, Linda Rogus, Sheryl Sandhagen, Cathy Jameson, Virginia Harmer, Tracy Rodriguez, Mary Guest, Loreen Wynja, Christine Malcomson-Young.



Enjoying a fly-in to the Orcas Hotel in the San Juan Islands off Washington coast are Audrey Wells, Marian Hartley, Bea Von Tobel (Eastsound Airport manager), Beverly Franklet, Eva Parks, Marilyn Emery, Ann Sanchez (Monterey Bay Chapter), Kathleen Torcia and Elise Hoit.

GREATER SEATTLE CHAPTER

Greater Seattle Chapter members enjoyed the annual hangar potluck hosted by the San Juan Pilots Association in Dodie Gann's hangar at Friday Harbor Airport in August. Chapter members included Bea Von Tobel, Vicky Thalacker, Dodie Gann, Nancy Jensen, Marilyn Emery, Audrey Wells, Marty Vale, Karen Anderson, Doreen Keyes, Marian Hartley, Sarah Hauschka and Beverly Franklet.

In September, members enjoyed a scenic flight to Eastsound Airport on Orcas Island, where island members had arranged car transportation to the Orcas Hotel for our lunch meeting.

— Marian Hartley

WISCONSIN CHAPTER

In July, Wisconsin Chapter members Laurie Probst, Tina Hartlaub, Julie Wegner and Lauren Smalkoski went to the Wisconsin Aviation Academy's Fly Girl Camp at Janesville, to talk to teenage girls about their interests in aviation. The camp provides girls with opportunities to explore various facets of aviation and discover their passion. It was a really rewarding experience talking to them in an informal setting.

The camp is a part of Wisconsin Aviation Academy, which is a non-profit organization that takes underrepresented area youth and provides unmatched opportunities to learn planning, discipline and communication skills while learning to fly for free.

Several cadets who went through the program are currently flying for airlines, attending four-year aviation colleges, and one is attending the Air Force Academy. Geri Conway, the camp's director, expressed that she would like us to return on an annual basis.

—Laurie Probst



Wisconsin Chapter members Laurie Probst, Tina Hartlaub, Julie Wegner and Lauren Smalkoski (center, back row), talked with teenage girls at the Wisconsin Aviation Academy's Fly Girl Camp.

PAULINE GLASSON INDUCTED INTO THE TEXAS AVIATION HALL OF FAME

Tip of Texas Chapter member Pauline Glasson was honored in November as a 2007 Texas Aviation Hall of Fame inductee. The award recognizes Texans and Texas corporations that have made outstanding contributions to the development, growth or preservation of aviation.



Pauline Glasson.

Pauline soloed in a sea-plane in 1934 and enjoyed a 67-year flying career accumulating over 60,000 hours of flight time primarily as a flight instructor. A fixture of Corpus Christi aviation since 1941, Pauline is known for her passion for teaching. She is a founding member of the Women's Air Race Classic and continues to serve the race in various capacities.

A member of The Ninety-Nines since 1952, Pauline earned an impressive variety of FAA ratings and has flown as a test pilot, crop duster, sky writer and air ambulance pilot.

—Lisa Cotham

COMBAT LOGISTICS SHIP NAMED FOR AMELIA

Secretary of the Navy Donald Winter announced his decision to name the Navy's newest underway replenishment vessel the USNS Amelia Earhart (T-AKE 6). The name honors Amelia

Mary Earhart for her courage, vision, and groundbreaking achievements, both in aviation and for women.

The primary goal of the T-AKE program is to provide effective fleet underway replenishment capability at the lowest life cycle cost. To meet that goal, the ship will be designed and constructed to commercial specifications and standards and certified/classed by the American Bureau of Shipping, U.S. Coast Guard, and other regulatory bodies.

All of the new ships will be operated by the Military Sealift Command. They are being built in San Diego by General Dynamics NASSCO.

—Peggy Doyle

NEW ENGLAND NINETY-NINES SCHOLARSHIPS AVAILABLE

The Eastern New England Chapter has three 2008 scholarships available for men and women studying for a career in aviation or seeking to earn further ratings.

Scholarships are the Marie Lepore Honorary Scholarship for \$1,000, the Karla Carroll Memorial Scholarship for \$1,000 (both of these are open to men and women), and the William Bridge Scholarship for \$1,000 (open to women with at least their private pilot rating). For criteria and applications, send a stamped, self-addressed business size envelope to: Dr. Olga Mitchell, 10 Glory Lane, East Falmouth MA 02536, or e-mail us at ene99s@hotmail.com.

The New England Section of The Ninety-Nines also offers a scholarship memorializing New Hampshire aviatrix Shirley Mahn, who died in 1975 at the controls of her Piper Aztec. Details and applications for this \$1,000 scholarship are also available from Olga Mitchell.

All scholarships require a New England connection, either a resident of one of the six New England states or studying in one. Applications for all four scholarships must be postmarked no later than January 31, 2008.

JANIS MOORE FIRST RECIPIENT OF PIKES PEAK COLORADO BALLOON CLASSIC AWARD

The women pilots of the Pikes Peak Ninety-Nines Chapter have volunteered for many years at the Balloon Classic, as crew members, launch directors and in other capacities. Their intention is to establish an annual tradition of presenting an award to a deserving woman balloon pilot at this event.

In keeping with their purpose to recognize and encourage women pilots, the Pikes Peak Ninety-Nines proudly recognize Janis Moore, hot air balloon pilot, as the recipient of the first Pikes Peak Ninety-Nines Colorado Balloon Classic Award. Janis was chosen because she has flown 21 years at this event, more years than any other female pilot.

For information, please contact Phyllis Wells at 719-372-0410. Visit our website at www.balloonclassic.com.

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BARBARA JENNINGS Indiana Dunes Chapter



Barbara Jennings.

Barbara Jennings, formerly of the Indiana Chapter, Charter member and first Chairman of the Indiana Dunes Chapter in 1976, is now "soaring with the Angels" as of September 14, 2007.

During Barbara's 87 years she did it all — quietly, bravely and happily, never tiring of helping all souls near her through her church, Girl Scouting avenues and many other organizations.

She married Harry Jennings, devoted 49½, in Le Havre, France, March 1, 1946. He was stationed in Europe during the war, and Barbara was employed by the American Red Cross Overseas Division. Barbara obtained her private pilot certificate in 1967 at the age of 47 and continued on to complete her commercial and instrument ratings. Her log book reflects over 2,200 hours, mainly flown in her Cessna 172-9471G.

Air Proficiency Rallies were one of Barbara's favorite things. She flew in many including Illi-nines, Air Race Classic, trans-continental races and several Powder Puff Derbies.

Barbara was instrumental in securing the Indiana Dunes charter, chaired Safety seminars, Flying Companion seminars, recruited pilots to deliver daffodils for the American Cancer Society, organized air markings, flew Penny-a-Pound rides and assisted in FAA safety sessions.

What an exemplary Ninety-Nine and person Barbara was. What a role model for us all. We shall deeply miss our friend, mentor and sister.

—Diana Austin

LUCILLE (LUCY) SHEPHERD Mt. Shasta Chapter

Lucy Shepherd passed away on September 2, 2007 in her home surrounded by her family.

Lucy was born in Santa Monica, California on April 15, 1926. Growing up there, she was a well-known vocalist and sang with the "Big Bands" when they toured through town. She sang with some of the biggest bandleaders such as Merv Griffin and Tommy Dorsey and also at the Canteen for many celebrities including Katherine Hepburn. She had a beautiful voice.

In 1948, Lucy fell in love with George Shepherd and they married. They had four children and a romantic relationship with flying from the time they met.

Lucy belonged to the Mt. Shasta Chapter along with her daughter, Diane Schneeweis. They flew the Palms to Pines Race



Lucy Shepherd.

together. Lucy was a very happy person and shared her passion for life with everyone. She encouraged her children to go after anything they wanted and never hold back. Those of us who knew her appreciated her sense of humor and amazing smile.

She is survived by her loving husband George, three daughters, one son and eight grandchildren.

Lucy will be truly missed.

—Donna Taylor

CARO BAYLEY BOSCA Woman Airforce Service Pilot

It is with sincere regret that we report that WASP Alumni Association President Caro Bayley Bosca passed away on September 13, 2007. She was predeceased by her husband and one son and she is survived by two daughters and one son. Caro succumbed to pancreatic cancer. She will be sorely missed.



Caro Bayley Bosca.

The following is excerpted from the story about Caro written for the upcoming book, *STARS OF THE SKY, Legends All*, by Ann Lewis Cooper and illustrated by Sharon Rajnus, a member of the Crater Lake Chapter.

Caro Bayley's father was generous in his daughter's support. When he recognized that she was crazy about flying, he paid for flying lessons while she was a teen. At age 21, with her heart set on becoming one of the 1,300 women to pin on the coveted silver wings of the Women Airforce Service Pilots. Caro left home in Springfield, Ohio to join the trainees in Class 43-W-7 at Avenger Field, Texas.

She went to Mather Field in Sacramento, California, to be trained to pilot the B-25 Mitchell bomber. From there, she was one of 10 to be assigned to Fort Bliss, near Biggs Army Air Field in El Paso, Texas. She flew the Douglas Dauntless SBD or A24 and the P-47 Thunderbolt.

After the war ended, Caro went to Florida, obtained her flight instructor certification and was flight instructing when a renowned aerobatic pilot invited her to become a part of his air show. Her father bought her a little Pitts Special that she took to Women's National Aerobatic Championship glory in 1951, and she also set a record-smashing altitude above 30,200 feet in a Piper PA 12 Super Cruiser.

Prior to her death, in her typical joyful fashion, Caro arranged for a bus to pick up members of the WASP at the Gathering of Mustangs planned for Columbus, Ohio and to bring them to her Memorial Service scheduled for September 27 in Springfield, Ohio. As Caro hired a three-piece band to play music of the '40s, the WASP were told to "bring their dancing shoes."

Bless you, Caro.

—Ann Cooper

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