

99 News



The Official Magazine of the International Organization of Women Pilots

JANUARY/FEBRUARY 2008

99 Pamela Melroy,
Commander of
STS-120, and
crew lift off for
rendevous with
the International
Space Station,
October 23, 2007



99 News

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

The 99 News

4300 Amelia Earhart Dr
Suite A
Oklahoma City, OK
73159-1140

Email:

news@ninety-nines.org

Online Form:

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

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

On the Cover

Ninety-Nine Pamela Melroy was commander of the Space Shuttle Discovery and its seven-member STS-120 crew as it blasted off from Kennedy Space Center's launch pad on October 23, 2007. The shuttle was headed towards a link-up with the International Space Station to begin a joint mission to continue construction by delivering the Italian-built U.S. Node 2 named Harmony. During the 14-day mission, the crew installed Harmony and moved the P6 solar arrays to their permanent position and deployed them.

Photo courtesy NASA

PERPETUAL CALENDAR

2008

MARCH

9 Antelope Valley Chapter's Famous & Fun St. Patrick's Poker Run & BBQ, Lancaster, CA, W.J. Fox airport, 9 a.m. to 1 p.m. Purchase BBQ tickets before March 3. On the day of event, tickets sold based on availability, and we sell out fast. Contact Elle, 661-256-4357, for more information or email leighkelly@pobox.com.

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, NM. Contact: abq99s@yahoo.com.

APRIL

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

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

8-14 Sun 'n Fun, Lakeland, FL. Visit sun-n-fun.org.

25-27 North Central Section Spring Meeting, Osceola, IA. *Fly to the Heartland*, hosted by the Iowa Chapter at Terrible's Lakeside Casino & Resort. For information and registration form, visit www.iowa99s.org. Contact Minnetta Gardinier, mgardinier@uiowa.edu; or Celma Higgins, phiggins@iowatelecom.net.

MAY

2-4 Southwest Section Spring Meeting, Palm Springs, CA. Hosted by Coachella Valley and Imperial So-Lo Chapters. Visit www.sws99s.org/sectmeeting.html; contact Jeanine Bertrand, jbertrand1@dc.rr.com.

JUNE

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

7 AOPA Fly-in and Open House, Frederick, MD. Enjoy a full day of safety seminars, exhibits and aircraft on display. www.aopa.org/special/fly-in/.

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

24-27 Air Race Classic, begins in Bozeman, MT and ends in Mansfield, MA. Contact Linda Marshall, phone 406-388-7668 or visit www.airraceclassic.org.

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

JULY

28-Aug 3 EAA/AIRVENTURE, Oshkosh, WI. Visit the Ninety-Nines tent, and on July 31 enjoy a complimentary drop-in breakfast from 8:30-10:30 a.m. Contact Rita Adams, rvadams99@aol.com, or visit <http://eaa.org/airventure/>.

AUGUST

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

1-3 Palms to Pines Air Race, Santa Monica CA to Bend, OR. Visit 99slapalms.com for more information.

5 Northwest Section Meeting, Anchorage, AK or nearby.

6-9 Ninety-Nines International Conference, Anchorage, AK.

SEPTEMBER

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

OCTOBER

1 Due Date for 99 News submissions for November/December 2008 issue.

10-12 North Central Section Fall Meeting, Newark, OH. Hosted by Women With Wings Chapter.

Ninety-Nines Address Modification

Please note that the U.S. Post Office has slightly changed the official address of The Ninety-Nines headquarters to:

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The Official Magazine of The International Organization of Women Pilots

January/February 2008

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THE NINETY-NINES MISSION STATEMENT

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

EDITORIAL AND PHOTO GUIDELINES

Articles

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

Photos

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

STATEMENT OF EDITORIAL POLICY

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

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by Marcia K. Gitelman



Photo above, Russian and U.S. Ninety-Nines and friends tour the Cosmonaut Training Center at Zvezdny (Star City) near Moscow. Front row, from left: Elizabeth Brock, Bobbi Roe, Kyung Kim, Amy Strebe, Pat Prentiss, Pat Forbes and Trish Beckman. Back row, Karen Olsen, Inna Frolova, Linda Mae Draper, Susan Larson, Jerry Anne Jurenka and Galina Astakhova.

Left, STS-120 Commander Pamela Melroy, a Ninety-Nine, and Expedition 16 Commander Peggy Whitson add the STS-120 crew patch to the growing collection in the International Space Station's Unity module.

IN EACH ISSUE

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Alaska Chapter members invite you to the 2008 International Conference in Anchorage on August 6-9. Front row, from left, Waynetta Brasher, Rosemary Zimmerman, Gloria Tomich, Louise Gettman. Back row: Diane Denson, Mio Johnson, Candy Seltenrich, Melanie Hancock, Amy Martin, CJ Glasser.

President's Message

BY PAT PRENTISS, International President



Enjoying a chilly day at the Kremlin.

Promoting World Fellowship through Flight — Moscow, Russia

At the 2007 International Conference in Boulder, Colorado, Khalide Makagonova and Valentina Kotlyar, Russian Section Governor and Vice Governor respectively, extended a special invitation to attend the 2007 *Aviatrix Forum*. This event celebrated *Aviatrix*'s 15th anniversary and included an impressive gathering of noted aviatrixes from Russia and former Soviet Republics.

During our visit, our Russian sister Ninety-Nines showed off Moscow with tours of the Kremlin, the Armory Museum, Red Square, St. Basil's Cathedral, Star City, Tretyakov Gallery, an opera at the famous Bolshoi Theater and more. I particularly enjoyed the evening when 14 of us were treated to a dinner prepared by Elena Kulkova at her apartment in the heart of Moscow. Elena, a very gracious and courageous woman, flew the Pe-2 dive bomber during WWII and is decorated with many military honors. That evening we experienced the special bonding of women pilots that makes The Ninety-Nines so strong. As Elena said, *"When the souls, efforts and wishes of people pour together – that is the true force."*

Our last evening was spent at the Suvorov Restaurant enjoying Russian cuisine, entertainment and celebrating our fellowship. New Russian Section member Ida Andreevna Patrakova was overjoyed to receive her official Ninety-Nines pin during the festivities. As the evening drew to a close, Khalide Makagonova (President of *Aviatrix* and Russian Governor) and I joined hands to cut the cake which celebrated the success of *Aviatrix*, symbolically linking our two organizations.

I invite you to enjoy some of the photos, and I extend a very appreciative thank you to our Russian sisters who truly made our trip one that will never be forgotten.



Khalide and I cut a beautiful cake honoring *Aviatrix* on our last evening in Russia.



Ida Andreevna Patrakova was delighted to receive her Ninety-Nines pin.



Olga Doktorova interprets my message at the 2007 *Aviatrix Forum*.



Ninety-Nines from both Russia and the United States celebrate an evening of sisterhood at the apartment of Elena Kolkova, foreground.

Ninety-Nines Elections 2008

By Anna Taylor
Election Procedures Chairman

Ballots for the 2008 Election will be mailed by March 1, 2008 and must be returned postmarked by May 1, 2008 to be counted. Please make sure Headquarters has your current address on file. Members will be electing a President, Vice-President, Secretary, Treasurer and two Directors. We will also be electing the Nominating Committee and Trustees for the 99s Museum of Women Pilots, Ninety-Nines Endowment Fund, Amelia Earhart Birthplace Museum and the Amelia Earhart Memorial Scholarship Fund. Candidates are listed in postmark or timestamp order within the office sought. Also indicated are the number of positions available.

International President (1)

Susan Larson

Rio Grande Norte Chapter
South Central Section

Wow, these past 25 years of service to The Ninety-Nines have been an incredible journey. I would never have acquired my aviation credentials (commercial, instrument, ASEL and helicopter) without the support and more than occasional push from the women I so admire. In my non-aviation life, I became a CPA and subsequently co-owned and managed a manufacturing company with up to 50 employees for 27 years. I have brought this business background to the Board of Directors and have served as your Treasurer and Vice-President.



Over the next years we will need to raise funds, preferably from outside sources, in order to finance structural improvements to our headquarters building in Oklahoma City. Our Endowment Fund will be taking on continued importance as a source for stability and resources in the coming years. Additionally, using a professional and business-like style, we need to continue to promote The Ninety-Nines to other aviation related organizations in order to further the respect and admiration currently held for us in the community. "Promote, Provide, Preserve" is our mission, and with our dedicated volunteers we will continue to fulfill that mission for the benefit of all Ninety-Nines.

There may be no greater service to The Ninety-Nines than as your President. It requires complete dedication and availability, and I find myself now in the position to offer both. President Pat Prentiss has brought great professionalism and business acumen to the position, and I intend to continue that leadership style. Your vote is greatly appreciated.

International Secretary (1)

Pat Theberge

Eastern New England Chapter
New England Section

As one of your Directors, I have spent a lot of time over the last two years getting to know you and the organization. Participating on the Board of Directors and Finance Committees, working as liaison to the 99s Museum of Women Pilots, and working with the e-Networking Committee and Credentials Committee has provided me an insight to the business of The Ninety-Nines. However, the most important thing I have done is meet as many of you as possible. Getting to know you at Section Meetings and at International Conferences is the best way I know to understand your needs as Ninety-Nines. What I have learned from all of you directs my decisions and actions. I use these lessons, in union with your other elected officers, to lead and make decisions for The Ninety-Nines that will position us to move forward, cherishing our history, but growing and expanding to meet our future.



As a Ninety-Nine, I have held numerous Chapter and Section offices, including Governor and Council of Governors Spokesperson. My professional career in Project Management and IT Systems Analysis Engineering requires problem solving, communication and collaboration skills, skills I use to help achieve our common goals and assure the continued growth of our organization.

I would like to take the next step and represent you as your Secretary for the upcoming term. I would be honored to serve in that capacity and as your representative in maintaining and growing The Ninety-Nines as well as reaching out to meet the needs of all women pilots.

International Vice President (1)

Lisa Cotham

New Orleans Chapter
Southeast Section

Having served as International Director for nearly three consecutive years, I'm eager to further my commitment to The 99s by serving as International Vice President.



Joining The Ninety-Nines in 1988 literally changed my life by providing opportunities that rekindled my desire for an aviation career. I subsequently earned commercial pilot and flight instructor certificates with single/multi-engine land and instrument ratings. My multi-engine instructor rating was made possible by a 1993 Amelia Earhart Scholarship.

Ten years of experience and training in the Baton Rouge Flight Standards District Office as an Aviation Safety Technician has enforced the need to gather all available information before making a decision; to identify, analyze and manage risk so to achieve an acceptable outcome; and to work as a team — all practices I apply in my everyday life.

It will be my priority to Promote The Ninety-Nines within the pilot community and the aviation industry to recruit new members and corporate support, Provide members with quality services and resources, and Preserve our gains by fostering old and new relationships. I will undertake the duties of Vice President with the same determination I applied when assigned our calendar project, the membership brochure and FAA National Safety Team Member designation: to produce the best result for The Ninety-Nines.

In addition to many offices and committee chairmanships in the New Orleans Chapter, I served as a Trustee of the 99s Museum of Women Pilots from 2000-2003 and Chairman during 2002-2003; Southeast Section Governor from 2001-2003; and the 2003 International Conference Chairman.

Frances Luckhart

Tulsa Chapter
South Central Section

As a member of The Ninety-Nines since 1992, I have served on the South Central Section Board of Directors as Treasurer, Vice Governor and Governor. In the past



four years, I have served on the International Board as Director and most currently, Secretary. In my professional career, I taught school and was an accountant. My accounting background has enabled me to serve and be an asset on the International Finance Committee since 2002.

Our organization has gone through many positive changes. Our membership is healthy and continues to grow, our financial picture is stable and within budget and we are becoming more recognized each day by the outside world and other aviation organizations. I would like to work to keep all of these initiatives moving forward.

I will continue to uphold the Bylaws and Standing Rules that govern our organization, and I believe that all of us need to strive for unity of purpose for The Ninety-Nines. In addition to The Ninety-Nines, I have also been a member of an international women's sorority, Beta Sigma Phi, for 30 years, and I have held all offices and been Council President twice. This leadership experience, along with my commitment to The Ninety-Nines, has enhanced my ability to serve our organization. I ask that you allow me the opportunity to serve as your Vice President.

Donna Moore

Women With Wings Chapter
North Central Section

The strongest asset of The Ninety-Nines is the membership, a vibrant community of accomplished women. Members come from around the world, all walks



of life, and all levels of experience, from student pilot to ATP. In order for the organization to continue to thrive, it is important to understand the needs of the membership, which is best facilitated through clear and open communication. As a member of the Board of Directors, my primary responsibility would be to listen to and learn from the diverse membership, building a bridge that connects the members to the leadership of the organization. I had the honor of serving on the Board of Directors from 2002-2006. By attending Section meetings and participating on the e-networks, I learned what members want from The Ninety-Nines.

If elected to the position of Vice President, I would use these venues to engage in two-way communication with members. The Ninety-Nines remain a "best kept secret" in the aviation community, and we need to work together to get the word out more effectively, thereby increasing our numbers and strengthening the camaraderie of women pilots.

One of the many projects I have enjoyed bringing to fruition is The Ninety-Nines Fly for Breast Cancer Cure, both because it supports a worthwhile cause and also because it provides a venue to introduce the non-flying world to this great organization. As Vice President, I would research the possibility of other promotional opportunities, ways to dissolve the shroud of mystery surrounding The Ninety-Nines.

International Treasurer (1)

Kristine Irvin-Herron

Arkansas Chapter
South Central Section

I received my private pilot certificate in 1988 and joined The Ninety-Nines in 1989. I have been an active member of the Arkansas Chapter since then. At the Chapter level, I served as Vice-Chairman, Chairman, Scholarship Chairman and have been Treasurer since 1996. At the Section level, I served as Director, Treasurer, Vice-Governor and Governor. I have been the Section 501(c)(3) Advisor since 1996. As Governor, I served on the International Finance Committee and as Chairman of the International Awards Committee. I am currently serving as International Treasurer.

As a member of the International Finance Committee, I assisted in matters related to the required filings with the Internal Revenue Service. As International Treasurer, I have fielded questions regarding the 501(c)(3) status of the organization and answered queries regarding Chapter expenditures, sales tax and fundraising.

I am a licensed Certified Public Accountant and have been in practice since 1982. In this capacity I have dealt with a variety of clients in the areas of tax, accounting and auditing, including nonprofits and business enterprises in a variety of fields.

The Ninety-Nines have made great strides in the last several years in getting our financial records in order and having timely and clear financial statements that are essential to the Board of Directors in making financial decisions. I would like to continue this trend, and I feel I am very qualified due to my very extensive business and financial background. I look forward to continuing to serve as your International Treasurer.



Marie Grein

Florida Suncoast Chapter
Southeast Section

My success as a leader in groups to which I belong is due to a variety of my personal traits: positive outlook, enthusiasm, determination, willingness to listen, ability to follow through and helping members to come to a consensus. If I join a group, I commit to that group, proven by my commitment to The Ninety-Nines.

I joined The Ninety-Nines in 1990 and, from that date, have served locally on the Section level and on an International Committee. As a member of the Florida Suncoast Chapter, I served as Treasurer and two terms as Chapter Chairman. From 2003-2005, I was Southeast Section Treasurer followed by serving as Southeast Section Governor 2005-2007. As Governor, I was a member of The Council of Governors and served as its Spokesperson 2006-2007. On the International level, I was Co-Chairman of the Aerospace Education Committee for four years.

I believe that there are three goals that need to be worked towards. First and foremost, name recognition of the organization whereby people know The Ninety-Nines is an International Organization of Women Pilots with emphasis on *women pilots*. Secondly, continue to work toward increasing the membership, which should be easier when goal one is attained. Thirdly, continue to support and implement The Ninety-Nines Mission Statement.

Goals for my contribution to the organization are to prepare for issues which will be on the agenda, listen with an open mind and support the decisions once they have been made.



Laura Smith

Bay Cities Chapter
Southwest Section

The Ninety-Nines is one of the most enduring organizations in the aviation community, a heritage that gives us all pride. However, the future is by no means certain and much sustained effort and long-range planning are necessary for our future success and viability. Today's women pilots have many choices — professional flying, recreational flying, or travel flying — it remains our challenge to be the organization that best provides the appropriate resources.

We must extend a friendly invitation to join us and then foster an appreciative environment, respecting and recognizing the efforts that are made to promote and preserve The Ninety-Nines. I believe the critical key to accomplishing this is by *sharing*. We can do this by effectively using available technology to facilitate open communication.

We, as an organization, need to improve our efforts to: Share between the multiple generations of Ninety-Nines, with emphasis on preparing and developing upcoming generations for leadership positions; Be open and flexible to new ideas and diverse viewpoints; Improve our internal and external communications; Work towards consensus when possible; Incorporate appropriate checks and balances; Share information and knowledge, passion and inspiration, adventures and fun!

In today's competitive environment, The Ninety-Nines competes for membership with many organizations. To ensure our bright future, we need to share our strengths, ambitions and talents as women pilots. I'm enthusiastic about working together to achieve the mission of Ninety-Nines, and it would be a privilege to be one of your International Directors.



International Directors (2)...continued

Virginia Harmer

San Gabriel Valley Chapter
Southwest Section

Traveling around the country this past year has opened my eyes to the vast capabilities of this organization to make a difference in the role of women in aviation. To accomplish this, we need to come together with ideas and purpose.

I would like to continue providing encouragement to all members of The Ninety-Nines and be the link between them and the International leadership. It is important to me to listen to their concerns, triumphs and suggestions, and make sure they are passed on to the leadership.

The member files are a project of mine. The goal is to be able to put our fingers on information about anyone who has been or is currently a Ninety-Nine quickly and easily.

The PPLI and our scholarships are great opportunities to reach out to the women of The Ninety-Nines and those outside the organization. They provide a unique platform for obtaining new members.

Through our museum and the AE Birthplace, we are showing the world we care about these women who have made great strides on our behalf. I want to see our museums grow not only in size but in name.

Insuring our future means getting the Endowment Fund to the million dollar mark. As with any corporation, a strong financial base is the key to financial success.

I am dedicated to serving The Ninety-Nines. I would consider it a privilege to continue as one of your Directors.



Joan Kerwin

Chicago Area Chapter
North Central Section

I have been a proud Ninety-Nine for 38 years. This has been an exciting, fulfilling time of learning new responsibilities, meeting new people and traveling. I have worked with all levels of membership from Chapter to International, serving as Chapter Chairman in one of the largest Chapters in the organization, Governor of one of the largest Sections, initiating and serving as International Legislation Chairman for 11 years, Bylaws/Standing Rules Chairman for four years and Nominating Committee Chairman for two years.

I have attended at least 34 International Conferences and 90 Section meetings, at least 10 of which were outside my own Section. I have had the privilege to meet and know Ninety-Nines from all over the world. Attendance at International Board meetings as an International Committee Chairman and as Director for the last two years has given me insight into what is required of your Officers and Directors.

Membership, finances, public relations require the Board's attention. I have had experience in all of them, both in my private life as well as in my volunteer activities with other organizations, all requiring cooperation, commitment and communication.

As a retiree, I am able to travel and meet with our Section members both to inform them and be informed. This is an asset for anyone seeking the position of Director.

As Director, I pledge to work with the others on the Board to continue to seek and retain, provide, preserve and promote The Ninety-Nines, as I have for the past 38 years.



Elizabeth L. Lundin

Oklahoma Chapter
South Central Section

I received my private pilot certificate in 1966 and joined The Ninety Nines the same year. I have been very active since joining and have held all offices at both the Chapter and Section level. At the International level, I have served as Bylaws Chairman, Board Member and Financial Committee member and International Treasurer.

Financial stability, accountability to our members and increased membership are critically important issues for our organization. We must administer our assets conservatively and yet continue to meet the desires and needs of our members. My recent four years as Headquarters Manager of The Ninety-Nines was spent managing money, achieving long range goals, finding solutions to problems without jeopardizing future financial security and, most important, assisting the membership in every way possible and working to increase membership. My time with the 99s Museum of Women Pilots has been spent working on public relations and writing grants.

We can do many things for the future of women in aviation and establish our position as a strong voice in the aviation community. I have worked diligently in the past and continue to do so to increase awareness of our organization in the local, state and national areas and bring many useful skills to the International Board.



Nominating Committee (5)

Trish Hanna

Oregon Pines Chapter
Northwest Section

My vision for The Ninety-Nines is that we continue to have a vibrant, growing organization. I believe we do this through communication and with dedication.



Many organizations today are losing membership because they do not convey a sense of purpose and direction for action to this task-oriented, younger generation. We can give more direct assistance to the Chapters from our International Board expertise. We are sharing ideas on Aerospace Education; we need to expand the sharing to recruiting, member retention and Chapter development. Though much has been done, we need to do more to assist and encourage young women wanting to fly.

My experience in drama, specifically in selecting actors, can be valuable in helping to find highly qualified people to serve on the International Board. My leadership position in the schools taught me the value of finding just the right person for a task. For example, I had to choose people for textbook selection, a group for district writing assessment and some students to be peer assistants to slow learners.

I believe in this organization, and I value the many friendships I have made over the years. I would be honored to serve The Ninety-Nines on the Nominating Committee.

Barbara Harris-Para

Garden State Chapter
New York-New Jersey Section

I have been active in The Ninety-Nines Organization through my Chapter and Section; I now feel it is time to move on to the International level.



I have served in a two-year position on the Aerospace Education Committee at the International level, as well planning and hosting the 2004 International Conference in Atlantic City, New Jersey. I am currently serving as the Governor of the New York/New Jersey Section, and my term will be completed in the summer of 2008. Through these experiences, I have gained friendship and support within the organization that have helped me enjoy being an active and enthusiastic Ninety-Nine.

I believe I bring a lot of experiences as an educator, federal employee, certified FAA flight instructor, former school board president, and presently, volunteering as a Lead for the FAASTeam in the Southern Pines, North Carolina area. I am also mentoring a child who is in danger of slipping through the cracks. I have become active in the Carolinas Chapter of the Ninety-Nines, and I am very active in my local EAA Chapter 1220.

I believe I am a team player and will be an asset to the Nominating Committee. I have been told that I can see the big picture and then home in on the little items. I appreciate all of your help, thank you in advance.

Martha Phillips

Ventura County Chapter
Southwest Section

I have been a member of The Ninety-Nines since 1996 and am currently the Governor of the Southwest Section. I also served as Section Treasurer prior to be-



coming Governor, and, in my own Chapter, I have served as Chairman, Treasurer and Membership Chairman.

Attendance at the International Conferences and the Board of Directors meetings at those Conferences and in Oklahoma City has given me a chance to make the acquaintance of members from many different areas. I have also been amazed at the dedication and vision of the current and past officers of The Ninety-Nines.

As a member of the Nominating Committee, I would strive to find the people who have the interest, talents and energy to continue the growth and meet the organization's future goals.

Nominating Committee (5)...continued

Rita Adams

Chicago Area Chapter
North Central Section

Since I became a Ninety-Nine in 1968, I have been continuously active on the Chapter and Section levels either on committees or as an officer. Through attending almost all North Central Section meetings and many International Conferences, I have had the opportunity to see Ninety-Nines in action and note their diversity and capabilities. Also as Ninety-Nines Coordinator for EAA/AirVenture Oshkosh for the past 11 years, I have met members from around the world and learned about their desires in leadership.

The Ninety-Nines have a wealth of talent and knowledge in the membership. The Nominating Committee's duty is to seek out and encourage these well qualified and energetic potential leaders to represent us at the International level. I feel that my exposure to a wide range of members will be an asset for this position.



Sonia Bortolin

Florida Goldcoast Chapter
Southeast Section

I am honored to have the opportunity to run for a position in the Nominating Committee. I am a longtime aviation enthusiast with a Commercial and Instrument rating and over 900 hours PIC. I have been a member of The Ninety-Nines for the past five years, and I am the current Chairman of the Florida Goldcoast Chapter.

Born in Caracas, Venezuela, I have resided in Miami for the past 27 years. I have been married to my husband Edgar for 25 years, and I have two college student daughters. I am an attorney, and I operate my own firm, Bortolin & Associates, P.A., in Fort Lauderdale, Florida. My practice is primarily concentrated in Commercial Litigation and Immigration & Nationality Law. I have represented clients from all areas of the United States and around the world. Living in South Florida has presented me with unique opportunities to meet people from all corners of the world, and I take great pride in seeing that every person is treated with integrity and respect.

I believe the Nominating Committee is one of the most important committees of our organization. I understand the enormous value of having a successful Board and Membership. I believe that I can bring experience and insight to The Ninety-Nines Nominating Committee in order to seek out leaders who will guide our organization to fulfill and accomplish its goals. I am running to be a part of the most important development process in our organization.



AEMSf (1)

Deborah Cunningham

Santa Clara Valley Chapter
Southwest Section

As a Ninety-Nine who has enjoyed the benefit of an Amelia Earhart Memorial Scholarship and a Trustee for the past year, I would request your confidence to continue as a Trustee. I have taken flight, as it were, learning the operating and running of the Trust and participating in the selection of the applicants. It would be an honor to continue serving for the next three years as an AEMSf Trustee.

I am currently employed as a corporate pilot for a Fortune 500 company flying a DeHavilland Twin Otter and a Gulfstream V business jet. I'm here in part because of my involvement with The Ninety-Nines, which I joined in 1979 after receiving my private pilot certificate.

I have been involved at the Chapter level holding elected positions from Secretary, Vice Chairman and Chairman. I chaired flying companion seminars, pennies-a-pound events, IFR refreshers and other local events. I have been involved with the PPLI as a Navigator and attended numerous Section and International meetings. In 1988 I received an Amelia Earhart Memorial Scholarship for my CFII, which brought me that much closer to my career goals. I seek your vote to continue to manage and grow the AEMSf for the benefit of all Ninety-Nines.



Amelia Earhart Birthplace Museum (3)

Ann Shaneyfelt

Northeast Kansas Chapter
South Central Section

It is my desire to serve on the Amelia Earhart Birthplace Museum Board to help promote and preserve this beautiful monument to the first president of The Ninety-Nines. The ownership of the AEBM by The Ninety-Nines is a sacred trust that can be used to educate the public about the history of The Ninety-Nines organization and our founder, Amelia Earhart. I believe, in educating young women about the life of Amelia Earhart, we can encourage them to set their goals high and help them achieve their dreams as shown by the courage of Amelia.

I started my flight training while being a member of the Civil Air Patrol. After receiving my private pilot certificate, I joined the Northeast Kansas Ninety-Nines in 1993. I have held many offices in my Chapter from Chairman, Vice Chairman, Secretary, Historian, Membership and Scrapbook Chairman. I was also a member of the Spearhead Chapter of the Kansas Pilot's Association in which I held several offices and served on the Board. I work as a volunteer for Angel Flight, a charitable flight organization that helps unite pilots who have a plane with patients in need of a flight to medical care or other types of compassion flights.

I believe serving on the Amelia Earhart Birthplace Museum Board will be another step in expressing my love for aviation.



Nancy A. Miller-Borg

Alabama Chapter
Southeast Section

I have been a financial supporter of the Amelia Earhart Birthplace Museum (AEBM) for many years and was honored when I was asked to fill a vacant position on the Board of Trustees. Since that time I was elected to the position. I have created several fund-raisers, both internationally and locally.

The AEBM is a somewhat hidden treasure of The Ninety-Nines. I would like to encourage more members to make a trip to Atchison, Kansas to see the work our employees and Board members do with the donations from Ninety-Nines and other sources. It is difficult to raise funds for such "unglamorous" items as paying the winter heating bill in Kansas. All the rooms have been restored, and the major direction is in keeping this wonderful home in good physical shape.

The Museum has dedicated docents who lead the tours and two exemplary employees who manage the day-to-day operations. Because of them, the AEBM is a fantastic tourist attraction where the public can learn about The Ninety-Nines and its first President.

If reelected, I pledge my energy and talent to maintaining, preserving and improving the Amelia Earhart Birthplace Museum.



Nelda Lee

Greater St. Louis Chapter
North Central Section

My service to The Ninety-Nines began in 1971 when I joined the Greater St. Louis Chapter. I joined because I was a new pilot and loved flying and had found an organization that also loved flying and had a purpose in supporting education and promoting aviation.

Throughout my years as a member, I have held many offices and served on several committees and have found the organization supportive of its membership at all levels.

In 2004, I found another niche where I could serve and that was as a Trustee for the Amelia Earhart Birthplace Museum. This has been a wonderful experience, and I am seeking your support so that I might continue this service to the museum and the organization. Thank you for your votes.



Endowment Fund (3)

Marcia K. Gitelman

Finger Lakes Chapter
New York-New Jersey Section

When I graduated from high school, becoming a pilot was not on my radar screen. I had not even had a ride in an airplane. However, knowing the basics of investing was part of my education. It was in the curriculum in a required Economics course for an academic diploma. A little over a decade later, not only did I have a college education, a family, a profession and a home, but a private pilot certificate. Joining The Ninety-Nines in 1968, shortly after receiving my license, was not just a matter of paying the dues and going to meetings but a way of participating, organizing and learning. My family upbringing, and the influence of the family I married into, has always been one of giving of oneself beyond "your own front door." And, to this day, that basic economics instruction has also stayed with me; managing my family's finances, managing my retirement portfolio and investing just as a hobby has been a continuing activity. My understanding of my husband's business has given me additional knowledge.

In today's world it is not possible to fulfill the mission of The Ninety-Nines with dues alone. The Endowment Fund will be a most important steady source of income for our organization once it reaches the critical \$1,000,000. I feel that I can make a contribution with ideas that come from experience. I have the knowledge and the time to devote to working with the other Trustees for the future financial independence of The Ninety-Nines.



Gayl Henze

Eastern Pennsylvania Chapter
Mid-Atlantic Section

The 99s Endowment Fund is critical to the future financial independence of The Ninety-Nines, Inc. In order for us to continue our mission of Promoting, Providing and Preserving, we must be financially sound and still keep our dues at a reasonable level. Maintaining our headquarters building as well as meeting the needs of all our members is often really challenging for our Board of Directors. We need the help of all Ninety-Nines in this endeavor.

Thirty years ago I started to fly, and that simple action broadened my life and gave it additional meaning. Joining The Ninety-Nines kept me flying and gave me the desire to help other women to have the opportunity, not only of flying but of experiencing the camaraderie of a group of other women with the same passion.

I served the organization in most Chapter and Section offices and then served on International Committees, but I think the most lasting benefit to The Ninety-Nines will be my time serving with the other Trustees of the Ninety-Nines Endowment Fund for the past four years. We have made good progress towards our goal of \$1,000,000, and I hope to continue for another two-year term.



Barbara Strachan

Florida Suncoast
Southeast Section

I am a long-time and active Life member of The Ninety-Nines Organization, serving at both Chapter and Section levels. The organization is very important to me. I have formed many close friendships in our organization with women who both encourage and support me.

I am currently serving a two-year term as a Trustee on the Board of the Endowment Fund. I would like to continue this work. The Endowment Fund's most significant aspect is its contribution to the overall financial health of The Ninety Nines Organization. I will continue to contribute to that effort and help to attain our initial goal of \$1,000,000 in the Fund.

The accomplishment of the Endowment Fund in reaching the goal is the key to our survival as an organization. The only way to insure that we, the oldest and largest group of women pilots, continue as a viable and economically stable organization is through the continued growth of the Endowment Fund.

My background in marketing, sales and accounting helps me with this effort to grow the fund, and I would like to ask every Ninety-Nine who loves the organization and what it represents to make a commitment to this endeavor. We all learned to fly, some of us in the face of great hardship, so I believe we can and will be successful. With my experience, I can help to keep the momentum going.



99s Museum of Woman Pilots (2)

Carolyn Smith

Oklahoma Chapter
South Central Section

I have always believed that the reason to preserve information from the past is to allow future generations the opportunity to benefit from its use. Our 99s Museum of Women Pilots provides a wonderful venue to share the history — and look to the future — of women in aviation.

For the past three years, I have had the opportunity to work with the Museum, as a Trustee and a volunteer. I believe my background as a professional librarian has been helpful to the Museum. Through the efforts of the Museum Board of Trustees and our members, the Museum has taken great strides forward in collection management, exhibits, education and public awareness. And, we are in the midst of exciting plans for the future.

I would welcome the opportunity to continue to work with the Museum as a member of its Board of Trustees and be part of its future development.



Phyllis Scott

Tulsa Chapter
South Central Section

It has been an honor to currently serve on the Museum Board as Treasurer. I would like your support to serve another term. With my accounting background, I understand the importance of fiscal responsibility.

Our Museum is a rare gem in preserving what women have accomplished in our chosen field of aviation. We have made much progress in re-housing and preserving these collections. We are attracting more and more visitors, individually as well as organizations. However, much more needs to be done, and I would like to continue to be a part of this endeavor.

Because Tulsa is a short driving distance from the Museum, and I am retired, this enables me to be an active member and help as needed. It will be a privilege to continue service on your 99s Museum of Women Pilots Board.



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RATINGS

Lee Ann Baggott – Instrument
Katahdin Wings Chapter

Mary Build – Designated Examiner,
Commercial and Instrument
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Heather 'Martha' Cook – Private
Pilot, Rio Grande Norte Chapter

Pam Mizell – Private Pilot
Orange County Chapter

Reni Moczygemba – Private Pilot
San Antonio Chapter

Susie Nguyen – Helicopter
Old Dominion Chapter

Laurie Probst – Instrument
Wisconsin Chapter

Nalena Rieder – Multi-engine
Commercial
Ventura County Chapter

Sarah Vertefeuille – CFI
Connecticut Chapter

PROFESSIONAL RATINGS

Betsy Donovan – Gulfstream 200
type rating
Ambassador Chapter

Linda Friedman – B 757, B 767
type ratings
Dallas Chapter

Traci Leider – Captain Upgrade,
Lear 60
Phoenix Chapter

Leja Noe – Captain Upgrade, CRJ
type rating
Greater Seattle Chapter

WINGS

Janet Chang-Pryer – Phase II
Bay Cities Chapter

Laurie Reeves – Phase XII
Connecticut Chapter

Patty Steffen – Phase II
Mount Tahoma Chapter

Karen Tierney – Phase I
Connecticut Chapter

SOLO

Nic Kinsman – Solo
Monterey Bay Chapter

Nancy Ramseyer – Solo
Connecticut Chapter



PILOT CAREERS: Hang Up & Fly

BY DONNA MILLER
International Careers Committee

Did you know that the doors to most airline lavs are *not* soundproof? Recently I was running through my preflight duties on the flightdeck and the captain was in the lav having a very personal discussion with his girlfriend on his cell phone. Even before he introduced himself, I knew way too much. Not a nice way to start a four-day trip. I spent way too much time between deciding whether or not to tell him and getting the images out of my head.

Now don't get me wrong. I love my cell phone. It is my lifeline to friends and family far away. But I've noticed lately that cell phones hinder professionalism. It starts out small. While you're waiting for your crew to show up, you call your friend to catch up. The next thing you know, they're waiting for you to end your call to brief the flight. I've seen pilots on the ramp doing a walk around while talking on the cell phone. A good walk around deserves your full attention. I know one pilot who always greets the mechanics on the ramp (something you can't do if you're on the phone). One time, the mechanic told her that the inbound crew thought they hit a bird. She was extra vigilant and found it to be true. They were able to take care of the problem early, and the flight left on time.

Replacing texting with talking doesn't cut it. A captain told me that her first officer was texting through her entire briefing. That was her first impression of her F.O. She has timed her briefings, and they are less than a minute long. Is our attention span really that short? Has our level of professionalism sunk that low?

One pilot said, during dinner with the crew, that she can't turn off her cell phone because she is on reserve and Crew Scheduling might call. Rule 3 of professional flying (after "don't bend metal" and "don't break any regulations") is Do NOT underestimate Crew Scheduling's ability to locate you, especially during a company overnight. Enjoy the company of your coworkers and (gasp!) leave your phone in your room for an hour. If you have to take your phone, don't take unnecessary calls at the table. (That's just common courtesy, but courtesy is part of professionalism.) Step away from your BlackBerry! Focus on the people with you. I see crews who are Bluetooth-talking to far-away people but won't even smile at humans who are actually, physically present. Never mind wrinkles! We're all getting Elevator Face — that blank, straight-ahead stare. It's ironic to see that cell phones are actually impeding communication.

In 1890, Mark Twain's Christmas card read, "It is my hope that all of us may eventually be gathered together in a heaven of everlasting peace ... except the inventor of the telephone." If he only knew!

PRO 99s PROFILE: Jeannie Dismukes

BY BETSY DONOVAN, International Careers Committee

Jeannie Dismukes, UPS first officer and Louisville Blue Grass Chapter member, credits her career to her parents and two teachers. A field trip to the local airport with her 6th grade class, a glider lesson from her parents for her 14th birthday and Mr. Gallagher, a high school teacher, introduced her "to the idea of choosing aviation as a career."

At age 19, Jeannie received her private pilot certificate in Napa, California. A Sacramento Valley Chapter scholarship helped her pay for her CFI. Jeannie was a flight instructor and corporate pilot in Vacaville, Chino and Ontario, California before flying freight in Arizona. She moved on to the Northeast, flying the Saab 340 for Business Express, which was taken over by American Eagle. At UPS for three years, Jeannie flies the MD-11. Along with her CFI, CFII and MEI, she holds an Airframe and Powerplant certificate, seaplane and glider ratings. Her type ratings include SF340, ATR 42 and 72, CL65, B727, B737 and MD11.

Wanting to be an airline pilot, Jeannie "made every decision based on that goal. If people were not supportive of the idea, I ignored them. I did little else in my life that was not involved in reaching my goal. My reward is today I have the money and time to do anything I want to do. Not everything worked out as I wish it would have. I have failed checkrides, received rejection letters, experienced struggles in training and frustration with relationships. With each struggle, I learned a great deal about myself and became a better airline pilot in the process."



The 99s 2008 International Conference Schedule

Hosted by the NORTHWEST Section and the ALASKA Chapter August 6 - 9, 2008



WEDNESDAY, AUGUST 6, 2008

6:30 am – 8:00 pm	Denali In A Day Tour
7:00 am – 4:00 pm	NOVA Raft & Hike Combo
7:30 am – 1:00 pm	Portage Glacier/Wildlife Ctr Tour
8:00 am – 2:30 pm	Fly In Bear Viewing Tour
8:15 am – 8:15 pm	Talkeetna Day Trip via AK RR
10:00 am – 6:45 pm	Grandview Tour via Alaska RR
Morning Flight	Mt. McKinley Flight Seeing Tour
Noon – 5:00 pm	Registration Open
Afternoon Flight	Mt. McKinley Flight Seeing
2:00 – 7:00 pm	Iditarod Sled Dog HQ / Musk Ox Farm

Dinner on your own

THURSDAY, AUGUST 7, 2008

6:30 am – 8:00 pm	Denali In A Day Tour
8:00 am – 2:30 pm	Fly-In Bear Viewing Tour
9:00 am – 5:00 pm	Registration and Credentials
9:00 am – noon	Pre-Conference Board Meeting
9:00 am – 4:30 pm	Hospitality Suite Open
Morning Flight	Mt. McKinley Flight Seeing Tour
Noon – 5:00 pm	Portage Glacier/Wildlife Ctr Tour
Noon – 5:00 pm	Iditarod Sled Dog HQ / Musk Ox Farm
Afternoon Flight	Mt. McKinley Flight Seeing Tour
4:00 – 5:00 pm	Comm Session (Bylaws)
6:00 – 8:00 pm	Welcome Hangar Party

Questions? Contact Conference Chairman Angie Slingluff at akwoman@ak.net or Registration Chairman Brenda Staats at registration@aviationfun.org.

FRIDAY, AUGUST 8, 2008

7:00 – 8:00 am	Continental Breakfast
7:00 – 8:00 am	Registration and Credentials
8:30 am – noon	Annual Business Meeting
1:00 – 5:00 pm	Fly Market / Trade Show
1:00 – 5:00 pm	Hospitality Suite Open
1:00 – 5:00 pm	Educational Seminars
1:00 – 3:00 pm	Governors Luncheon
3:30 – 4:30 pm	MWP Trustees Meeting
4:30 – 5:30 pm	Endowment Fund Trustees Meeting
6:00 – 6:45 pm	No Host Reception
6:45 – 9:00 pm	AE Scholarship Banquet

SATURDAY, AUGUST 9, 2008

8:00 am – noon	Anchorage Aviation Highlights Bus Tour
9:00 am – noon	Post Conference Board Meeting
9:00 am – 4:00 pm	Fly Market / Trade Show
9:30 am – 5:00 pm	Hospitality Suite Open
9:00 – 11:00 am	Educational Seminars
Noon – 1:30 pm	Luncheon & Fashion Show
2:00 – 4:00 pm	AEMSF Trustees Meeting
2:00 – 5 pm	Educational Seminars
6:00 – 6:45 pm	No Host Reception
6:45 – 9:00 pm	Awards Banquet

SUNDAY, AUGUST 10, 2008

8:00 – 9:00 am	Weather Briefing
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Hotel Information

Hilton Anchorage Hotel
500 West Third Avenue
Anchorage, Alaska 99501
1-907-272-7411

Room Rate: \$206 (plus taxes) single/double.
Group Code: "NNN". Identify yourself as being with "The Ninety-Nines".

For online reservation: www.hilton.com (choose "Rates & Reservatons" at the top, select by hotel "Hilton Anchorage," your dates, and enter Group Code "NNN").

Cut off date: July 6, 2008 at 5:00 pm Alaska Daylight Savings Time. Reservations received after that date will be on a space and rate available basis.

Overflow Hotel

Anchorage Marriott Downtown
820 West 7th Avenue
Anchorage, Alaska 99501
Tel: 1-907-279-8000; Fax: 1-907-279-8005

Room Rate: \$219 (plus taxes) single/double.
Group Code: 'NNI' and the name of the conference, "Ninety-Nines, Inc."

Identify yourself as being with "The Ninety-Nines."

Cut off date: Monday, July 7, 2008.

Reservations received after that date will be on a space and rate available basis.

The Ninety-Nines 2008 International Conference Registration

PLEASE PRINT CLEARLY

YOUR INFORMATION:

Full Name _____ Badge Name _____
Mailing Address _____ City _____
State/Province/Country _____ Zip/Postal Code _____
Email _____ Phone _____
Chapter _____ Section _____

CHECK ALL THAT APPLY:

____ International Board Member ____ Past President ____ Current Governor ____ Chapter Chairman
____ International Committee Chairman ____ A.E. Scholarship Winner 2008 ____ First Conference
____ WASP ____ Future Woman Pilot (FWP) ____ AWTAR Alumnae ____ Student Pilot
____ Trust Member, Trust Name _____

GUEST INFORMATION:

Full Name _____ Badge Name _____
Mailing Address _____ City _____
State/Province/Country _____ Zip/Postal Code _____
Email _____ Phone _____

ARRIVAL INFORMATION:

Via Commercial Airline to Ted Stevens Anchorage International Airport (ANC)

Arrival Date _____ Departure Date _____

Via Private Aircraft to Merrill Field (MRI) (PAMR)

Arrival Date _____ ETA _____ Departure Date _____ ETD _____

Aircraft Make/Model _____ Registration # _____

SPECIAL ASSISTANCE REQUEST: _____

SPECIAL DIET REQUEST: _____

MAIL REGISTRATION TO:

Ninety-Nines 2008 International Conference
c/o Alaska 99s Brenda Staats
P. O. Box 91962, Anchorage, AK 99509-1962
E-mail: registration@aviationfun.org
FAX: (907) 222-7499

Alaska Airlines offers Discount on Airfare for the International Conference

Alaska Airlines is pleased to support The Ninety-Nines 2008 International Conference in Anchorage by offering a discount on airfare for flights to Anchorage on Alaska Airlines and Horizon Air between August 3 and August 12, 2008. The discount code is **ECCMA0918**. On the Alaska Airlines web reservations page, select your destination city (ANC) and dates of travel, and then under Discount Code enter **ECCMA0918**. It will show you the rates that apply to various categories of fare.



Full Name _____

CONFERENCE REGISTRATION FEES

Full registration includes name badge and printed material, Welcome Hangar Party, AE Scholarship Banquet, Luncheon & Fashion Show, Awards Banquet, Continental Breakfast, access to Hospitality Suite and Fly Market, Trade Show and Seminars.

		TOTAL COST
Registration - postmarked on or before 5/31/08	_____ @ \$275 USD	\$ _____
Registration - postmarked on or after 6/01/08	_____ @ \$350 USD	\$ _____

One-day Registration - (includes registration materials and events for that day):

Thursday (includes International Welcome Reception)	_____ @ \$75 USD	\$ _____
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Friday (includes Banquet, Seminars & Continental Breakfast)	_____ @ \$125 USD	\$ _____
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Saturday (includes Seminars, Fashion Show Luncheon, Banquet)	_____ @ \$175 USD	\$ _____
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Guest Tickets (if not a Ninety-Nine or full registration)

Thursday - International Welcome Reception	_____ @ \$55 USD	\$ _____
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Friday - Continental Breakfast	_____ @ \$25 USD	\$ _____
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Friday - Amelia Earhart Scholarship Banquet	_____ @ \$75 USD	\$ _____
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Saturday - Luncheon & Fashion Show	_____ @ \$65 USD	\$ _____
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Conference Banquet	_____ @ \$ 75 USD	\$ _____
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Fly Market (to reserve a 6-foot table) 99 MEMBERS ONLY	_____ @ \$30 USD	\$ _____
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Chapter and/or Section _____		
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Government Agencies & Non-Profit Organizations	_____ @ \$75 USD	\$ _____
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Name of Organization _____		
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Vests Color _____ Blue _____ Black _____ Purple		
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Size _____ S _____ M _____ L _____ XL _____ 2XL _____ 3XL _____ 4XL	_____ @ \$40 USD	\$ _____
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TOTAL REGISTRATION FEES	\$ _____
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TOTAL TOUR FEES FROM TOUR REGISTRATION FORM	\$ _____
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GRAND TOTAL ALL FEES	\$ _____
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Make checks payable to: ALASKA CHAPTER 99s CONFERENCE ☐ VISA ☐ Mastercard

PAYMENT INFORMATION: Check/Money Order preferred

If paying by credit card, only VISA or Master Card accepted unless paying online with PayPal

Card # _____ Three Digit Security Code # _____ Expiration Date _____

Name on Card _____ Signature _____

REGISTRATION CANCELLATION/REFUND POLICY: Cancellation request **must** be made in writing (postal service or email) to Brenda Staats. If postmarked on or before June 30, 2008, payment less \$20; on or before July 14, payment less \$60. **No** refund after July 15 unless approved by Conference Advisory Committee.

CONFERENCE TOUR REGISTRATION FORM

		<u># of People</u>		<u>TOTAL COST</u>
Portage Glacier / Wildlife Conservation Center				
Wednesday, August 6, 2008	7:30 am – 1:00 pm	_____	@ \$145 USD	_____
Thursday, August 7, 2008	Noon – 5:00 pm	_____	@ \$145 USD	_____
Mt. McKinley Flightseeing Tour (4 hours, time dependent on weather)				
Wednesday, August 6, 2008	Morning flight	_____	@ \$375 USD	_____
Wednesday, August 6, 2008	Afternoon flight	_____	@ \$375 USD	_____
Thursday, August 7, 2008	Morning flight	_____	@ \$375 USD	_____
Thursday, August 7, 2008	Afternoon flight	_____	@ \$375 USD	_____
Fly-In Bear Viewing (includes fees and taxes)				
Wednesday, August 6, 2008	8:00 am – 2:30 pm	_____	@ \$606 USD	_____
Thursday, August 7, 2008	8:00 am – 2:30 pm	_____	@ \$606 USD	_____
Iditarod Sled Dog Headquarters and Musk Ox Farm				
Wednesday, August 6, 2008	2:00 – 7:00 pm	_____	@ \$ 99 USD	_____
Thursday, August 7, 2008	Noon – 5:00 pm	_____	@ \$ 99 USD	_____
Grandview Tour via Alaska Railroad				
Wednesday, August 6, 2008	10:00 am – 6:45 pm	_____	@ \$125 USD	_____
NOVA Raft & Hike Combo				
Wednesday, August 6, 2008	7:00 am – 4:00 pm	_____	@ \$175 USD	_____
<i>(You will need to furnish your own lunch and transport to Chickaloon)</i>				
Denali In A Day (includes flight and bus tour)				
Wednesday, August 6, 2008	6:40 am – 8:00 pm	_____	@ \$525 USD	_____
Thursday, August 7, 2008	6:40 am – 8:00 pm	_____	@ \$525 USD	_____
Talkeetna Day Trip via Alaska Railroad				
Wednesday, August 6, 2008	8:15 am – 8:15 pm	_____	@ \$175 USD	_____
Thursday, August 7, 2008	8:15 am – 8:15 pm	_____	@ \$175 USD	_____
Additional Talkeetna Activities (available both days)				
	Denali Grand Flight Seeing Tour (1½ hours)	_____	@ \$265 USD	_____
	McKinley Experience (1 hour flight)	_____	@ \$190 USD	_____
	Wilderness Jet Boat Adventure (2 hours)	_____	@ \$ 55 USD	_____
Anchorage Aviation Highlights Tour (includes Aviation Museum)				
Saturday, August 9, 2008	8:00 am – noon	_____	@ \$ 75 USD	_____
GRAND TOUR TOTALS				_____

PLEASE ADD THIS TOTAL TO REGISTRATION PAGE TOTAL

Additional arrangements for Pre- and Post-Conference Tours on your own can be made through Logistics Inc. Contact Christy Andresen at Logistics Inc., 907-276-6060 x 13 or Christy@logisticsllc.com

2008 CONFERENCE VESTS!

Order a Conference vest with our colorful Conference logo for that extra layer or to spot your friends along the streets of Anchorage. Vests may be ordered on the Conference Registration form and will be available for pick up at The Ninety-Nines International Conference registration desk.





OPTIONAL TOURS AND EVENTS

We are pleased to offer multiple tour opportunities for Conference attendees. We understand that many of you will be visiting Alaska for the first time. With that in mind, we have arranged for many tour options to provide you with the trip of a lifetime, adventure and opportunity.

Portage Glacier Cruise and Alaska Wildlife Conservation Center

Spend your day enjoying the Portage Valley. After boarding the motor coach at the conference hotel,



you will travel along the breathtaking Turnagain Arm, famous for its unusual bore tide. This drive has been voted one of the Top Ten Most Scenic Drives in America by Conde Nast Traveler magazine. Watch for eagles, Dall sheep, moose and perhaps beluga whales feeding on the hooligan in the Arm. Rustic old buildings and ghost forests are visible signs of the 1964 earthquake that flooded the area. Explore Alaska Wildlife Conservation Center, Alaska's only drive-through wildlife viewing exhibit. This will be your opportunity to glimpse many Alaskan animals such as grizzly bear, black bear, reindeer, bison, elk, musk ox, moose, eagles or Sitka blacktail deer. Drive on to Portage Valley where you will take a glacier cruise that will take you



face-to-face (or face-to-toe) with an active fresh water calving glacier. Board the M/V Ptarmigan for an unforgettable one-hour cruise across iceberg-dotted Portage Lake to the face of Portage Glacier. Narrated by a forest service representative, the cruise is informative and breathtakingly beautiful. Return to the Conference hotel by motor coach. Box luncheon and refreshments will be provided. Offered Wednesday morning and Thursday afternoon: \$145 USD.

Mt. McKinley Flight Seeing



At Lake Hood, America's largest float plane airport, you will step aboard a floatplane for a spectacular flight that will take you within six miles of Mt. McKinley's 20,320-foot summit. Fly over foothills and spot wildlife while on your way to the Alaska Range. You will get to view Ruth Glacier, the Great Gorge and the massive south face of McKinley where climbers attempt their ascent. You will make a floatplane landing on a lake at the base of Mt. McKinley (weather permitting) before flying back to Anchorage. Ground transportation to/from downtown hotels and Lake Hood is provided by the air taxi operator. Departure times are weather dependent. Flights offered Wednesday morning, Wednesday afternoon, Thursday morning and Thursday afternoon: \$375 USD.

Grandview Tour via the Alaska Railroad

Cab, carpool or walk downhill the three blocks from the Conference hotel to the train depot. Once there, step aboard the historic blue and gold cars of the Alaska Railroad for a train ride to Grandview. Travel deep into the Grandview Valley and the historic "loop district" where you'll be surrounded by alpine meadows, wildlife and wildflowers. Enjoy great views of Trail, Bartlett and Spencer Glaciers. A Chugach Forest Service naturalist will join you onboard. This train ride will take you through some of Alaska's most pristine and scenic wilderness areas with rugged gorges, spectacular peaks and a glacier-carved valley that you can reach only by train. Final return leg to the Conference hotel in Anchorage is by motor coach. Limited food service available on the train (not included in tour price). All-day trip offered Wednesday only: \$125 USD.



Fly-in Bear Viewing at Redoubt Bay



Enjoy a guided tour with the opportunity to view Alaska's black and brown bears in their natural habitat. Board a float plane at Lake Hood for a six-hour tour that will take you about 70 miles southwest of Anchorage to the entrance of Lake Clark Wilderness Preserve. From Redoubt Bay Lodge at the entrance of the preserve, you will board a covered pontoon boat to view resident brown bears up close. Your naturalist guide will lead you to the bears in their natural habitat. The bears follow the salmon, so the best viewing is from June through August. You will also receive a checklist of flora and fauna specific to this region. A home-made lunch served in the lodge before you fly back to Anchorage is included. Ground

transportation to/from downtown hotels and Lake Hood is provided by the air taxi operator. Offered Wednesday morning and Thursday morning: \$606 USD. *Price includes taxes and fees.

Iditarod Sled Dog Headquarters and Musk Ox Farm

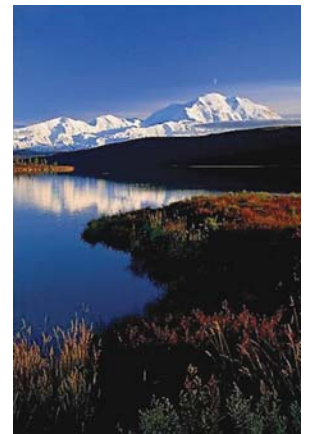
Board the motor coach at the Conference hotel for the Matanuska Valley, an area that was shaped by two mighty rivers, the Matanuska, which flows between the Talkeetna and Chugach Mountains, and the Susitna, which flows from its headwaters in the Alaska Range. The first stop will be the Musk Ox Farm, a former colony farm that is presently the country's only domestic musk ox farm. It is home to about 70 musk oxen, shaggy animals that look like a cross between sheep and water buffalo that were once contemporaries of woolly mammoths. Alaska Natives knit their soft wool (Qiviut) into hats, scarves and other clothing items. Qiviut is warmer than sheep wool and lighter than llama yarn. After leaving there, we will drive a short distance to Wasilla to visit the Iditarod Race Headquarters. The Iditarod Headquarters offers movies, displays, photos and trophies of the Last Great Race. Learn about the work of the volunteer pilots of the Iditarod Air Force. There will also be dog sled rides available for a small extra fee. Return to Conference hotel by motor coach. Offered Wednesday afternoon and Thursday afternoon: \$99 USD.



Denali in a Day



This is the only tour that will take you to see Denali National Park and North America's tallest mountain in one day. Cab or carpool to/from Merrill Field, about one mile from the Conference hotel. At Merrill Field, you will board a 7-9 passenger Navajo for a 40-50 minute scenic flight to Healy, AK. Each person has a window seat. Once in Healy, you will be transported via van to the Denali National Park entrance. At the Visitor's Center, you will board the Denali National Park Service shuttle that will take you on the only road into the park for a 6-8 hour guided bus trip. Watch for bears, moose, caribou, wolves, foxes, wolverines and Dall sheep. Many



smaller animals such as arctic ground squirrels, hoary marmots, pikas, snowshoe hares and beavers also inhabit the park. For those interested in bird watching, there are approximately 150 species that live in and around Denali in the summer. They include the arctic tern, American golden plover, long-tailed jaeger, the surfbird, arctic warbler, the wheatear, willow ptarmigan, golden eagles and ravens. By using the park's shuttle system, visitors support the National Parks Service's mission of preserving and protecting park resources while providing a high quality experience. Riding in a bus enhances the chances of spotting wildlife with all those extra eyes looking for them. A box lunch and transportation are included. Upon completion of your tour, you will be transported back to Healy for your flight back to Anchorage. Cost does not include \$10 Park Service Fee payable on site. Offered all day Wednesday and all day Thursday: \$525 USD.



Talkeetna Day Trip via the Alaska Railroad

Cab, carpool or walk the three blocks to/from the Conference hotel to the train depot. Step aboard the historic Alaska Railroad for a four-hour ride north to Talkeetna. Railroad tour guides will narrate the history of the railroad and points of interest. Talkeetna, reminiscent of a "Northern Exposure" village about 60 air miles from Mt. McKinley, is the staging area for mountain climbers. The community is near the confluence of three rivers – the Susitna, Chulitna and Talkeetna. Lunch on your own. Spend your afternoon in Talkeetna exploring the village, shops and museums or taking an optional tour (see next page). Leisurely walk around Talkeetna at 200-foot elevation within a one-and-a-half mile radius of the train depot, airport and village. Offered all day Wednesday and all day Thursday: \$175 USD.

Additional Talkeetna Activities (please add to basic \$175 cost):

Denali Grand Flight Seeing Tour

Your 1½-hour narrated flight with an air taxi service will depart Talkeetna and enter a world of rugged high mountain peaks and wide glacier-filled valleys. You will see the south side of McKinley's west buttress, the Sheldon Amphitheater, Ruth Glacier and Great Gorge. Fly over the Continental Divide and see McKinley's incredible Wickersham Wall. Air taxi operator will provide local ground transportation. Cost does not include \$10 Park Service Fee payable on site: \$265 USD.



McKinley Experience

This one-hour narrated flight with an air taxi service from Talkeetna takes you within six miles of McKinley's summit. As you fly over the wide glaciers, sense the motion of the ice and see how it has shaped the land. Visit the Sheldon Amphitheater, fly along the Ruth Glacier and through the world's deepest gorge. On your return, watch for moose in the valley. Air taxi operator will provide local ground transportation. Cost does not include \$10 Park Service Fee payable on site: \$190 USD.

Wilderness Jetboat Adventure

Be whisked away on a two-hour narrated jet boat tour through the heart of the wilderness on the 51-passenger "Talkeetna Queen." This glass-domed and environmentally controlled jet boat is the most technologically advanced in Alaska. You will have the opportunity to view nesting bald eagles, beaver activity, moose and bear in their natural habitat. At a mid-tour stop, you can take a leisurely ¼ mile walk to visit an authentic trapper's cabin with its rustic furnishings to see how trappers lived at the turn of the century. Your guide will display furs from the local area and demonstrate trapping methods. Naturalists will acquaint you with the abundant local wildflowers and plants. On a clear day, you will have a panoramic view of Mt. McKinley. Tour operator will provide local ground transportation: \$55 USD.

Anchorage Aviation Highlights Tour



Join us for a guided motor coach tour of the highlights of Anchorage aviation. We will leave from the Conference hotel and spend time in the Alaska Aviation Heritage Museum on Lake Hood, the world's busiest float plane base. As we drive through the airport complex, you will see typical and unusual Alaskan airplanes as well as shared use roads/taxiways. Next, we will take a brief photo stop at Earthquake Park where you can view downtown Anchorage across Cook Inlet with the Chugach Mountains in the background. Continue to Merrill Field, Anchorage's first true airport and the 104th busiest airport in the nation in 2000. Then return to the Conference hotel by motor coach. This tour will be guided by local 99s, so be prepared for a tour filled with local insight, information and aviation trivia. Offered Saturday morning: \$75 USD.

Nova Raft and Hike Combo

This is an excellent first-time whitewater trip that is also popular with experienced enthusiasts as well. If you're looking for thrilling whitewater views of a 27-mile long glacier, towering peaks, glimpses of Dall sheep, hiking to a glacier or just enjoying your picnic lunch, this river trip is for you. The tour begins in Chickaloon, about a 1½ hour drive north of Anchorage on the Glenn Highway. To start the day, you will have a guided hike of awesome ice formations on the Matanuska Glacier. At 27 miles long and four miles wide, this glacier is the largest road-accessible glacier in Alaska. After the hike, start your whitewater raft trip on the upper reaches of the Matanuska River where the converging Matanuska Glacier encounters Lion's Head, a massive rock wall. There the resulting squeeze play has created several miles of exciting class IV whitewater. Ice Crampons, boots, ski poles, helmets, life jackets, dry suits, neoprene gloves, boots and guided whitewater rafting and glacier hiking included. You will need to furnish your own lunch and transportation from Anchorage to Chickaloon. No physical requirements or experience required. Offered Wednesday, all day trip: \$175 USD.



Welcome New Ninety-Nines Members!

Alabama Chapter

CAIN, DeVonne (FWP)
CARROLL, Linda J.

Alaska Chapter

ROY, Camila Shanel (FWP)

Alberta Chapter

BENTZEN, Michelle

All-Ohio Chapter

BALLOU, Margaret HL Peg

Ambassador Chapter

PARTON, Danielle

Antelope Valley Chapter

BENNETT-MEDICIS, Emilie G. (FWP)

Austin Chapter

JEFFREY, Claire E.

Bakersfield Chapter

MALONE, Kathleen Ann

British Columbia Coast Chapter

MITCHELL, Jennifer Elizabeth

Canadian Rockies Chapter

SHERET, Kelly E.M.

Central New York Chapter

CAIN, Caralyn K

Chicago Area Chapter

CASE, Janice Marie

Coachella Valley Chapter

LINDSEY, Tara Marie (FWP)

Colorado Chapter

BROWER, Mary Beth

NELSON, Kristen April (FWP)

Columbia Cascade Chapter

JARRELL, Justine June (FWP)

NGUYEN, Huyentran Thi (FWP)

Connecticut Chapter

CULLEN, Peggy Louise

DOLAN, Debra T

MOUNTJOY, Virginia D. (FWP)

PEARSON, Marilyn G.

WADSWORTH, Sarah D. (FWP)

WEISS, Ronnie Lynne

Dallas Chapter

SCHULZ, Gayle (FWP)

Eastern New England Chapter

CARL, Hillary M. (FWP)

COOLIDGE, Christine Elizabeth (FWP)

DIXON, Katherine L. (A)

Eastern Pennsylvania Chapter

ASP, Mandy Kate

BELINSKI, Sandy (FWP)

KOZEL, Linda Adell (FWP)

LILLIE, Jessica Rebecca (FWP)

Embry-Riddle Daytona Chapter

CASSONE, Junie Harriett (FWP)

GREEN, Ashley (FWP)

SODERLUND, Sable Nicole (FWP)

Far East Section

KIM, Kyung O

First Canadian Chapter

GILES, Jackie

NOPPE, Lynda Ellen

Florida Suncoast Chapter

BYLSMA, Jessica Marie

Fort Worth Chapter

GARLAND, Amber

JEFFERY, Anne K. (FWP)

Intercollegiate Internet Chapter

HERREN, Taylor Lynn (FWP)

Intermountain Chapter

DE VERTEUIL, Dina Jeannine

TEAL, Jessica Marie

Keystone Chapter

MARINA, Toni M.

Kitty Hawk Chapter

BIENZ, Patricia

O'NEAL, Debbie D.

Lake Erie Chapter

MARTZ, Dolores Maria

Las Vegas Valley Chapter

FORSTER, Mary Ann

Mat-Su Valley Chapter

SCHOMMER, Ruth Ann

Memphis Chapter

SHERMAN, Janann

Michigan Chapter

ANDERSON, Kacy Lynn (FWP)

Midnight Sun Chapter

MARTIN, Amy Lynn

Minnesota Chapter

JOHNSON, Kristen Y.

Montana Chapter

ESTABROOKS, Hannah Margaret (FWP)

Montreal Chapter

ROY, Fannie (FWP)

New York Capital District Chapter

RUNGE, Tiffany Autumn (FWP)

North Central Section

BAYER, Marykate Scott

North Georgia Chapter

MCCRAW, Kimberly Brooke

Orange County Chapter

BOGOSH, Aling (FWP)

CAVINDER, Juana Rubia

LASLO, Deborah M.

Oregon Pines Chapter

ARCHER, Sandra K.

Paradise Coast Chapter

FREEMAN, Margaret F. Johnston

KING, Rebecca A. (FWP)

Phoenix Chapter

HELGESON, Dorothy E.

Reno Area Chapter

WOOLMAN, Sarah Jayne (FWP)

Reno High Sierra Chapter

ENRIQUEZ, Serenity Anne (FWP)

Russian Section

PATRAKOVA, Ida Andreevna

San Diego Chapter

DUNCAN, Bethany Grace

STENBOCK, Natasha C. (FWP)

WHITE, Carole A.

WOLF, Tiffany K. (A)



New member Ida Patrakova, Russian Section.

Santa Barbara Chapter

SCOTT, Katie R. (FWP)

Santa Clara Valley Chapter

MUNCH, Carol Ann

Shenandoah Valley Chapter

CULPEPPER, Karen G.

South Central Section

GODWIN, Linda M.

Tucson Chapter

CRABTREE, Colleen

WISNESKI, Kristin Dominique (FWP)

Tulsa Chapter

BLACK, Cheryl Lynn (FWP)

Utah Chapter

PITTS, Jenika (FWP)

Ventura County Chapter

DUENAS, Terrisa A. (FWP)

SCHULER, Margaret Marie (FWP)

Virginia Chapter

KNOX, Theresa W.

MILES, Margaret D.

Washington DC Chapter

EDWARDS, Jennifer

O'NEIL, Kathleen Mary

Wisconsin Chapter

KOERWITZ, Janet Marie

Astronaut Pam Melroy, STS-120 Commander, and Peggy Whitson, Commander of the International Space Station, made history in November when, for the first time in the 50-year history of space flight, two women were in charge of two spacecraft at the same time.

BY MARCIA K. GITELMAN
Finger Lakes Chapter

Background photo: STS-120 lands at Kennedy Space Center on November 7, 2007 after a successful mission taking the module Harmony to the International Space Station.

Photo upper left: STS-120 Commander Pamela Melroy at a press conference after the landing.



Pam M
In C



October 23, 2007, 11:38 a.m., Pamela Ann Melroy launched into space from the Kennedy Space Center on the orbiter Discovery. She is the second woman to command a shuttle flight and the only remaining female pilot astronaut. The mission's primary goal was to take the Italian-built module Harmony to the International Space Station to expand the station's research capacity. Not only was this an important mission, but it was historical as well. It marked the first time two female mission commanders had been in space at the same time. Peggy Whitson is Commander of the International Space Station. The shuttle returned to the Kennedy Space Center on November 7 at 1:01 p.m. with a perfect landing on a picture perfect day. Pam, or Pambo as her crew referred to her, is a Ninety-Nine.

Melroy Command



NASA

approaching the station from behind and underneath. At about 600 feet away you get the RPM started with the autopilot and then take the flight controller power off and just let it coast around. When the maneuver is completed, you put the controller power back on and fly up in front of the ISS. This transition from underneath to front is known as TORVA.”

Discovery is now in a position 400 feet in front of the ISS along a vector (V-bar), which is the direction of travel of both the station and the orbiter. “Then you back up gradually to the station. This is kind of non-intuitive. A lot of orbital mechanics is non-intuitive for pilots; you really have to practice to understand what’s really going to happen next.”

The primary visual reference for the docking is a camera in the Orbiter Docking System. An image is projected onto a monitor in the flight deck. Pam also uses a Crew Optical Alignment Sight which is aimed out the commander’s overhead window, and she looks out the rear windows in the aft part of the flight deck for situational awareness. The pilot is using a laptop computer loaded with software called the Rendezvous Prox Ops Program (R-POP). The Pilot gives “call-outs” to the commander for range and rate of closure. The inputs to the program come from a trajectory control laser in the payload bay, a hand-held laser in the hands of another crew member and the Ku-band radar on the orbiter.

Once Discovery’s docking port is precisely centered with that of the ISS, a relative speed to the station of one-tenth of a foot per second is maintained while keeping the center alignment within a tolerance of three inches. When contact is made, preliminary latches automatically attach the two spacecraft. Undocking, a duty assigned to the pilot, is essentially the reverse of the docking procedure.

Learning to land the orbiter is accomplished with corporate jets modified to simulate its landing characteristics. NASA research pilots have dubbed the orbiters “flying bricks with wings.” Four Gulfstream GIIIs, called Shuttle Training Aircraft (STA), have been modified so that the engines can use reverse thrust in flight, fly with its two sets of landing gear down

Pam flew as pilot (right seat in NASA lingo) on two space flights (STS-92 and STS-112) before being appointed commander for STS-120. Learning to fly an orbiter takes many years of training. During the launch, the commander has to be ever vigilant and be prepared to deal with any abnormality, should one occur. At the Johnson Space Center, there are computer driven simulators that help prepare the commander and the pilot for their respective tasks. Rendezvous with the ISS is the first primary activity.

In the initial phases of the rendezvous, there are several places where the commander is flying manually. Rendezvous normally takes place on day three of the flight schedule. Since the Columbia accident, incorporated into the flight plan is a “back-flip” maneuver, formally known as the Rendezvous Pitch Maneuver (RPM). The purpose of this maneuver is to inspect the bottom of the orbiter to see if any damage was sustained during the launch. “Typically you take over manually at about 2,000 feet from the station. You are



STS-120 Commander Pamela Melroy, left, greets Astronaut Peggy Whitson, Expedition 16 commander, after hatch opening between the International Space Station and Space Shuttle Discovery, October 25, 2007. Whitson is partially in the Pressurized Mating Adapter and Melroy is in the Orbiter Docking Compartment.

at speeds in excess of 300 mph and pull out of steep dives. (Two ground-based simulators are also used for training, but they do not give the real dynamics of air going over the aircraft.) A Shuttle Training Aircraft is outfitted with an orbiter cockpit on the left side and the conventional controls on the right side. Both seats have HeadUp displays.

In flight, when the STA reaches 35,000 feet and is abeam the point of landing, the instructor pilot drops the main gear, selects reverse thrust and activates simulation mode. The purpose is to give the astronaut the best sensations of how the orbiters handle and what the correct approach to the runway is supposed to look like. Normal performance is to descend to 20,000 feet with a speed of 280 kts and arrive 15 miles from the touchdown target. The STA then rolls out on a high final at 12,000 feet and 7 miles from touchdown.

At this point the astronaut pushes the nose down to increase the airspeed to 300 kts and to intercept a 20-degree dive angle. At 1,750 feet agl, the astronaut executes a pullout to intercept a 1.5-degree inner glideslope. The gear is simulated down at 300 feet. If everything is correct at 32 feet above the runway, the instructor pilot de-

selects the simulator mode, and a manual go-around is executed. Pam has somewhere between 1,500 and 2,000 dives.

In space, the orbiter can assume any attitude without regard to its flight path because of micro-gravity (free-fall). The usual aerodynamic controls are ineffective. "Stick" inputs are translated by computers, and orientation is obtained by firing a combination of small rockets or thrusters. In preparation for landing back on earth, the orbiter is turned tail first, and two thrusters are fired for approximately two minutes to reduce the speed from 17,500 kts so that gravity can take over. A typical landing starts with a deorbit burn approximately one hour before touchdown.

The crew was given the "go" for deorbit burn at 11:59 a.m., and 30 minutes prior to landing, the thrusters were fired to turn the shuttle to normal orientation and establish an angle of attack of 40 degrees. The angle at which it enters the atmosphere is critical. Too steep an angle and orbiter skips like a stone off the top of the atmosphere. Too shallow an angle will cause excessive speed and frictional heating that could damage the leading edges of the wings. Aerodynamically, the orbiter now becomes a glider with normal

flight control responses and no possibility of a go-around.

Approximately 25 minutes prior to touchdown, the orbiter completes a series of four roll maneuvers with bank angles approaching 80 degrees to bleed off excess energy and further slow its speed. These are computer controlled, but the astronauts are trained to take over if there "is a problem with their energy or you get what they call a bad NAV state... the NAV aids are giving bad information. We have never had a case that was so bad that you had to take over manually."

As the orbiter came through the atmosphere faster than the speed of sound, the sonic boom — two distinct claps — was heard across Florida. At approximately 50,000 feet and speed of Mach 1, Pam took manual control and flew all the way to touchdown. The first part of the descent profile had a glide angle of 20 degrees, six to seven times steeper than that of an airliner. Pam set up to land on runway 33 at the Kennedy Space Center Shuttle Landing Facility with a right overhead turn.

There are many different aids in place to help the commander. A TACAN system provides range and bearing measurements to the orbiter up to 145,000 feet. A Microwave Scanning Beam Landing System (MSBLS) provides more precise guidance signals on slant range up to 18,000 to 20,000 feet. GPS is also utilized. These automatically update the orbiter's onboard navigation systems.

"There is an algorithm that incorporates incoming information from all inputs and comes up with what it thinks is the right answer. This is the information being displayed in front of you. It is not like an instrument approach where you are displaying data directly." The MSBLS system has the capability to auto-land the orbiter, but it has never been used.

Outside visual aids to landing include PAPI lights and a Ball-Bar system. PAPI is used to delineate the outer glide slope between 18 and 20 degrees. These are the same type of lights used at many airports around the world but modified for the shuttle configuration. Thirty-two seconds prior to touchdown and at a speed of approximately 300 kts, a pre-flare is initi-



Astronauts Pam Melroy, STS-120 commander, and European Space Agency's Paolo Nespoli, mission specialist, receive a congratulatory call in the Harmony node of the International Space Station.

ated, changing the glide path to 1.5 degrees. The Ball-Bar light system is a visual reference for the inner glide slope that, depending on how the lights are seen, will indicate if the vehicle is on, above or below the glide path.

The two main landing gears are lowered by the pilot at 14 seconds prior to touchdown. The landing occurs at a speed of approximately 200 kts. Rudder control is used to maintain alignment. At a speed of 185 kts, the nose begins to pitch down, and the drag parachute is deployed by the pilot. At around 160 kts, the nose gear makes contact with the runway as the chute further slows the orbiter.

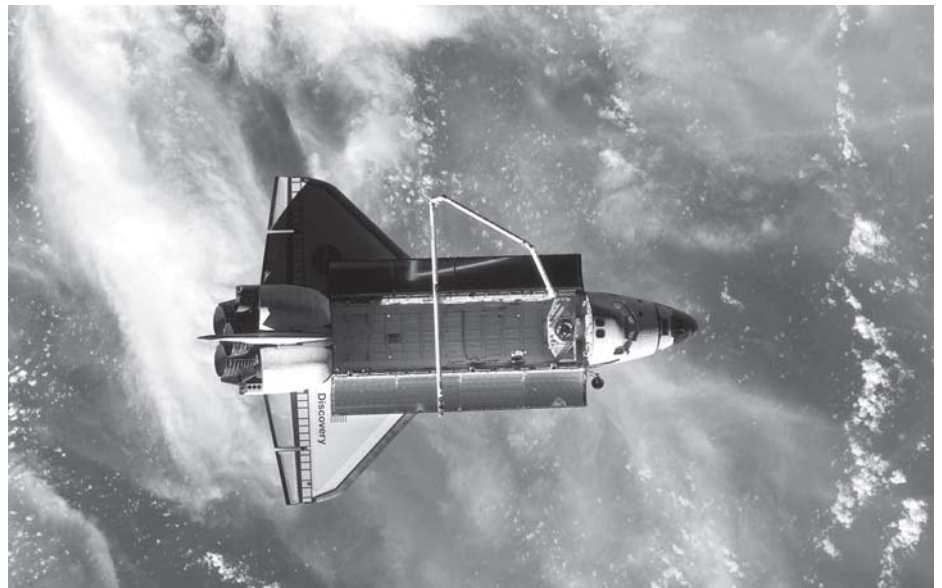
Once the nose gear is down, it becomes the primary control system for alignment down the runway. When asked how the actual landing compared with the simulated landings in the STA, Pam replied, "It's one of the things that was interesting to me. I think that after being on orbit for a while, your gains really slow down in micro-gravity, because if they don't you'll crash into things. So, it seemed to take a lot more back stick than I was expecting to flare the aircraft."

As commander, Pam had other duties besides flying; when asked about them her answer was unique, not duty specific but more philosophical. "The challenge as a commander is not a unique leadership

challenge in the sense that all high performance teams struggle with the same thing. How do you balance individuality and people's individual strengths and gifts and integrate them into a team so that they can perform. For me, the most rewarding part about the whole flight was the training leading up to it. Getting to know each individual crew member and their gifts, and then trying to see the picture. How do they fit into this crew, who are they to this crew, what do they mean, what are they good at, where do I need to rely on them, and so forth. And so I think that was actually the most rewarding part about the mission."

In a special message for The Ninety-Nines, Pam said, "As women, our ability to integrate information in a more parallel fashion as opposed to linear can be a wonderful thing, especially on a crew airplane where you are concerned about your crew and at the same time you are trying to fly and do multiple other things. I think that's one of the things that is a great gift that we seem to culturally value in women. I think it has to do with juggling kids, and the household and your job and all of those things. To me, being a good pilot encompasses a lot of things, not just good eye-hand coordination, but also good judgment. Those are things to be proud of, and I'm certainly proud to be a Ninety-Nine and represent The Ninety-Nines in space."

"To me, being a good pilot encompasses a lot of things, not just good eye-hand coordination, but also good judgment. Those are things to be proud of, and I'm certainly proud to be a Ninety-Nine and represent The Ninety-Nines in space."



Backdropped by the Earth, Space Shuttle Discovery is featured in this image photographed by an Expedition 16 crewmember on November 5, 2007 after the shuttle undocked from the International Space Station. Earlier the STS-120 and Expedition 16 crews concluded 11 days of cooperative work onboard the shuttle and International Space Station.



Joy McDonald and Jonnie Landis help out with the ongoing project of marking the air strip at Howe, Idaho.

EASTERN IDAHO CHAPTER

The Eastern Idaho Ninety-Nines, some of their 49½s and flying friends met at Howe International Air Strip in September to work on the airstrip.

In 2006, we began the project of marking the boundaries with pavers painted white. Our plan is to add more pavers until one day you can actually see the air strip from 800 feet above the ground five miles away. This year, armed with pavers, paint shovels and some muscle, we added another 84 pavers. Rain and even snow threatened, but because we were determined, we didn't let the weather stop us.

— Sandi Bills

BRITISH COLUMBIA COAST CHAPTER

The West Canada Section held its annual fall meeting on October 20, 2007. It was held at the Vancouver International Airport (YVR) in British Columbia, Canada.



Joan Lynum and Wendy Boyes.

BC Coast Chapter member Marcia Strang organized the board room, a tour of the airport's Emergency Programs area and a tour of the tower.

A wonderful wine and cheese tasting was hosted by BC Coast Chapter Chairman Joan Lynum and her husband Thor in October.

Joan received a recognition award, a Ninety-Nines pendant, for her continuous work for our Section. She has been a pillar for the West Canada Section as well as for

the BC Coast Chapter. She joined The Ninety-Nines on August 16, 1982. She always attends Section and Chapter meetings and numerous International Conferences, representing our Section and Chapter as a voting delegate. She was our Section's Vice Governor from 1992-1994, Governor from 1994-1996 and is currently the Chairman for the BC Coast Chapter.

— Wendy Boyes

THREE RIVERS CHAPTER

The Three Rivers Chapter completed two more airmarkings for a total of three this year.

Another airport has contacted us about having one painted next spring, too. We painted a 16-point compass rose at Smith Field Airport in Fort Wayne, Indiana on October 6. It was a surprisingly hot and sunny day for the time of year. Also that month, we painted a 12-point compass rose at the Kendallville Municipal Airport. This was a very windy day, but we made it through. We even made the front page of the Fort Wayne newspaper after a reporter stopped by.

— Sara Esterline



Surveying the completed airmarking of Smith Field are, from left, Linda Pulver, airport manager Tim O'Donnell, Lewie Wiese, Helen Laws and Sara Esterline.

FORT WORTH CHAPTER

November 4 was a very special night when we honored the charter members of our Dallas and Fort Worth Chapters. Dallas was chartered on November 17, 1957 and Fort Worth on November 18, 1957. The evening's speaker was Colonel Kim Olson, author of *To Iraq and Back*.

— Ellie Block



Speaker at the Ft. Worth and Dallas Chapters' 50th Celebration was Colonel Kim Olson, pilot, officer, wife, mother and author of *To Iraq and Back*.



Northwoods Chapter members Dee Dreger, Lynn Sykes, Pam Trask and Chantel Steele visit Chicago Center in November. Not shown is Sheryl Rains.

NORTHWOODS CHAPTER

As a Chapter, we agreed to conduct a fundraiser for the Northwoods AirLifeline, which is a wonderful charitable organization of pilots who fly medical patients to various hospitals and clinics in the Midwest. It has helped so many sick and needy people in our area, so our members had individual Pampered Chef catalog parties, culminating with an actual Pampered Chef party in December held in Tomahawk to benefit Northwoods AirLifeline.

The morning following the party, five members drove five hours to Aurora, Illinois to tour the FAA's Chicago Center, hosted by Dean Clark, a friend of The Ninety-Nines and an air traffic controller at Chicago. Thank you, Dean. We saw and learned a lot. And thank you to all of the controllers who help to keep us safe in our air travels.

— Pamela Trask

BAY CITIES CHAPTER

In October, the Bay Cities Chapter met up for a Winging Party to Columbia, California. In keeping with the tradition of encouraging new members, the group included two FWP's as well as potential Ninety-Nines recruits. In all, five airplanes embarked from both Oakland and Livermore airports and were greeted with blue skies and crisp autumn temperatures.

Organized by Judy Baron (who flew a Cessna 172), the group included Kath Holcombe and Pat Chan (Cessna 150), Helen McKinley and FWP Maya Moore (Cessna 152), FWP Christy Reining and her guest CFII Drew Kemp (Citabria 7KCAB) and experienced pilot and hopeful recruit Ginny Wilken (Cessna 172).

The highlights of the event were an autumn walk in the Sierra Foothills and trying to video fellow Ninety-Nines landing and being marshaled by Judy to their tie-down spots. During lunch at the Lickskillet Café, the group and guests engaged in a discussion on flying, ratings and changing FAA rules and regulations. Overall the Bay Cities October Winging Party was truly memorable and a great learning experience for the FWP's.

— FWP Christy Reining

NORTH GEORGIA CHAPTER

Over a three-day period in October, the North Georgia Chapter, along with aviation students from the Georgia Aviation Campus of Middle Georgia College (KEZM), painted a beautiful red, black and white compass rose. The colors were chosen to match the school colors. There are future plans to paint the airport and college name as well.

It was great to meet future women pilots and share the joy of flying while making our mark on the airport and school. A special thanks to Ninety-Nines members Kara Kessler and Keely Thomas (official photographer) for their dedication to the project.

— Susan Delgado



The completed airmarking at Middle Georgia College (KEZM).

ORANGE COUNTY CHAPTER

In November, Past President Thon Griffin hosted one of our Chapter's favorite social gatherings, New Members Night, at her Newport Beach home. The 25 women who attended enjoyed the company of old and new friends and a feast of homebaked dishes provided by our members.

Membership Chairman Vicky Anderson then introduced and presented gifts to our special guests and new members, including Debbie Laslo, Juana Cavinder, Aling Bogosh, Adriene Johnson, Nicolina Hunt, Pam Mizell, Christine Wilson and Kathleen O'Brien. All other members then introduced themselves and shared their flying experiences.

— Carol Bennett



Debbie Laslo, Juana Cavinder, Aling Bogosh, Adriene Johnson, Nicolina Hunt, Pam Mizell and Christine Wilson attend Orange County Chapter's New Member Night.

LAKE ERIE CHAPTER

The Lake Erie Chapter held their annual Pilot of the Year Banquet in November at the Mustard Seed Restaurant in Solon, Ohio. Last year's Pilot of the Year, Hilary Peterson, was the hostess for this event and received an engraved AE medal to commemorate winning the trophy last year. This year's winner of the trophy is Lynda Meeks. Lynda started her flying career in the army at the Aviation Officer Basic Course helicopter flight school at Ft. Rucker, Alabama. She was stationed in Heidelberg, Germany for three years, and during that time she trained for fixed wing aircraft and flew in Europe and Southeast Asia. She was Flight Operations Officer in an Aerial Reconnaissance Unit. She currently flies a Beechjet for Flight Options, LLC. Lynda was also inducted into the Forest of Friendship this year.

Other members receiving awards were Carol Stocker, Future Woman Pilot Award, Darlene Grant, the Achievement Award, Nancy Wood, the Fledgling Award, and Nancy's husband Jim was inducted as a 49½.

Bernice Barris was presented the Wright Brothers Master

Pilot Award in November. Bernice is a charter member of the Lake Erie Chapter and a former member of All-Ohio Chapter. She learned to fly in 1941 and was accepted into WASP training, but the war ended before her training started. While waiting to begin her WASP training, she was active in the Civil Air Patrol in South Carolina and Florida. She is now a Lt. Colonel in the CAP and taught aviation ground school. Bernice flew in many air races over the years. She placed in the top 10 many times and



Bernice Barris was presented the Wright Brothers Master Pilot Award.

placed first with Marion Jayne in a Great Southern Air Race.

She also chaired the 99 LEAD Race several years and chaired the re-run of the last leg of the original Powder Puff Derby as well as the re-enactment of the "last" leg of the first Powder Puff Derby that was flown by Susan Dusenbury in the reconditioned Stagger Wing Beech. Her ratings include commercial, instrument, ground school instructor, sea plane, multi-engine, CFII, seaplane multi-engine and instrument instructor.

Bernice received the Pilot of the Year Trophy twice and is a Gold member of the Silver Wings.

— Evelyn Moore



Lynda Meeks was honored as Lake Erie Chapter's Pilot of the Year.

GOLDEN TRIANGLE CHAPTER

Our New Year 2007 was off to a great start in January as we finalized plans to publish our cookbook. Carolyn Brooks, our member in Arkansas, suggested it, the members agreed and Beverly Stephens, our Cookbook Chairman, did a great job making it happen.

Our 49½s were honored in February during an Appreciation Luncheon at Danny D's Bar-B-Que. We gave them model airplanes and other items to show how much their support means to our Chapter.

In March, we toured the WASP Collection at Texas Woman's University in Denton. Dawn Letson, Coordinator, Special Collections, was delighted when we presented her with a copy of our newly published cookbook, *We Can Cook, But We'd Rather Be Flying*. A copy of the Times Book, *Women in Aviation*, was also given to the library.

Beverly Stephens, Betty Thomas and Mary Wheelock attended the April SCS Spring Meeting in Lincoln. Betty and Beverly crocheted a Ninety-Nines afghan for a raffle, which was won by a San Antonio member.

The annual Hot Dog/Pool Party in July around the pool at Betty and Jerry Thomas' home was delightful, complete with good food and lots of hangar flying.

August found us wrapping the lovely "snowflakes" Dottie Hughes, Beverly and Betty crocheted for delegates to the International Convention in September.

The Golden Triangle Chapter celebrated its 38th Anniversary with a luncheon at Pizza Garden. We were delighted that Dottie Warren, the SCS Governor who presented our charter in 1969, attended, as well as current Governor Chris Swain and Director Jill Williams.

— Mary Wheelock

NORTH JERSEY CHAPTER

In 1996, the North Jersey Chapter set up the Dodie Riach Memorial Scholarship to help aspiring pilots and student pilots meet their aviation goals. To date, 32 scholarships totaling over \$50,000 have been awarded. In December at the Winter Dinner, the 2007 scholarships were presented to Kathleen DeFilippo, Robin Kim and Ute Stenkamp by Chapter Chairman Marion Starer.

— Jacqui A. Sturgess

DELAWARE CHAPTER

Our annual Girl Scout Aviation Day was attended by over 40 young women and culminated with their receiving a new patch designed by our charter member Virginia Batzel.

— Christine Schissler



NEW HORIZONS

EARLINE AMES Placer Gold Chapter

Earline Ames, mother, grandmother, teacher, writer and pilot flew to new horizons on August 5, 2007. Of all her accomplishments, she considered becoming a pilot at the age of 74 the most gratifying.

As a teenager, she idolized Amelia Earhart, and while she dreamed of flying, education came first. Earline grew up in West Texas. She married and had four children but still longed for flight. Her husband Charles Ames died in 1994, and Earline moved to San Jose, California. There she finally realized her dream by taking flying lessons. She earned her private pilot certificate and joined the Placer Gold Chapter.

Earline wrote of her flight instruction, and her fears and frustrations. Her flight instructor, Roy Richardson, collaborated on the manuscript. The book, *When Grandma Learned To Fly*, was published.

We, of the Placer Gold Chapter, will miss her. Fly on, Earline!

DR. WALLACE B. FRIERSON 49½ of Pat Frierson Alabama Chapter

Wallace "Wally" Frierson practiced Family Medicine in Tennessee until heart problems made a change to Industrial Medicine necessary. He was NASA Medical Director at Marshall Space Flight Center during the late 1960s and then returned to Family Practice in Huntsville.

Wally, Pat and Al Berisford worked on building N101EZ, plus many pilots and friends at Hazel Green helped with the project. It now hangs in the Southern Museum of Flight in Birmingham. He enjoyed flying his glider and the two ultralight planes that he built.

Wally was a great supporter of The Ninety-Nines who proudly wore his 49½ badge when he flew on to new horizons on June 10, 2007. He is truly missed by the Alabama Chapter and his many friends in aviation.

— Harriett Hall



The Eastern Pennsylvania airmarking crew includes, back row, from left, Mid Atlantic Section Governor Alison Chalker, Eastern Pennsylvania Chapter Chairman Carole Wyman, Harve Wyman, Bob Hastings, Diane Jackson, Ethel Bailey, Kate Macario. Front row: Tyler Hill, Airmarking Chairman Heather Hill holding daughter Autumn, Mary Wunder with Amanda Hill in front, Mary Ellen Morris, Lola Tomlinson, Adelle Bedrossian, and Dan Hill holding daughter Kaitlyn with Hill family dog Chomper.

EASTERN PENNSYLVANIA CHAPTER

2007 was a busy year for the Eastern Pennsylvania Chapter. Not only were we involved in all of our usual scheduled monthly activities, our wonderful fly-outs and our famous Lunch with the Bunch get-togethers, but it was also a year that allowed us to watch and participate in many activities outside of our routine, "just for the fun and flying of it."

Some of our activities beyond "flying for the fun of it" included a presentation about the history of The Ninety-Nines, our annual Pennies a Pound scholarship fund raiser, attending the International Conference in Boulder, Colorado, working at the Vintage Aircraft Day at Wings Field, attending Section meetings, supporting the American Helicopter Museum's annual

Rotorfest event, airmarking Pottstown Muni, attending the AOPA Expo in Hartford, Connecticut, representing The Ninety-Nines at the Air and Space Museum in Washington DC as they celebrated the opening of their new "America by Air" exhibit, attending the Pennsylvania Aero Club's Wright Brothers Dinner and getting together at Mary Wunder's house for our annual scholarship fundraising auction and a pot luck dinner with lots of laughs and shared stories.

Three members went on to new horizons this year and six members joined us to begin their new journeys as Ninety-Nines. To those who are already members, and to those who are just beginning their journeys, "May you have tailwinds and a Ninety-Nine always beside you."

— Mary Ellen Morris

WASHINGTON DC CHAPTER

The Washington DC Chapter has been active in our flying and in our community outreach efforts, which have included hosting tables at local airport open houses and educational expos. We have been very active in giving rides and exposing people to aviation in both fixed and rotocraft.

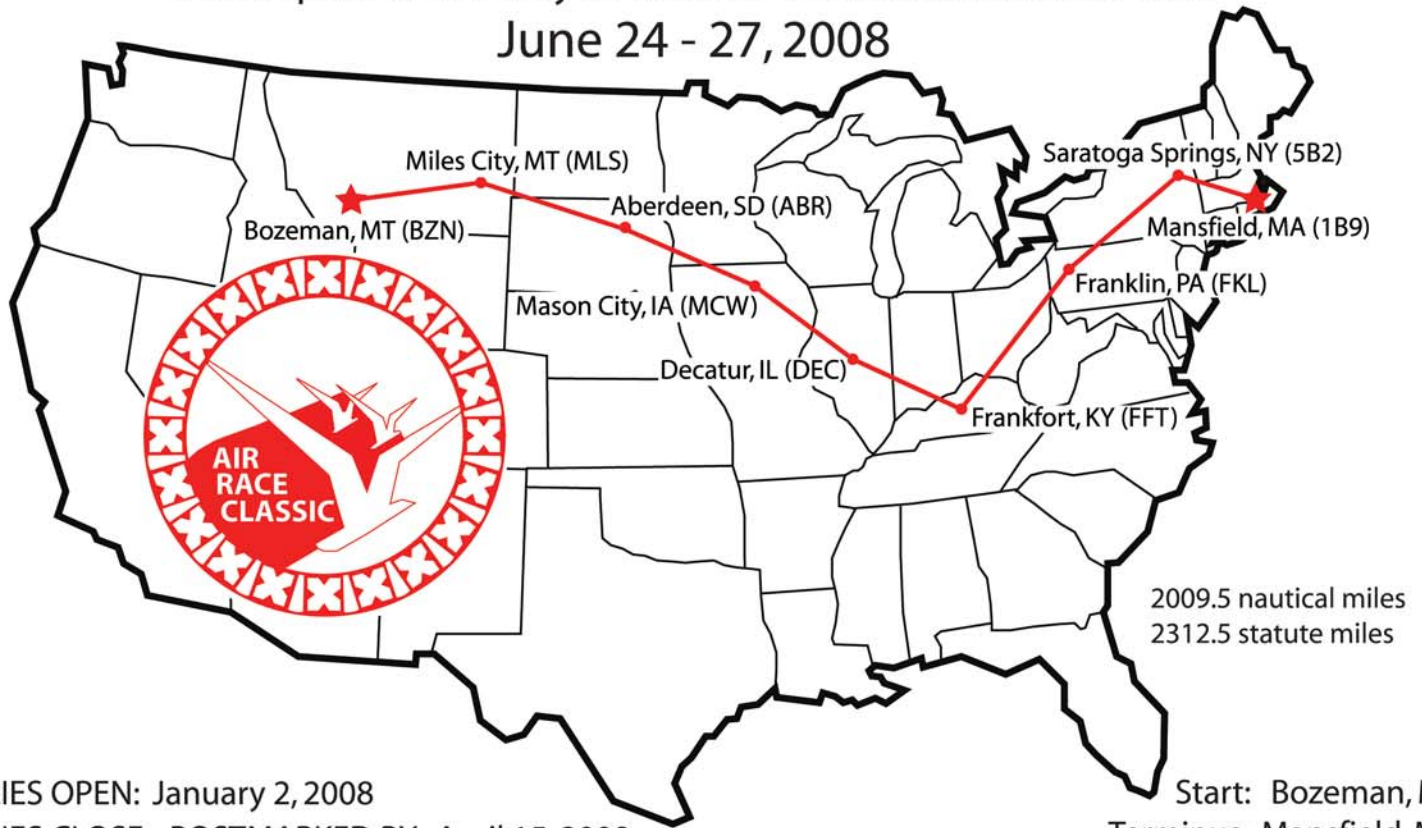
Our big news is that we would like to invite everyone to join us for the celebration of our 75th anniversary to be held at DCA November 15, 2008. Yes, the Washington DC Chapter is going to be 75, and we would like to invite everyone to party with us at our Capital Gala.

— Pat Manos Kraemer

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