

# 99 News

The Official Magazine of the International Organization of Women Pilots

March/April 2008





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

**The 99 News**

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73159-1140

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[www.ninety-nines.org/99newsreports.html](http://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

Vicki Cruse, the 2007 U.S. National Aerobatic Champion, flies her Edge 540 over Lake Casitas near Ventura, California. Vicki captured the title after competing in the United States National Aerobatic Championship at Denison, Texas in September. A total of 101 competitors flew in the event, with 16 pilots (13 men and 3 women) competing in the Unlimited category for the title of National Champion.

*Cover photo by Mike Terry*

# PERPETUAL CALENDAR

## 2008

### APRIL

**4-6 Southeast Section Spring Meeting**, Bay Watch Resort and Conference Center, Myrtle Beach, SC. Hosted by Carolinas Chapter. Contact Reva Carpenter at [revarex@aol.com](mailto:revarex@aol.com) or [elizlee@comporium.net](mailto:elizlee@comporium.net).

**8-14 Sun 'n Fun**, Lakeland, FL. Stop in at The 99s building for refreshments and friendship. Visit [www.sun-n-fun.org](http://www.sun-n-fun.org).

**12 25th Anniversary Celebration of the Three Rivers Chapter** (North Central Section), Fort Wayne, IN. Open House at the Ivy Tech Aviation Technology Building located on Smith Field (SMD). Contact Linda Murphy, 260-632-5620 or 260-413-8134 (cell) or [murphyLpilot@fwi.com](mailto:murphyLpilot@fwi.com).

**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](http://www.iowa99s.org). Contact Minnetta Gardinier, [mgardinier@uiowa.edu](mailto:mgardinier@uiowa.edu) or Celma Higgins, [phiggins@iowatelecom.net](mailto: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](http://www.sws99s.org/sectmeeting.html); contact Jeanine Bertrand, [jbertrand1@dc.rr.com](mailto:jbertrand1@dc.rr.com).

**17 50th Anniversary Celebration of the San Gabriel Valley Chapter**, Riverside, CA. Join us for a Hangar Party at Flabob Airport. Contact Christine Malcomson-Young, 734-658-4375.

**24 National WASP WWII Museum 2008 Homecoming**, Avenger Field, Sweetwater, TX. Open house starts at 10 a.m., with a barbecue dinner at 7 p.m. Please make reservations for dinner by calling 325-235-0099 or contact [www.waspmuseum.org](http://www.waspmuseum.org).

### 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, plus The Ninety-Nines booth. Visit [www.aopa.org/special/fly-in](http://www.aopa.org/special/fly-in).

**8 Wisconsin Chapter's Annual Pancake Breakfast and Fly-In**, KRYV Watertown Airport. Contact Krys Brown at [krysb@charter.net](mailto:krysb@charter.net).

**20-22 Forest of Friendship**, Atchison, KS, *Security and Solace through Flight* – military aviation and humanitarian flight organizations. Visit [www.ifof.org](http://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](http://www.airraceclassic.org).

**30 Deadline for submitting Professional Pilot Leadership Initiative (PPLI) application**. Email [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org) or visit [www.ninety-nines.org/careers/mentoring.html](http://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](mailto:rvadams99@aol.com), or visit [www.eaa.org/airventure](http://www.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. Send \$5 for Race Kit to: Claire Walters, 13026 Psomas Way, Los Angeles, CA 90066.

**5 Northwest Section Meeting**, Anchorage, AK, Anchorage Hilton, [www.nw99s.org](http://www.nw99s.org).

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

### SEPTEMBER

**12-14 South Central Section Fall Meeting**, Amarillo, TX. Hosted by the South Central Section officers. Contact Jan McKenzie at [mckenjn@yahoo.com](mailto:mckenjn@yahoo.com).

**26-28 Southwest Section Fall Meeting**, Ogden UT. Hosted by the Utah Chapter. Visit [www.sws99s.org](http://www.sws99s.org).

## 2008 CONFERENCE UPDATE!

Access the Conference website at [www.ak99aviationfun.org](http://www.ak99aviationfun.org) or send email to [registration@ak99aviationfun.org](mailto:registration@ak99aviationfun.org). You may also access the Conference website at [www.ninety-nines.org](http://www.ninety-nines.org).



# 99 News

The Official Magazine of The International Organization of Women Pilots

March/April 2008

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

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### ARTICLES

We encourage submissions for publication in the 99 News. To avoid problems importing text into our publishing software, submissions should be typed single space in Times New Roman and please avoid unusual fonts, headers and footers. Furnish author's name, email address and phone information in case we have any questions. Articles should be 500-1,500 words, and we reserve the right to edit for space and/or clarity. Spelling and proper names are proofed against the information submitted. Deadline for submissions is the first day of the month preceding the date on the magazine, for example, February 1 for the March-April issue. For additional submission guidelines, log on to [www.ninety-nines.org](http://www.ninety-nines.org) and click on 99 News magazine. Submissions should be emailed to [news@ninety-nines.org](mailto:news@ninety-nines.org). If you have any questions, please email us at [news@ninety-nines.org](mailto:news@ninety-nines.org).

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We accept both original photographs and high-resolution digital photos (at least 4X6 at 300 dpi), the higher quality of the digital photo the better (no date stamps please). All photos submitted must be with photographer's permission. Do not send photocopied photos, newspaper photos or photos printed on a home printer. Include caption information with all photos and your contact name, phone and email. Please email photos as separate attachments. Do not include them in your text document or in the body of the email. All photos sent by mail are forwarded to The Ninety-Nines, Inc. headquarters in Oklahoma City, OK for the archives unless accompanied by a SASE. Complete photographer guidelines are posted on [www.ninety-nines.org](http://www.ninety-nines.org). Click on 99 News magazine and scroll to the bottom.

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# 99 News

March/April 2008

**7** Who Is This Pioneering Aviatrrix who Taught Amelia to Fly? Take the Test!  
*by Stella D. Leis*

**8** Vicki Cruse: 2007 U.S. National Aerobatic Champion  
*by Judy Phelps*

**10** 2008 AEMS F Judges

**12** Landing My Ercoupe at LAX  
*by Linda Abrams*

**16** Flying to Alaska  
*by Liz Kester*

**21** Lighthawk: Protecting the Environment One Flight at a Time  
*by Marilyn Schuyler*

**24** Flying Changes Your Life on Many Levels  
*by Cynthia Madsen*

**25** Governor's Tea – Aviation Style  
*by Pat McCollum*

## IN EACH ISSUE

- 5 President's Message
- 6 Careers/Pro 99s
- 11 Letters
- 22 Touch & Go
- 22 Ratings & Wings
- 23 New Members
- 26 Grass Roots
- 30 New Horizons



Members choose baskets to bid on at the Governor's Tea.

# President's Message

BY PAT PRENTISS, International President

Where does the time go? Seems like we were just celebrating the holidays, and spring is now here. I'll bet those of you in cold temps and precipitation anxiously waited its arrival – sunshine, flowers blooming, birds chirping and lots of good flying!

We had a very informative meeting in Oklahoma City, and as usual, all attendees left highly energized and enthusiastic about our many endeavors. Our Ninety-Nines Webmaster Pamela O'Brien and the eNetworking Committee have literally worked 'round-the-clock' to get subscribers switched over to the new Lyris email networking software with its enhanced capabilities. We have also signed a contract for our new website design. The website will be developed using ColdFusion-based web applications (database driven and widely used). It will have regular backups, increased security and, yes, we'll soon be able to renew online.

Several guests joined us at the March board meeting in Oklahoma City. Tod Bryant, Director of Programs for the Oklahoma Center for Nonprofits, was one of them. Because the Center's services include grant research and writing, we engaged them to help prepare a letter of inquiry to the Donald W. Reynolds Foundation Capital Grants Program. Organizations that believe they have an eligible building project may initiate the application process by submitting a letter of inquiry. These grants are highly selective and are awarded to outstanding community-based nonprofit organizations in Arkansas, Nevada or Oklahoma that are planning capital projects.

Other guests included Dan Kiser and Steve Wathen of Youth Aviation Adventure (YAA). YAA was founded in 1997 and was developed to introduce young people to the exciting world of aviation, unraveling the wonder and mystery of flight, in a high-quality, engaging educational program.

As part of the Parliamentary process that underlies the procedures of the organization, the International Board carefully considered proposed bylaw and standing rule amendments during the March meeting. In discussion of the proposed amendments, questions arose regarding the changes made to the Standing Rules by the International Board of Directors at the fall 2007 Board Meeting.

The International Board has the responsibility to amend Standing Rules as necessary. When changes are made they go into effect immediately, but in order for the changes to become permanent, they must be accepted by the membership with previous notice and a majority vote at the next annual meeting. You will notice that these changes have been printed in the 2007-2008 Directory. That is because the changes were in effect when the new Directory went to print. However, if any of the amendments do not receive a majority vote at the Annual Meeting in Anchorage, that amendment is no longer in effect and will be removed from the Directory at its next printing.

In your new Directory, changes to the Standing Rules have been annotated with a double asterisk (\*\*). This was done to alert the membership to the changes. At the end of the Standing Rules section, you will also see a box that describes what the double asterisk means. This same information appears on The Ninety-Nines website.

By now you should have received your ballot for the 2008-2010 election. As with all elections, your vote is important. It is the means by which, since 1929, our organization continues to have dedicated and caring leadership. You can check out the candidates' statements in the Members Only section of The Ninety-Nines website.

I would like to congratulate Carole Sutton, Chairman of the Amelia Earhart Birthplace Museum, and all the AEBM Trustees for securing a grant that is going to put a new roof on the Birthplace. Well done!

Our Alaska members are working day and night to bring you a Conference you won't forget. See you in Anchorage!



By now you should have received your ballot for the 2008-2010 election. As with all elections, your vote is important. It is the means by which, since 1929, our organization continues to have dedicated and caring leadership.







# PILOT CAREERS: Airmanship

BY DONNA MILLER  
International Careers Committee

I have a fairly extensive aviation library. I love to read, and if there is an airplane in the mix, all the better. I must admit, there are books in that aviation library that I have not yet read and may not get to for awhile, and there are others that I read a couple of times a year. One of those dog-eared books is *Redefining Airmanship* by Tony Kern.

Having just finished my annual checkride, like most pilots I couldn't leave well enough alone to know that I passed. I critiqued everything! I asked myself the question we all ask ourselves after a checkride (and SHOULD ask ourselves after every routine flight), "What could I have done better?" Checkrides are designed to demonstrate the minimum airmanship necessary to conduct a safe flight. Passing a checkride does not an airman make.

I drove home reliving each maneuver of the checkride. And when I got home, I started rereading *Redefining Airmanship*. I love this book, because while it allows you to learn from others mistakes with case studies, it teaches you how to hone your skills in different areas that the author combines to define airmanship. Before you continue, think about the elements that make a good captain or first officer. How would *you* define good airmanship?

Kern explains that good airmanship is a combination of discipline, skill, proficiency, knowledge of self, aircraft, team, en-

vironment and risk. He does a great job of explaining each factor and how it is an important part of the big picture. Toward the end of the book, Kern offers a six-month self-improvement plan for airmanship. You keep a planning calendar to track both flight and ground activities. It's easy to get too busy; activities that are scheduled are more likely to get done. Along with the calendar, you keep a journal small enough to take with you when you fly. This allows you to write down airmanship topics of interest as well as questions that arise to look up later. Of course, the details of the flight are in your logbook, so you can cross reference the journal entry to complete the picture of the flight.

Here's the tough part: rating yourself on the principles of airmanship listed above. As tough as this is, it's necessary. Just like a GPS, you can't get where you want to go unless you know where you are. Each month you focus on different aspects of airmanship, and if you follow the plan, you will have touched on all of the areas the author defines as airmanship.

Yes, I'm throwing down the gauntlet. I'm challenging you to take six months to become not just a better pilot but a better captain or first officer (Captain In Training). If you don't have *Redefining Airmanship* on your shelf, I highly recommend it. Your next checkride will go better and, more importantly, you will become a more professional pilot.

## PRO 99s PROFILE: Lucy Young

BY BETSY DONOVAN, International Careers Committee

As a senior at Purdue University, Captain Lucy Young began her aviation career through the Navy ROTC at Purdue Airport in Indiana in 1975. Influenced by her older brother who flew off of aircraft carriers as a naval aviator in Vietnam, Lucy, through ROTC training, was exposed to enough career opportunities in the service that "aviation emerged as the clear winner. I flew for the Navy for 7 years, 2 months and 17 days active duty, but who's counting!"

Presently a captain on the Airbus A320, Lucy has been with USAirways for 22 years. Lucy's certificates and ratings include the ATP, CFII, FE, with types in the DC-9, B737, 757, 767 and A320. A 30-year member of The Ninety-Nines, Lucy belongs to the Eastern New England Chapter. She was a past Chairman of the North Georgia Chapter, was involved with Aerospace Education and was Pilot of the Year. Lucy's advice to others: "Check it out, and if it turns into a passion, stick with it and you will



meet wonderful people and have fantastic adventures beyond your wildest dreams. The worst day flying beats the best day at the office!"

# Who is this pioneering aviatrix who taught a famous Ninety-Nine to fly? Take the test!

BY STELLA D. LEIS  
San Antonio Chapter



At age 84, emerging from the Flight Simulator for Advanced Aircraft at Ames Research Center.



As a young pilot. (Photo courtesy Stella D. Leis)

## ***This woman pilot was:***

- Born in Mount Carroll, Illinois in 1896.
- Attended Iowa State College studying engineering and welding.
- July 21, 1917, her first flying lesson, was in an airplane she helped build at the Davenport, Iowa flying school.
- In September, 1917 she was accepted as a flying student at the Curtiss Flying School in Newport News, Virginia.

- She became a commercial pilot and flight instructor.
- By 1920 she had moved to Santa Monica, California and started her own flying school. Her most famous student started flying with her there.

## ***Can you name either of these women?***

The name of her student is, of course, Amelia Earhart. See the letter on page 10 for the identity of her instructor.



# Vicki Cruse



*The U.S. National Aerobatic Champion flies her Edge 540 off the coast of Ventura, California.*

## 2007 U.S. NATIONAL AEROBATIC CHAMPION

BY JUDY PHELPS  
Ventura County Chapter

Putting off flying for a few years after passing her checkride because she didn't like to fly alone, Vicki Cruse recently earned the title of U.S. National Aerobatic Champion.

Vicki Cruse, Ventura County Chapter member, came away victorious after competing in the United States National Aerobatic Championship at Denison, Texas in September. She now holds the title of 2007 National Champion. A total of 101 competitors flew in the event, with 16 pilots (13 men and 3 women) competing in the Unlimited category for the title of National Champion.

Vicki was born in Springfield, Missouri and lived there until moving to Mi-

ami, Florida to attend college and graduate school. After earning her Master's degree in marine biology, she rewarded herself with a private pilot certificate in 1993. Vicki actually didn't pass her checkride the first time because her instructor failed to teach her how to slip. A few days later she passed but didn't fly again until 1996 because she didn't like flying by herself.

In 1996, Vicki came to CP Aviation in Santa Paula, California and took the Emergency Maneuver Training (EMT) Course with Rich Stowell. This was the



turning point in her flying. She had purchased a Christen Eagle sight unseen two years prior to flying with Rich, and she had the Eagle flown to California from Florida. After three months of training with Rich, Vicki was ready to fly solo.

She learned about competition aerobatics while at Oshkosh and joined the International Aerobatic Club (IAC) in 1995. Today she is the president of the IAC. In June of 1997, just two months after soloing her Christen Eagle, Vicki flew in her first contest. After that, she was hooked and realized she had a lot of work to do, including purchasing the airplane she currently flies, a Zivko Edge 540.

There are five levels of competition in aerobatics — Primary, Sportsman, Intermediate, Advanced and Unlimited. Primary and Sportsman are the entry level categories, with Unlimited being the ultimate goal. At a contest, three flights are flown: the Known, Freestyle and Unknown. The Known is the first flight where the competitors fly a published sequence of maneuvers. The Freestyle is flown second and is a sequence designed by the competitor. The Unknown is revealed only the night before it is to be flown, and there is no practicing this sequence except mentally, which can be quite a challenge.

Vicki participates in several contests each year and travels all around the coun-

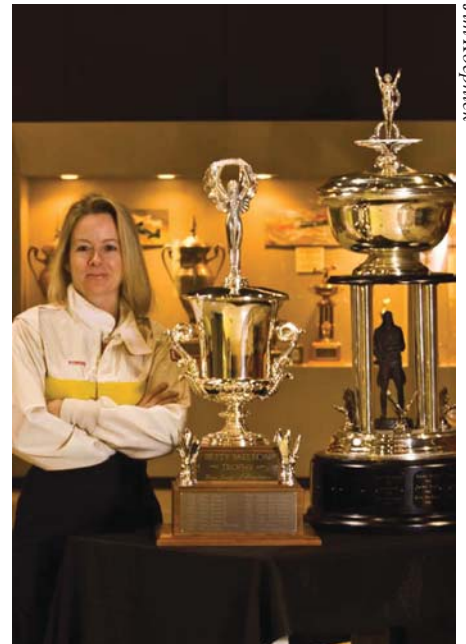
try and world. In 2002, 2004 and 2006, Vicki earned a spot on the U.S. World Aerobatic Team. Team members are selected every two years, so Vicki has made the team three times in a row. In preparation for a contest, she spends a few weeks practicing twice a day and also attends training camps each year.

In addition to her aerobatic flying, Vicki is currently the only women to have raced in the Sport Class at the Reno Air Races. She races her Glassair III named Cruse Missile. In 2003 she raced to a first place finish on Saturday and third place on Sunday in the Silver race at 260 mph. In 2004 and 2005, Vicki didn't race due to the timing of the U.S. Aerobatic Team selection but returned in 2006 placing fifth in the bronze race at 264 mph.

"I don't think there has been anything in my life that has been as rewarding as my time flying aerobatics," says Vicki. "It has given me confidence in my flying, confidence in myself and galvanized friendships that will last a lifetime. Despite the fact the general population thinks flying is difficult, it is really something most people can do."

"If people can just feel the freedom it gives us and the satisfaction we get from it, everyone would do it."

To learn more about the International Aerobatic Club, visit [www.iac.org](http://www.iac.org).



Jim Koepnick

Vicki with the National Championship Master Trophies housed in Oshkosh, Wisconsin.

"Despite the fact the general population thinks flying is difficult, it is really something most people can do. If people can just feel the freedom it gives us and the satisfaction we get from it, everyone would do it."

Crowds cheer for Vicki and her Cruse Missile at the 2006 Reno Air Race.



Jim Koepnick



BY DEBBY CUNNINGHAM  
AEMS F Trustee

## AEMS F Judges Are an Impressive Group

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



### JOHN CASEY

John Casey has flown for United Parcel Service for 20 years and is presently a captain on the B747-400. His aviation career started in the Air Force as an aircraft mechanic while flight training after work at the Hawaii Air Academy. After flight instructing in Hawaii and California, he attended Gavilan College to earn his A&P license. He completed his associate's degree while working for United Airlines in San Francisco as a mechanic.

Moving to Alaska for bush flying gave him experience in Twin Otters, Skyvans and various floatplanes while flying air taxi services. After acquiring an engineer rating, he moved toward larger aircraft at American Trans Air and Wien Airlines. He has crewed on the B727, B757, DC-8 and L-1011.

John owns a Cessna 180 that he and his wife fly from a remote cabin in Lake Clark National Park. He is also rehabilitating a Hiller 12C helicopter, in which he plans to obtain a rotorcraft rating.



### GAYLAN B. CRUMLEY

Gaylan Crumley was first introduced to flying in a Piper Cub at the seasoned age of four, but it did not become a regular part of his life until he graduated from Baylor University and entered Air Force pilot training in 1971.

After graduation from pilot training, Gaylan served nine years active duty in the Air Defense Command before leaving to begin a career with Continental Airlines and the Air National Guard. His military career provided him the opportunity to serve as Flight Commander, Operations Officer, Squadron Commander and Operations Group Commander before retiring with 28 years of military service and 5,200 hours of military flight time. He served as flight instructor and examiner for many of the airplanes he flew including the F-16, F-4, F-106, F-101, T-33 and T-37.

In addition to his military service, he flew commercially for over 26 years with Continental Airlines and People Express Airlines, garnering over 16,000 commercial hours before retiring in 2005. Gaylan is currently employed by Flight Safety International as a flight instructor and examiner on the Gulfstream V and 550.



### DR. LEWIS SCHIFF

Lewis Schiff is a scientist specializing in the aerodynamics of high alpha flight to predict the behavior and improve the maneuverability of high-performance military aircraft at very high angles of attack. He holds a Ph.D. in Aeronautics and Astronautics from Stanford University.

Dr. Schiff was a research scientist at the NASA Ames Research Center for over 32 years during which time he developed several computational fluid dynamics techniques and was co-developer of a turbulence model widely used for computing high alpha flows over maneuvering bodies. He has authored over 100 technical papers and reports.

In addition, he is an active pilot, holding a commercial certificate with an instrument rating. He and his wife enjoy traveling in their Cessna 172.



## LETTERS

### WHO WAS AMELIA'S INSTRUCTOR?

I have been a Ninety-Nine since 1976. I was also in CAP and taught Aviation History to the cadets, as well as flying many hours of search and rescue for the USAF Auxiliary.

One of my friends during the 1960s and early '70s was a lady who taught Amelia to fly. She was in her 80s at the time. The Santa Clara Valley Chapter Ninety-Nines would give airplane rides to Neta Snook [1896-1991]. She gave me a photo of herself as a young pilot, and I have kept it carefully in all the years since.

I made up tests about Neta and Amelia for The Ninety-Nines and for the CAP cadets. I wondered since Amelia Day is coming up, if it would be fun to run the picture and the test in the 99 News? [See page 7.]

I am now and have been for the past several years a member of the San Antonio Ninety-Nines, in fact am acting as Membership Chairman.

*Stella D. Leis  
San Antonio Chapter*

### CANADIAN CONTRIBUTION

Thank you so much for printing my article in the November/December issue of 99 News (page 22). It was a lovely surprise to find that you did have use of my submission.

May I ask the favour of a few extra copies of the magazine, please? I'm hosting a group from CAGIS, Canadian Girls In Science, this weekend in my building's social room for a science lesson. I would love to be able to share a copy of the magazine with them.

Fellow Canadian Ninety-Nines have complimented me on adding to the 99 News. I feel privileged to have contributed to our fine publication. I look forward to the interesting and varied scope of each issue; keep up the excellent job you're doing!

*Patricia (Pat) Crocker  
Maple Leaf Chapter*

### PRIDE IN WOMEN'S ACHIEVEMENTS

Thank you for the November/December 99 News. As I turn the pages I can't tell you how proud I am to see so many women, particularly in America, with three or four stripes on the shoulders of their uniforms.

It is a source of much pride to see what women are achieving. I have met the two women astronauts in charge of the space shuttles, Sally Ride and Eileen Collins, and here in Australia we have 13 girls who are Boeing 747 captains with Qantas.

Being the first woman to fly professionally in Australia in 1935, and now in 2008 in my 93<sup>rd</sup> year, I have been privileged to have lived long enough to see all this happen.

It is truly amazing and wonderful what the girls are doing.

*With Best Wishes,  
Nancy Bird Walton  
Australia Section*

### NOT A REDHEAD

Thank you for publishing our Chapter event in the November/December issue of 99 News. The Girl Scouts and their leaders were thrilled to see their photos on page 28 in Grass Roots. As a Ninety-Nine, I'm so pleased.

I would add a correction in the photo — just for the record — that is not me behind the youngsters. Maybe a mix-up in photos submitted. No problem — just for the record, I'm older and not a redhead. I do appreciate the publicity for the Girl Scouts' sake.

Again, many thanks.

*June Simpson  
Western New York Chapter*

### DONNA MILLER: REQUIRED READING

Donna Miller's article in the January/February 2008 issue of the 99 News was excellent. It should be required reading for all professional pilots — and many others could benefit from taking the message to heart.

*Pat Groves  
South Central Section*

## CORRECTIONS

- In the January/February 2008 issue, Grass Roots Section, Orange County Chapter, the spelling of Thon Griffith's name was incorrect. Our apologies, Thon, we know you are not a Griffin.

- At the time we published the photo of Major Samantha Weeks, WASP Betty Blake and Major Nicole Malachowski (*Thunderbird Women*, November/December 2008 issue, page 9), we were unaware of who took the photograph. We have since learned that the picture was taken by Ninety-Nine Denise Decker, Old Dominion Chapter member, during the Gathering of Mustangs and Legends in September, 2007.

We apologize for this omission and thank Denise for taking such a wonderful photograph of three amazing women.

We encourage photographer credits on feature photographs, so please remember to include caption and photographer information in your submissions.



*Samantha Weeks, WASP Betty Blake and  
Nicole Malachowski.*

# Landing My Ercoupe at LAX



Photo by Walter Wasowski, CFI

*Linda Abrams on final approach to LAX in her Ercoupe, Sky Sprite.*

What is it like flying into LAX amid all those big airliners? Linda Abrams had the experience of a lifetime when, after meticulous planning by LAX, she landed her petite Ercoupe on the tarmac of one of the busiest airports in the nation.

BY LINDA ABRAMS  
Long Beach Chapter

I was approached a couple of months ago by an acquaintance who works at the FedEx facility at LAX asking if I would be willing to bring my Ercoupe to display at Family Day on December 1 at the FedEx maintenance hangar. Fly my 'lil ol' Ercoupe into LAX? Whoa, that would be cool. Sure!

Initially, I was told there would also be three airplanes from the museum at Torrance (TOA, where my 'Coupe is, too) flying in together.

There were two conference calls during the week before the event, set up by the FedEx folks, between the LAX Tower and "all the pilots." Both



calls ended up being just me and a very-experienced-sounding T-6 pilot, conferenced-in with ATC staff from both LAX and TOA, plus two FedEx reps. Everyone was very nice, helpful and professional.

LAX is only a 15-minute flight from TOA. We were to be assigned special squawk codes, instructed to fly straight up Hawthorne Boulevard at 1,500 feet and report in at the Hawthorne and 405 Freeway intersection. The TOA Tower would alert LAX as soon as we were wheels-up that we were on the way, so they'd put us directly onto a left base leg for runway 25L or 25R. The big challenge of the whole project was when and how LAX could get us sequenced in for landing among all the big scheduled airliners stacked up for straight-in finals and taxi us across LAX without our getting turned into a crumpled ball of tin-foil by someone's jet wash.

After considering their schedules and our air-speeds, the LAX Tower Procedures Supervisor and his colleagues came back to us with two windows of opportunity when things were less busy than usual: Plan A was for 2:30 p.m. Friday, November 30, and Plan B was 8 a.m. Saturday, December 1. We opted for Plan A since it didn't require getting up at 5 a.m. and also gave us a second shot if Plan A got scrubbed.

The forecast for Friday was "light showers," but we thought we'd wait and see. Overnight

Thursday, it started pouring – the very first rain of a very dry Los Angeles winter. Friday morning it was still pouring. We watched hopefully all the way until 1 p.m. and then regretfully scrubbed Plan A. Doubly regretful, because the T-6 pilot wasn't available beyond Friday. So now it was just me and my 'Coupe coming in alone. There was also a Mustang expected at some point from the Museum, but with his greater speed, they told him to just call Los Angeles Center and come in with the regular traffic.

Thankfully, despite 30-plus years of flying, my CFI Walt had never landed at LAX himself, so he opted to drive all the way from Fontana to be my passenger for this run, just for fun and to take photos. He was also very helpful writing down frequency changes when LAX Ground seemed to give changes every 100 yards or so of taxiing.

The departure time originally proposed by LAX for Plan B was 7 a.m. Saturday, but TOA has a weekend curfew that prohibits departures before 8 a.m. — and 8 a.m. was bad enough, thank you! I am not at all a morning person but had little trouble jumping up when the alarm went off at 5 a.m. on Saturday. It was pretty funny, when I telephoned for the *de rigueur* wx briefing to hear a surprised FSS briefer ask, "Does LAX allow little planes like you to land there?"

The TOA Tower supervisor had given me a

It was pretty funny, when I telephoned for the *de rigueur* wx briefing to hear a surprised FSS briefer ask, "Does LAX allow little planes like you to land there?"



Walter Wasowski, CFI

Linda and Sky Sprite arrive at the enormous FedEx hangar at LAX.



*With clouds closing in, the FedEx crew helped expedite Linda's departure from LAX.*

A huge jumbo jet loomed ahead, apparently holding short right where we were to go and hold short at Delta. I couldn't tell if its engines were on or not, and I wasn't going to pull up close behind to find out!

back-line phone number to "the cab," and I called-in as planned at 6:50 a.m., before they opened, to check local weather and get a final "go." She laughingly said she'd been expecting my call and almost answered her phone, "Good morning, Linda!" Yes, we were *go* for the LAX flight. I rushed out, met Walt at TOA and did pre-flight. It was unusually cold for Southern California at 42 degrees, so just warming up the engine, taxiing and doing run-up took 15 minutes; our time window became *go now*.

We were wheels-up at 8:15 a.m. and approved for a cross-wind departure, northbound along Hawthorne Boulevard. I have to admit, it felt pretty cool to hear, "Frequency change to LAX approved!" It was a beautifully clear, crisp Los Angeles morning.

Very quickly we were reporting in over Hawthorne Boulevard and the 405 Freeway. Then, instead of the expected square base-leg entry, LAX ATC had us bend the path of base leg outward for a couple minutes to slow us while an Airbus came in on final. Then she instructed us to "point toward the numbers NOW, cleared to land 25L, there's another Airbus 10 minutes behind" and come in on what was an interesting

45-degree final. I rather liked that, it kept us out of anyone's jet wash.

Before I even touched down, she was saying, "Ercoupe, keep your speed up and exit to the right as soon after the construction area as you can clear the runway." So I landed fast, stayed fast and did as she said. (Needless to say, their runways are huge.) While controlling a moving-faster-than-normal Ercoupe, I was really thankful that Walt was writing down all the progressive taxi instructions and rapid frequency changes suddenly coming at us.

Our landing point was in the southeast corner of LAX, and our destination, the FedEx maintenance hangar, was almost in the northwest corner. They crossed us from the south complex to the north complex via Quebec (locals call it the "50 yard line," bisecting LAX). Turning into that "alley," which is marked on the chart as being not visible from the Tower, a huge jumbo jet loomed ahead, apparently holding short right where we were to go and hold short at Delta. I couldn't tell if its engines were on or not, and I wasn't going to pull up close behind to find out!

After each of us not moving for a while, Ground called again repeating, "Taxi north on



Quebec and hold short at Delta,” with that where-are-you-lost-at sound in her voice. Just then the jumbo jet started to turn out of our way, so we acknowledged and were able to proceed.

When our yellow taxi line finally ran out at the apron of the FedEx ramp area, I found that the area was so huge we could easily have landed right in their front yard without benefit of runway. Pulling up to a hangar that looked like it could hold the Taj Mahal with room to spare, the Sky Sprite, now feeling the approximate size of a thimble, was met and welcomed by a pit crew of a half-dozen guys.

I can’t say enough about FedEx’s great hospitality and how nice everyone was to us. From bullet points about the Ercoupe that I’d sent, their graphics guy had made up a lovely large poster and gave it to me to keep. When I needed something to hang it from the prop, another man took it and came back with super-wide adhesive Velcro strapping (and pressed some extra into my hand “for next time”). Others showed us around, stopped by every so often to see if I needed anything, gave us tours of their MD-11 and Airbus and Cessna 206 planes ingeniously fitted out for cargo handling, gave us handfuls of earplugs and sent engineers over to see if they had any Dzus fittings to replace the one I’m currently missing. He didn’t, but a few minutes later someone else pressed a handful of various washers and screws at me, because the front two on my cowling don’t match each other, and he thought they should!

The Mustang, which I’d heard had mechanical trouble at TOA but finally pulled in an hour after the event began, was roped-off. However, I opted to let the kids touch my ’Coupe and helped a few to stand on the wing walk. This only backfired once, when I turned around to answer an adult’s question and turned back to find two very little kids sitting in my cockpit! The FedEx folks then immediately made “Please Don’t Get In” signs to post and sent someone over to help me keep an eye out.

That extra staffer proved very valuable when the event closed at 2 p.m. and the public was hustled out one side of the building, and I looked out of the other side and saw our infamous coastal marine layer of clouds starting to come in. He said he was experienced at ground handling, and he and two friends got us moved out and first-in-line to leave as soon as the temporary barrier fence was removed.

Two unexpected problems arose: Security forbade us to leave until the “canine sniffing units” came (huh? no one had sniffed us on arrival!). I

tried to explain that if I didn’t get going right now, I could miss ATC’s departure window for us, and/or be unable to land at TOA due to low marine layer ceilings, and they’d have me for unscheduled overnight company, but he was unmoved.

When the van with the canine sniffer came, a large puppyish dog bounded out followed by his handler, and we had to leave the cockpit and step away from the airplane. The dog circled the plane and sniffed at it before we were allowed to get back in and depart.

Problem two: the starter wouldn’t start. This had also happened a month ago, when the diagnosis was “battery,” and I’d gone to some lengths to get the battery replaced before the LAX adventure. But here it was again, even with a new battery. Fortunately, that watchful extra staffer offered to hand prop it to get us going, and, even more fortunately, knew what he was doing.

Clearance Delivery gave us a nice, expeditious departure route, and we taxied out to line up for take-off, Runway 24L, right behind a Lufthansa 747 Heavy! I have no experience being around the exterior of jets, so you can bet I gave Lufthansa Heavy about a three-city-block separation.

Shortly after takeoff, ATC had us “turn left to join the shoreline,” and that turn brought us right over the top of LAX at just a few hundred feet, with the ocean beyond — a pretty view and great photo op. The flight home to TOA was all-too-short again, and I got the plane down before the clouds closed in — but I don’t think I’ve quite come down yet.

It was a great flying experience and a grand adventure, and not something one gets to log every day.

Security forbade us to leave until the “canine sniffing units” came. I tried to explain that if I didn’t get going right now, I could miss ATC’s departure window for us, and/or be unable to land at TOA due to low marine layer ceilings.

*Linda Abrams taxis her Ercoupe Sky Sprite at Torrance, California.*



*Michael Calas*

# Flying to Alaska

*If you're flying a plane to the International Conference in Alaska this summer, here are some tips you won't want to miss.*

BY LIZ KESTER  
Alaska Chapter

Flying your own plane to Alaska for the 2008 International Conference will be a memorable adventure. There are several routes you can take: the Alaska Highway, the "Trench," the coastline and combinations of these. The route you select will depend on where your flight originates, the weather, the equipment you fly and your personal capabilities and limits. Here are a few tips to help you prepare and execute your dream trip.

## ***The Alaska Highway Route***

The Alaska Highway starts in Dawson Creek, British Columbia, Canada (not to be confused with Dawson City, Yukon, which would be a great side trip either coming or going to Anchorage). The Alaska Highway, also known as the Al-Can, was built in WWII and terminates at Fairbanks, Alaska, about 260 miles north of Anchorage. It is a relatively straightforward landmark to follow as it



*Lake Hood is the world's busiest seaplane base, handling an average of 190 flights per day.*

progresses north and west into Alaska.

Getting to Dawson Creek will require that you enter Canada at an airport of entry, then fly the most logical route to join the Al-Can Highway. A common route of flight for Alaskans flying home is to enter at Lethbridge, Alberta, south of Calgary. If you are coming from the Eastern states, you may want to enter Canada further east. If your flight is originating on the West Coast, you may want to enter at Abbotsford, BC. There are many alternatives, so plan on one that is most convenient

for you with hours of operation that will best fit your time schedule.

After entering Canadian airspace, there are some larger cities such as Calgary and Edmonton with full aircraft services but lots of air traffic. Other smaller airports are easier to get into and often have hotels and fuel services conveniently located. Nice stops enroute to Dawson Creek are Whitecourt and Grande Prairie, Alberta.

After reaching Dawson Creek, there are nicely-spaced stops along the way to





*It is located three miles from downtown Anchorage.*

*Photo courtesy State of Alaska DOT&PF*

Alaska: Fort St. John, Fort Nelson, Watson Lake and Whitehorse all have good airport services with plenty of fuel, clean, comfortable lodging and restaurants. There is a nice campground at the western end of the ramp at Watson Lake. This is especially convenient since the hotels are off-airport in town, a drive of several miles.

The air routes generally fly above or parallel to the highway with one notable exception. The highway route from Fort Nelson to Watson Lake takes a scenic twist

up through the Canadian Rockies to Muncho Lake and then turns 90 degrees to the north and on to the Liard River crossing. While beautiful, this route can be treacherous, especially if unexpected clouds are down at the Muncho Lake summit area. You can bypass this portion of the highway easily, weather permitting, by flying direct from Fort Nelson to Watson Lake. This route takes you over some rugged but relatively low terrain with good checkpoints along the route. About halfway through is the Liard River NDB at

the point where the highway emerges from the mountains.

Once you leave Watson Lake, the highway enters another section of spectacular mountains. The highway generally follows the bottom of fairly wide valleys to Teslin on the north shore of Teslin Lake. After a couple of turns, the highway meets Marsh Lake just a few miles southeast of Whitehorse, which will likely be your Canadian airport of entry on your return flight from Anchorage.

The highway northwest of Whitehorse and on into Alaska again follows spectacular valleys with a few small Canadian communities such as Haines Junction, Burwash and Beaver Creek scattered along the route. You may want to take a side trip north from Whitehorse up to Dawson on the Yukon River. If you do, you can rejoin the Alaska Highway route at Northway, Alaska.

Once you have passed Beaver Creek, Yukon, you enter U.S. airspace and will likely choose to land at Northway for U.S. Customs. Once you have cleared, refueled and had a bite to eat at the café (good burgers and pie!) at the Northway airport, you will leave the Alaska Highway if you are flying on to Anchorage and not to Fairbanks first.

Now you will be following the Glenn Highway, which you can pick up northwest of Northway near Tok. This route follows the highway through Mentasta Pass to Duffy's Tavern, then on to Gulkana. Alternative routes to Duffy's Tavern include following the Nabesna River southwest from Northway to Nabesna, then turning northwest to pick up the highway at Duffy's Tavern. This is a wide, relatively low-level alternative route. Another good route is Suslota Pass, the shortest route between Northway and Duffy's Tavern. If the weather permits, this is a good alternative and requires about 3,000-foot MSL for terrain clearance.

The route from Gulkana to Anchorage follows the highway through Chickaloon Pass, which you enter at Tahneta Pass. There are a couple of notable glaciers easily viewed along this route: Tazlina Glacier south of Tazlina Lake and the Matanuska Glacier just west of Sheep Mountain. When you emerge





*Merrill Field was established in 1930 just one mile east of downtown Anchorage on 436 acres. It was the first real airport in Anchorage.*

from the pass, you will be flying over the Palmer Flats where huge vegetables are grown under the midnight sun!

We're almost to Anchorage, only 40 more miles west. You are entering high air traffic again. There are several active airports in the Anchorage bowl including Birchwood, Ted Stevens International, Elmendorf AFB, Fort Richardson's Bryant Field and your likely destination of Merrill Field.

Once you have passed the Birchwood airport, stay south of the highway to avoid Fort Richardson and Elmendorf AFB air traffic. Approach Control will be your friend here regardless of which airport is your destination. Merrill Field is just east of downtown and only about a mile from the Anchorage Hilton, our headquarters hotel.

### ***The Trench***

If your flight originates on the West Coast, you may want to fly up the Trench. Enter Canada east of Vancouver, BC to avoid heavy air traffic. Abbotsford is a good location to land for Canadian Customs. Proceed east to Hope, then north along the Fraser River to Williams Lake and Prince George. From here, you will fly north to MacKenzie at the southern end of Williston Lake, then follow the lake and

valley directly on to Watson Lake.

Fuel management is especially important on this route since refueling stops are far apart. Once you have reached Watson Lake, you are on the Alaska Highway route.

If the weather doesn't permit continued flight up the Trench, you can divert along the highway from MacKenzie to Fort St. John, east of the mountains, and proceed north to Fort Nelson, then west to Watson Lake.

### ***The Coastline***

If you have plenty of time and patience and the weather systems cooperate, a flight up the coast of British Columbia and Alaska may be for you. Be aware, however, that icing can be a problem at any time of the year in these latitudes. The coastline is relatively sparsely populated, and emergency landing areas are few. With the right conditions, however, this route is spectacular with its mountains and glaciers, quaint fishing villages and abundant wildlife.

Some of the communities you will see include Victoria and Vancouver, BC just north of the border; Port Hardy, Bella Bella and Prince Rupert, BC; and Ketchikan, Wrangell, Petersburg, Juneau, Skagway and Haines in Alaska. You may

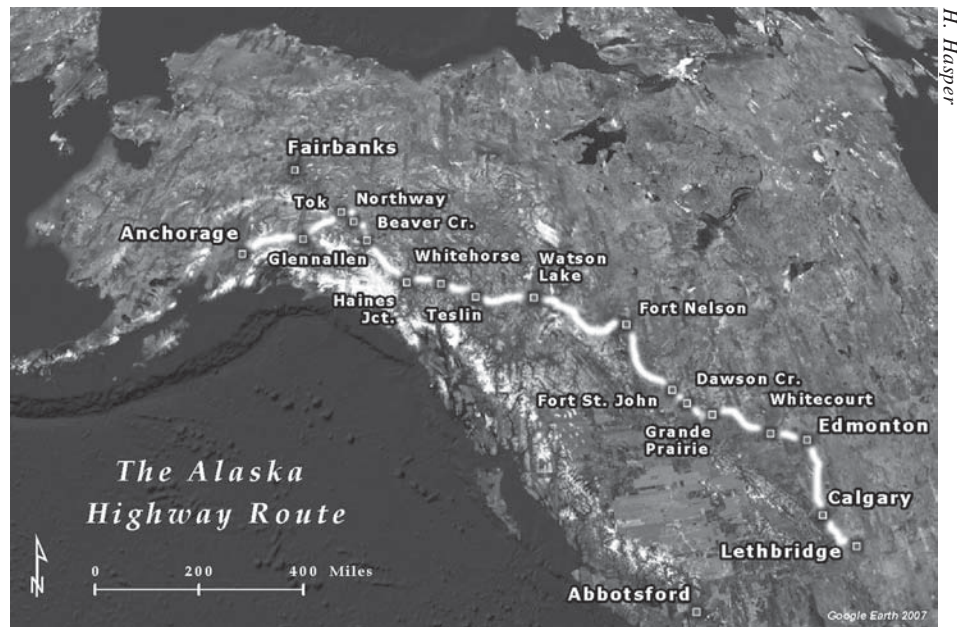
choose to fly north from Haines to join the Alaska Highway route at Haines Junction, Yukon, Canada, or you may want to proceed via the coastline to Yakutat, Cordova, Whittier and on to Anchorage, arriving from the southeast along Turnagain Arm. A short side trip to Valdez, north of Cordova, is recommended. Valdez is the terminus of the oil pipeline that begins over 800 miles north in Prudhoe Bay, Alaska. The pipeline has been in operation over 30 years. Be aware of flight restrictions in the area over the oil pipeline terminal.

### ***Canadian Customs***

Entering Canada requires that you call 1-888-CANPASS (1-888-226-7277) with information about your flight to receive permission from a Customs or Immigration officer to enter Canada. This must be done at least 2 hours, but not more than 48 hours, before you plan to arrive. You *must also* file a flight plan before any transborder crossing, even if you do not intend to land. You may no longer rely upon the old ADCUS (Advise Customs) instruction on a flight plan. Notifying Customs is now the pilot's sole responsibility.

Once you do land, you will either be greeted by a Customs officer or be directed





to again call 1-888-CANPASS to be issued a number that authorizes you to enter Canada. In any case, you need to carry a passport for every occupant (even infants and children are now required to have a passport), your pilot certificate, aircraft registration and airworthiness certificate and an FCC radiotelephone operator permit. Although the permit is no longer required in the U.S., it is in Canada. However, most pilots I know say they have never been asked to produce it.

Your cell phone may not work in all places in Canada (or Alaska), but there are usually pay phones nearby that allow toll-free calls to Customs or Flight Service.

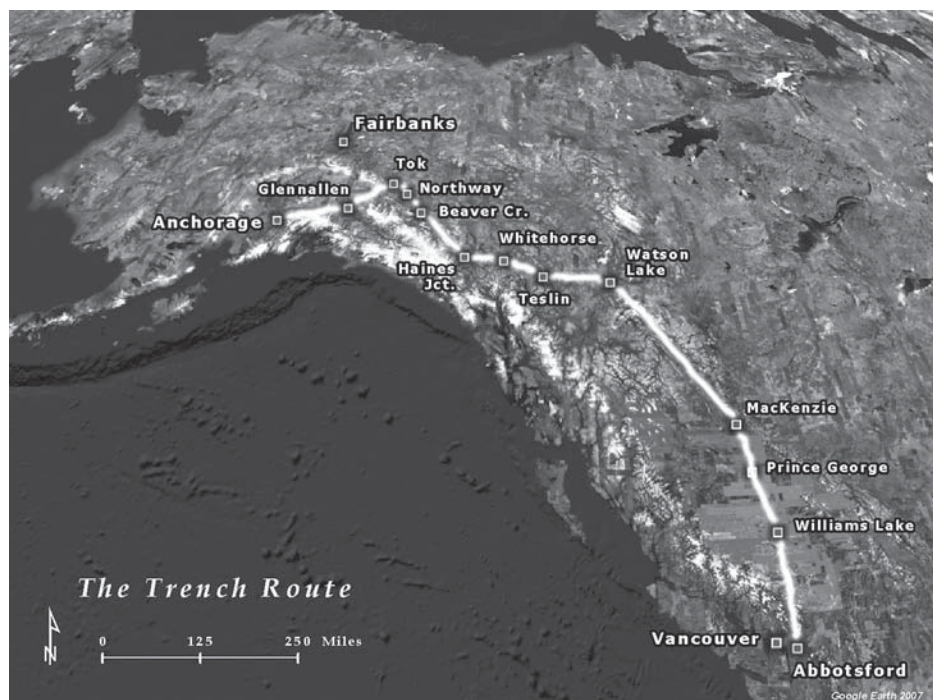
### **U.S. Customs**

U.S. Customs is usually a bit more rigorous than Canadian Customs. Many of the guidelines are the same, however. You must notify U.S. Customs at least two hours in advance by phone prior to arrival, must have your and your passengers' passports and documents available, must file a flight plan for the transborder crossing and must make a radio call to Customs just prior to crossing the border into the U.S. The U.S. Customs Service also requires that you purchase a \$27.50 decal for each airplane each year that you fly into the U.S.

For a complete list of requirements, go to the Customs and Border Protection website [www.cbp.gov/xp/cgov/travel/](http://www.cbp.gov/xp/cgov/travel/) and click on Guide for Private Flyers.

### **Flight Plans**

In Canada, flight plans are required for all flights. Pick up a flight plan form at your first stop for the required information and what codes are used in Canada. Weather information, observations and forecasts are disseminated by NAV CANADA. Canadian Flight Service Stations provide surface weather observations, flight plans and numerous other services including passing along all weather information and forecasts provided by NAV CANADA.



Canada is phasing in Flight Information Centres (FIC) that combine FSS services with other services. Call 1-866-WXBRIEF (1-866-992-7433) to get the nearest FSS or FIC in Canada. In-person weather briefing is being phased out, so be prepared to get needed information by phone. Flight plans can be closed by radio once you have landed, but sometimes the tower personnel will coordinate with FSS to close your flight plan and notify you they have done so.

Since Canada has user fees, the registered owner of your aircraft can expect to get a small bill that will have to be paid in Canadian funds (credit card is okay).

### **Survival Gear**

Being prepared with adequate survival gear is a must. Not only may you need it in case of an emergency, but you may also want it in case you find a delightful spot to land and camp! If you want to be comfortable, you will need a tent, sleeping bag, ground pad, food, water, plenty of clothing layers for warmth, fire starter, mosquito repellant and/or headnet, signaling devices, washcloth and towel, fishing gear, soap, cookware, first aid kit, axe or hatchet, and more. To see a complete list of what is legally required for you to carry in Alaska and in Canada, see





The sun sets over a float plane on Lake Hood.

this website: [www.equipped.com/ak\\_cnda.htm](http://www.equipped.com/ak_cnda.htm).

Whether you are apprehensive or an old hand at long-distance flights in your airplane, remember that each leg of the trip is just a “long cross-country.” You can do it — just be well-prepared, flexible and make every decision a wise one. We look forward to seeing you in Alaska in August of ’08.

## References

- Get U.S. and Canadian WACs and Sectionals for the intended route of flight and those on either side of your route in case you must deviate.
- Get Alaska and Canadian Flight Supplements. These are usually available where you buy your charts. You can also get the Canadian Flight Supplement through NAV CANADA (1-866-731-7827

or [www.navcanada.ca](http://www.navcanada.ca) (see Aeronautical Products).

- *The Milepost* is a mile-by-mile description of interesting sights, hotels, restaurants, museums, etc. along the Al-Can Highway in Alaska and Canada. See [www.themilepost.com](http://www.themilepost.com) for more information and to order.

- *The Alaska Airmen’s Logbook* is a narrative reference to what you can expect when flying to Alaska. See [www.alaskaairmen.org](http://www.alaskaairmen.org) (click on Classifieds and Merchandise, then click on Airmen’s Merchandise Sales) to order. The 3<sup>rd</sup> edition is priced at \$35, but a 4<sup>th</sup> edition is in development.

- *AOPA’s Airport Directory* is an invaluable guide to almost everything everywhere!

H. Hasper



## CONFERENCE UPDATE!

Access the Conference website at [www.ak99aviationfun.org](http://www.ak99aviationfun.org) or send email to [registration@ak99aviationfun.org](mailto:registration@ak99aviationfun.org). You may also access the Conference website though The Ninety-Nines website at [www.ninety-nines.org](http://www.ninety-nines.org).



# LightHawk:

## Protecting the Environment

## One Flight at a Time

BY MARILYNN SCHUYLER  
Old Dominion Chapter  
Public Benefit Flying Committee Chairman

**T**he Environmental Air Force is the nickname for LightHawk, a non-profit, volunteer pilot-based organization that flies missions to protect natural resources. Founded in 1979, LightHawk matches pilots and aircraft with conservation groups that could benefit from the aerial perspective.

Merry Schroeder, a Ninety-Nine who regularly flies with LightHawk, played a key role in one of the most significant missions to date. It began about four years ago. LightHawk had been providing educational flights to protect and preserve the exquisite Valle Vidal region of New Mexico, home to New Mexico's largest

elk herd and known for its outstanding scenic and recreational opportunities. The U.S. Forest Service had been under intense pressure to open the area to destructive coalbed methane drilling, which would have ruined the character of this pristine area.

Merry and other LightHawk pilots provided educational flights to local elected officials and staff from Congress, the New Mexico governor's office and the media. Seeing the area by air made the difference, and on December 13, 2006, the Valle Vidal Protection Act was signed into law, permanently protecting over 100,000 acres from mineral extraction.



*Flying over Valle Vidal mountain lakes and well sites in New Mexico.*



*An aerial view of the Moly Mine settling ponds.*

Last year, LightHawk helped uncover illegal forest clearing in the Chiquibul National Park in Belize. Here in the United States, LightHawk flights revealed the impact of intensive oil and gas development in Wyoming's Red Desert — America's Outback — which is home to more than 350 species of wildlife.

LightHawk has also provided educational tour flights to identify key biological, historical, geographic and geologic features of the coast and marine waters. Flying above the California coast, for example, provides an opportunity to see the interdependence between the terrestrial and marine environments, a perspective which is not available at sea level.

If you want to help LightHawk save critical habitats, endangered species and threatened ecosystems by becoming a member of LightHawk's volunteer pilot corps, you need at least 1,000 hours of pilot-in-command time. To learn more about LightHawk, visit their website at [www.lighthawk.org](http://www.lighthawk.org).



*Ninety-Nine Merry Schroeder regularly flies with LightHawk.*

## RATINGS & WINGS

### RATINGS

Lee Ann Baggott – Instrument  
Katahdin Wings Chapter

Gail Dilley – Private Pilot  
Indiana Dunes Chapter

Nicole Harris – Night  
Eastern Ontario Chapter

Sharon Hines – Instrument  
Colorado Chapter

Kris Johnson – Multi-Engine  
Connecticut Chapter

Heidi Klein – Instrument  
Wisconsin Chapter

Kandace Rawling – Sport CFI  
Wisconsin Chapter

Lauren Smalkoski – Multi-engine  
Wisconsin Chapter

Jill Tallman – Instrument  
Sugarloaf Chapter

### SOLO

Brenda Frazier – Solo  
San Gabriel Valley Chapter

### PROFESSIONAL RATINGS

Thyra Blaom – NZ ATPL - 747  
Air New Zealand 747 S/O  
New Zealand Section

### WINGS

Wally Funk – Phase XXVI  
Fort Worth Chapter

Melissa Plumer – Phase VI  
Old Dominion Chapter

Laurie Reeves – Phase XII  
Connecticut Chapter

Alice Talnack – Wings III  
Monterey Bay Chapter

Karen Tierney – Phase I  
Connecticut Chapter

Penny Werner – Phase XVII  
Wisconsin Chapter

## TOUCH & GO



*From left standing, Carolyn Van Newkirk, Mary Ellen Morris, Sandy Hawkins, Becky Amador-Roman, Mary Allen, Diane Jackson, Peggy Doyle. Seated, Kate Macario, Mid-Atlantic Governor Alison Chalker and Jessica Stearns.*

### AMERICA BY AIR

Eleven section members represented The Ninety-Nines at the opening of the Smithsonian National Air and Space Museum's "America by Air" exhibit in Washington D.C. The permanent \$5-million exhibit focuses on the story of passenger air travel in the United States from the early attempts to form airlines only a decade after Kitty Hawk to the commercial challenges and technical sophistication of the 21st-century jet age, including The Ninety-Nines.

Sandy Hawkins, Peggy Doyle, Mary Allen and Becky Roman-Amador participated in two spirited panel discussions and ably chatted with and answered questions from the audience about their roles in the industry and as Ninety-Nines. In addition, Ninety-Nines Alison Chalker (who coordinated our participation with the Smithsonian), Kate Macario, Diane Jackson, Carolyn Van Newkirk, Jessica Stearns and Mary Ellen Morris "womaned" a table exhibit and told interested visitors about The Ninety-Nines.

— Mary Ellen Morris

### MELANIE WIEDLER IS FIRST FEMALE CAPTAIN AT TACA PERU AIRLINES

Ninety-Nines Member at Large Melanie Wiedler, a 27-year-old Peruvian, is the first captain at TACA Peru airlines and the first in Peru to fly an Airbus 319, 320 and 321. She recently received her accreditation from DGCA (Directors General of Civil Aviation) in Peru. "We are very proud and pleased to present Melanie, a young Peruvian making history within commercial aviation in Peru. TACA Peru is honored to have contributed to this important achievement in her career," said Daniel Ratti, president of TACA Peru.

At age 18, Melanie began her studies at Flight Safety International in Florida and graduated as a commercial pilot in 1999. On return to Peru, she began flying for Aero Andino, where she was co-pilot for her father in a Pilatus Porter and then flew a Dash 8-100 as co-pilot. In April 2004, she was hired by TACA Peru. — Melanie Wiedler

### ZONTA AND NINETY-NINES MEET TO HONOR AMELIA EARHART

On January 17, the Zonta Club of Everett, Washington hosted Marty Vale, a 2007 recipient of one of three Ninety-Nines New Pilot Scholarships.

Marty is a member of the Greater Seattle Chapter. Her talk was titled, *What Do Your Dreams Look Like?* She wanted women to be inspired to follow their dreams at any age, as Amelia did. She brought examples of her achievements during her 59 years of life, including her bent propeller from a "prop strike" this last summer.

—Marty Vale



# Welcome New Ninety-Nines Members!

## NEW MEMBERS

### **Alabama Chapter**

CAIN, DeVonne (FWP)

SCHUCK, Kelly (FWP)

### **Alaska Chapter**

ODDAL, Joanna

### **All-Ohio Chapter**

STRAKER, Megan

### **Antelope Valley Chapter**

BENNETT-MEDICIS, Emilie G. (FWP)

### **Austin Chapter**

JEFFREY, Claire E.

### **Bay Cities Chapter**

ANASTON, Natalie (FWP)

WILKEN, Ginny

### **Brazos River Chapter**

WHITE, Gayle

### **Chicago Area Chapter**

HOLMES, Judith A. (FWP)

### **Colorado Chapter**

LEFFLER, Danielle Ashley (FWP)

### **Columbia Cascade Chapter**

GIRTS, Michelle A. (FWP)

### **Dallas Chapter**

MITCHELL, Tracy

### **Eastern New England Chapter**

DIXON, Katherine L. (A)

### **Embry-Riddle Daytona Chapter**

GREEN, Ashley (FWP)

### **Embry-Riddle Prescott Chapter**

ANTHONY, Kristine (A)

### **First Canadian Chapter**

WARREN, Vi Milstead

### **Fort Worth Chapter**

GARLAND, Amber

### **Houston Chapter**

PACE, Sara Pauline (FWP)

### **Idaho Chapter**

DAVIS, Cara

### **Intercollegiate Internet Chapter**

HERREN, Taylor Lynn (FWP)

### **Intermountain Chapter**

GOUDEY, Candyce L.

TEAL, Jessica Marie

### **Lake Erie Chapter**

ANDREADIS, M.D., Athena A.

### **Marin County Chapter**

WINTER, Kristin A.

### **Michigan Chapter**

OSTROWSKI, Wendy K.

### **Midnight Sun Chapter**

MARTIN, Amy Lynn

### **Minnesota Chapter**

JOHNSON, Kristen Y.

### **Montana Chapter**

PECKHAM, Erika Sue (FWP)

### **Monterey Bay Chapter**

RUPRECHT, Michelle

### **Mount Tahoma Chapter**

BAXTER, Jennifer J. (FWP)

### **New Orleans Chapter**

MARQUET, Rosary Mae B.

SILVA, Debra S.

### **North Georgia Chapter**

MCCRAW, Kimberly Brooke



*Jessica Teal, Intermountain Chapter.*

### **Oklahoma Chapter**

ARANDA, Leona Decarla (FWP)

HIGHTOWER, Katrina

### **Orange County Chapter**

HUNT, Nicole-Ilene Nicolina (FWP)

### **Paradise Coast Chapter**

KING, Rebecca A. (FWP)

### **Rio Colorado Chapter**

POWELL, Bonnie

### **San Diego Chapter**

BRYAN, Stefanie (A)

STENBOCK, Natasha C. (FWP)

WHITE, Carole A.

WOLF, Tiffany K. (A)

### **San Fernando Valley Chapter**

MCNEIL, Rhonda

### **San Gabriel Valley Chapter**

MATNEY, Kelly (FWP)

### **Santa Rosa Chapter**

NORTHERN, Hannah L. (FWP)

### **Tucson Chapter**

CRABTREE, Colleen

### **Utah Chapter**

PITTS, Jenika (FWP)

### **Ventura County Chapter**

BAKER, Kelsey (FWP)

KENNEDY, Linda (FWP)

SAYLORS, Sara (FWP)

### **Washington DC Chapter**

EDWARDS, Jennifer

### **Wichita Falls Chapter**

ROGALSKI, Celina F.

## WELCOME BACK MEMBERS

### **Australian Section**

PHILLIPS, Joy M.

### **Bakersfield Chapter**

BELL, Sara (FWP)

### **Chicago Area Chapter**

CASE, Janice Marie

### **Columbia Gorge Chapter**

ZIMMERMAN, Macseen Mildred

### **Connecticut Chapter**

WEISS, Ronnie Lynne

### **Eastern Pennsylvania Chapter**

CADMUS, Judith Ann

### **Far East Section**

KIM, Kyung O

### **Keystone Chapter**

MARINA, Toni M.

### **Kitty Hawk Chapter**

HAMPTON, Tonya M.

### **Los Angeles Palms Chapter**

WELCH, Chelsea Abingdon

### **Maryland Chapter**

ALLEN, Elizabeth Jane Janie

### **Mississippi Chapter**

PELLETTI, Janice Orr

### **Orange County Chapter**

RAPHAEL, Brandy

### **Paradise Coast Chapter**

LORENZ, Sherrie Lynn

### **Russian Section**

WRIGHT, Linda C.

### **San Luis Obispo Co. Chapter**

ARNDT, Gabriela (FWP)

### **Southeast Section**

REID, Deborah Lynn

### **Ventura County Chapter**

SCHULER, Margaret Marie (FWP)

### **Yavapai Chapter**

JENKINS, Norma Ellen

# Flying Changes Your Life on Many Levels



BY CYNTHIA MADSEN  
Chicago Area Chapter

*Cynthia, far right, back row, especially enjoys the camaraderie of The Ninety-Nines. Here she attends a Greater Chicago Area Chapter meeting.*

**M**any years ago when I was a secretary in a small firm in Chicago, there was a gentleman across the hall who owned his own small business. He was also a private pilot. He told me that, if I decided to become a pilot myself, it would change my life. What an understatement!

On a recent trip from Joliet, Illinois to Wisconsin, I looked down. A perfect day, perfect air; and below, a perfect dark green rectangle with small white dots

moving in unison first in one direction and then another. Although the soccer ball was hidden by our altitude, there was no doubt as to what was happening on that field.

How can I describe the wonderful sights I have seen from the air? Make a short list: virga, rotor clouds, blimps, a full moon shining off our wings, fighter jets, a gray wall of rain, a close-up mid-air refueling, a floor of marshmallow clouds looking solid enough for a landing, letters on the side of mountains, great salt

flats, Hoover Dam, a hawk pacing our starboard wing, a sea of oil wells and a sea of windmills, a crater in the face of the earth left by a meteor strike, a rising red hot air balloon at dusk, ocean beneath our wings, or mountains forming skyscrapers to the left and right as we flew through the main thoroughfare.

But the view from the air is only part of the story. The other part, the larger part, is the people who make up the aviation community. This I can describe but shouldn't have to. If you are reading this and are a member of The Ninety-Nines, you should be well aware of the character of the best part of us: that part that lends support without request, stands next to you during a personal crisis, cheerfully transfers knowledge without compensation, performs community service, elevates its sisters to achieve more than ever before and entices us to have fun in the sky.

It wasn't the sights from the air, the new licenses and ratings or watching the hours rise in the logbook. What really changed my life was involvement with other women pilots known collectively as a two-digit number.

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*Lindsey Bell arrives at the Governor's Tea.*

# Governor's Tea

## Aviation Style

BY PAT MCCOLLUM  
Ventura County Chapter



*First place for Best Set Table.*

On Saturday, February 9, the Ventura County Chapter recognized our 2007-2008 Southwest Section Governor Martha Phillips with the Governor's Tea. It was a Southwest Section fundraising event like no other!

Martha has focused on three great goals to build our Section's reserves: to purchase archival equipment so we can preserve our history for generations to come; to support our efforts toward our sister Sections in Norway and the Far East; and to help seed the International Conference that the Section is hosting in 2010.

The venue for the tea was a large maintenance hangar — cleaned up better than it has been in years and so big that we left five airplanes in it for ambiance. There was also a backdrop of aviation quilts lining the walls and a 30-foot parachute hanging from the ceiling with six giant tea bags to set the scene.

Thirty tables, each distinctively set, each spectacularly unique, competed for the prestigious Best Set Table Award.

And then there were baskets to auction — 60 baskets for babies, kids, men, women, some with themes of golf, spa, wine, love, nursery, relaxing and, of course, flying.



*Attired for tea time are Pat Prentiss, Susan Theurkauf, Virginia Harmer, Susan Larson, Lianne Oakes, Vicky Anderson and Irene Bates.*



*Southwest Section Governor Martha Phillips and her husband Art were honored with flowers and a portrait.*

Ninety-Nines flew or drove in from all over, including members from Santa Barbara, San Diego, Bakersfield, San Fernando, San Gabriel, Phoenix, Santa Maria, Bay Cities and Alameda, Orange County — even Santa Fe! Ninety-Nines, their guests and spouses totaled over 120 people, many dressed up for the occasion. There were more hats than not, giving the affair a glamorous appeal.

Carol Vautin surprised both Martha and her husband Art with a short speech on how wonderful we think they are as a team and Martha as our Southwest Section Governor. They were presented flowers and a framed portrait taken by Lilian Darling Holt, San Fernando Valley Chapter member. Carol had the privilege of announcing on behalf of the Ventura County Ninety-Nines that Martha and Art together will be inducted into the Forest of Friendship this summer. Their stunned reaction was priceless.



*Kim Beckman, Brenda Siegel and Connie Jones wearing their "gold level" jackets.*

### VIRGINIA CHAPTER

At AirVenture 2005, the Virginia Department of Aviation announced the Virginia Aviation Ambassador program, an incentive program for visits to all the public airports in Virginia plus some museums, a safety seminar and the Virginia state fly-in.

Since then, Ninety-Nines in the state have been very active in the program with several already completing it and many still trekking around the state combining the flying and driving jaunts. Sara Parmenter, a member of the Virginia Chapter, is the state's spokesperson for the Aviation Ambassador program. There are three levels of participation: bronze level for 25 airports, silver level for 50 airports and the gold level which requires visits to the entire group of 66 airports. The rules allow participants to either fly or drive to the airports because some of the airports are inside the Washington D.C. air defense identification zone or ADIZ.

Prizes for completion of the program are a baseball cap for bronze level, a flight bag for silver level and a leather pilot's jacket for the gold level. You can get started at any one of the airports by picking up a small booklet called a passport with a space for each airport's designated rubber stamp.

—Linda Mathias

### ARABIA SECTION

Even though thousands of miles separate the two Ninety-Nines Sections, friendship through pilots spans the distance. On a recent visit to New Mexico, Yvonne Trueman, Governor of the Arabia Section, met with members of the Albuquerque Chapter, South Central Section.

In Yvonne's 40 years of flying, she has met Ninety-Nines all over the world. She also reports that they are slowly building up the Arabia Section, now 11 members. "This is a very large area stretching from Egypt down to Oman, a great pioneering area, and women pilots are beginning to emerge against opposition in a male dominated world." says Yvonne.

— Yvonne Trueman

### ALAMEDA COUNTY CHAPTER

Alameda County Chapter members have been speaking out about The Ninety-Nines. Members Judy Sasebo and Gen Solorio shared information on The Ninety-Nines at the Elk's Club in Alameda, California in October. They spoke to the Army and Navy Wives Club members about The Ninety-Nines worldwide organization, as well as touting the activities of our local Chapter.

Joined by Chapter member Liz Sommers, they also spoke at a meeting of the Daughters of American Revolution at the War Memorial Building in San Francisco in January. Judy shared information about our International organization, Gen shared stories and activities sponsored by the Alameda County Chapter and Liz shared her experiences in flying, training, flight instructing and flying commercially.

After their talk, they sat down for a filmed interview for a local cable television show. The show was aired on *Access San Francisco*, Cable Channel 29, on January 27, 2008.

— Elizabeth Sommers



*From left, Nancy Day, Richard Davis and Betty Jones, with several helpers, admire the compass rose they painted at Carlsbad Airport, New Mexico.*

### PURPLE SAGE CHAPTER

On October 20, Purple Sage Chapter members Betty Jones and Nancy Day, along with some loyal helpers, painted a compass rose at the Carlsbad Airport in New Mexico.

December 18<sup>th</sup> found Purple Sage Ninety-Nines and friends at the home of member Janet Koonce, where we brought potluck to share and white elephant gifts to exchange with one another. More importantly, we brought lots of toiletries and new toys that the Purple Sage Chapter donated to the Safe Place of the Permian Basin.

Several members of the Purple Sage Chapter, including Priscilla Barbee, Betty Jones and Mary Alice Tidwell, attended the Fina-CAF Air Show at Midland International Airport September 29 and 30. Priscilla was honored to have Nancy Weitz Aldrich of the San Antonio Chapter and her friend, Ruth Anne Cox, as house guests during the air show.

— Priscilla Barbee



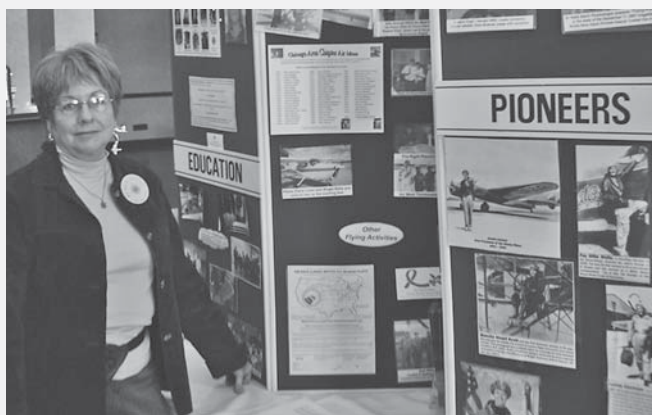
## GRASS ROOTS — Section and Chapter reporters share their recent activities

### CHICAGO AREA CHAPTER

Our annual safety seminar, Chicago Aviation Expo 2008, which is organized by The Ninety-Nines with support from the FAA FSDO and IDOT, garnered a terrific attendance of almost 300 participants.

The special guest was Dr. Susan R. Shea, Director of the Illinois Department of Transportation, Division of Aeronautics, accompanied by Gary Stevens and Dale Rust (IDOT), who welcomed the group and expressed appreciation to The Ninety-Nines for conducting these seminars.

Our IFR/VFR speakers and topics included: perennial favorite Al Englehardt (designated examiner) *Attitude Instrument Flying & Holding Made Easy* and *Cause & Prevention of Landing Accidents*, Robert Schmelzer (designated examiner) *IFR Charts & Procedures*, Mark Clements (Northwest Aviation, Inc.) *IFR GPS Tactics*, Dennis Schuring, Dr. Greg Ostrom and Ninety-Nine Dr. Ruth Martens composing an *Aero-Medical Forum*, John Nowicki (Packer Engineering) *Accident Causal Factors*, Ninety-Nine Linda Schumm (Cessna Aircraft) *Light Sport Aircraft for the Private Pilot*, and Paul Merzlock (National Weather Service) *Interpreting Weather Service*.



Mary Lou Mueller with The Ninety-Nines exhibit at the Chicago Aviation Expo 2008.

New this year was a set of seminars that qualified for mechanics' IA renewal, which had 70 people in attendance.

Also receiving raves was the Flying Companion Program, with 30-35 participants, conducted by Chicago Area Chapter members Carol Para (flight and ground instructor) and Barb Muelhausen, assisted by Deanna Close and Camille deJorna.

— Diane M. Cozzi



Casey Erickson tries her hand at the San Gabriel Valley Poker Run.

### SAN GABRIEL VALLEY CHAPTER

The San Gabriel Valley Chapter's 2008 Poker Run went off without a hitch — well, almost. We started at Cable Airport, but icing and turbulence concerns along the route caused us to cancel the flying and BBQ portions of the event. Weather did allow for morning pattern work and flying within the basin, so many participants enjoyed the poker side of the event ("Plan B") and got in some air time on their own.

Everybody involved walked away a winner, and their donations will fund our scholarships for another year. Although we did not get to fly the route, a fun time was had by all.

— Christine Malcomson-Young

### SAN FERNANDO VALLEY CHAPTER

The San Fernando Valley Chapter celebrated its Holiday Party at the home of Paula and Michael Sandling in December, with a surprise visit from Santa (Bill Logan) and Mrs. Clause (Lorrie Blech). The Elf (Coy Gutierrez) helped with the White Elephant gifts, while Chairman Jeanne Fenimore examines her present.

— Lilian Darling Holt





Above, members of the Virginia Chapter and their children enjoy the company of Santa during their third annual Toy Airlift. Right, gifts are loaded into a National Guard truck for distribution in time for Christmas.



### VIRGINIA CHAPTER

The members of the Virginia Chapter completed their third Toy Airlift. It was another rousing success, and we are now basking in the glow of knowing that several hundred children and veterans had a better Christmas. We were serenaded by the violin students of Bon Aire Strings playing Christmas carols, which added a festive touch.

Numerous planes flew in from all over Virginia and adjoining states. In both 2006 and 2007, we were especially appreciative for the support of our fellow Ninety-Nines in the Sugar Loaf Chapter of Maryland. The final count for the 2007 Toy Airlift was 332 toys, \$550 in gift cards for the hospital units and \$140 in food sales for breast cancer research. We were tired but elated!

Chapter members participating were Joyce Meier, Shirley Baird, Barbara Headley, Sara Parmenter, Chairman Sharon Blodinger and FWP Birgitta Anderson.

— Betty Vinson



Indiana Dunes member Diana Austin (taking the photo) helped with space instruction and photographed Brownie Girl Scouts on their visit to the Challenger Learning Center in Hammond, Indiana

### INDIANA DUNES CHAPTER

At the October Chapter meeting, Gail Dilley was pinned by her mentor Diana Austin. Gail became a member of the Chapter after passing her private pilot checkride.

Another great accomplishment is that the Chapter now

has a website. Margaret Wint and Janice Welsh are instrumental in getting us into cyberspace at last! We are linked to International and the North Central Section at [www.Indianadunes99s.org](http://www.Indianadunes99s.org).

### Indiana Dunes Members Love the Air Bear

Diane Austin, Indiana Dunes member and a retired kindergarten teacher, continues educating. This fall she was responsible for organizing and presenting the Air Bear program to five different schools in her community.

She gave a program on space to 28 Brownie Girl Scouts at the Challenger Learning Center in Hammond, Indiana. The future Ninety-Nines learned about space food, parts of an airplane, careers, making and flying three different paper airplanes and experimenting in a space lab.

She and Jan Topp presented the Air Bear program four times at Wheatfield Elementary. They acquainted 130 youngsters with flying. Also helping with the program were Ninety-Nines Barbara Dodson and Janice Welsh.

Katelyn from Riley Elementary wrote, "I learned that you need to go to school and learn math and science. I was a flight attendant. My favorite thing was when I got to act like I was showing the passengers how to buckle the seat belt."

Arianna also learned something, "I didn't know that the gas goes in the wing. I was the pilot. I hope to be a pilot someday."

— Christine Murdock



### CONNECTICUT CHAPTER

In November, three young women experienced the joy of flying with their first Young Eagles Flight. Supported by the Experimental Aircraft Association, The Ninety-Nines, Women in Aviation International, New England Air Museum and the FAA, these women took advantage of beautiful fall weather in New England and grabbed hold of the controls of the Piper PA-28-180 and launched their dreams of flying.

Connecticut Chapter member Marilyn Pearson took 11-

year-old Jasmine Ichpas for her first flight in a light airplane. Jasmine is participating in the Connecticut Pre-Engineering Program and hopes to learn to fly soon. Deanna Speziale, another 11-year-old, beamed after her flight, hoping to combine flying and engineering in her future. Seventeen-year-old Liz Marrero overcame nerves and piloted the airplane, making her Jr. ROTC leader very proud. Liz hopes to attend Tufts



Jasmine Ichpas.



Deanna Speziale wants to keep on flying.

University, studying to become a veterinarian and pilot.

Family and friends cheered the girls on and took many photos to preserve a memorable occasion. All three of these young women were selected from participants in the New England Air Museum's annual Women Take Flight Career Day in November 2007. We wish them a bright future and hope their Young Eagles experience will be just the beginning of many wonderful years of flying.

— Glenna Blackwell

### WISCONSIN CHAPTER

On January 26, FWPs Kate Stein and Beth Stein and Chapter Co-chairman Laurie Probst went to the EAA Skiplane Fly-in at Pioneer Airport in Oshkosh, Wisconsin. Chapter member Diane Welch was also at the event, and they watched a beautiful red taildragger come in, leaving a spectacular spray of snow.

Despite only one plane being able to fly in due to intermittent IMC, the crowd had a wonderful time "hangar flying" instead.

After the fly-in, Kate, Beth and Laurie went to the EAA offices to be videotaped for the Learn To Fly program. EAA is putting together an interactive website, and once it's up and running, you will be able to click on their pictures and listen to short videoclips telling why they learned to fly.

Laurie had been contacted by the program's directors to participate, and she asked if the two Future Woman Pilots she is mentoring could be included also. The directors were happy to add young, enthusiastic, future female pilots to the repertoire of speakers.

Look for the clips on the Learn to Fly website sometime in late spring.

— Laurie Probst



From left, Kate Stein, Laurie Probst and Beth Stein will be featured on EAA's upcoming interactive website.

## NEW HORIZONS

### ANNA M. (AFFLICK) BLEDSOE San Diego Chapter

Anna was born in Rhode Island on April 15, 1920 and flew to New Horizons on January 3, 2008. She spent her younger years in Rhode Island, and then in her mid-20s made her way to California to seek her fortune, as she would put it. At the age of 14, she had her first airplane ride and was hooked.

Learning to fly in the late '40s, she was recruited into The Ninety-Nines and inducted in 1949 at Gillespie Field. That year Anna and her friend Mary Ring flew their first Power Puff Derby and managed to finish 5th.

In 1950, Anna entered the Powder Puff Derby as a solo pilot. She flew a brand new Mooney Mite provided by the designer and builder Art Mooney. As you might imagine, flying a new plane that Anna was not totally familiar with would have its challenges. During the race, an oil leak started and was smearing the right side of the canopy and the leading edge of the wing. Putting down in Monroe, Louisiana for repairs turned out to be one of the best things to happen to her. She met her future husband, Jim Bledsoe. She finished the 1951 Derby in the 15th place out of 36 entrants.

Aunt Anna always said that she took up flying because it was exciting and fun. Judging from her longevity in aviation, I think she was right.

— Robert Afflick (Anna's nephew)

### EVANGELIA 'LIA' HANLON San Diego Chapter

Evangelia 'Lia' Hanlon found the skies friendly. She soloed in October 1952, was licensed in 1953 and joined The Ninety-Nines in 1954.

Her training as a pilot was given by her husband William E. Hanlon. He just knew she would love the sky, and he bought Evangelia her very own plane.

Lia participated in the 1958 Powder Puff Derby from San Diego to Charleston, South Carolina in 16th place. She was a member of several women's flying groups. She was honored as the Woman Pilot of the Year in 1958 by La Pressa Airport.

She is one of the originators of the Flying Samaritans and played Santa for 50 children while in a cart pulled by a burro and filled with toys and gifts. In 1961, flying from Baja, California, the twin engine Beechcraft piloted by Ninety-Nine Aileen Saunders and carrying Lia and Polly Ross was forced to land on the mesa top of a mountain near the village of El Rosario due to a severe dust storm. Seeing the poor conditions of the village, upon returning home the group of three women pilots went on radio and television asking for aid and medical supplies for the people who lived there.

The greatest joys in her life were her children, grandchildren and great-grandchildren.

— Annelie Brinkman

### GLENN BUFFINGTON A Special Friend of The Ninety-Nines

Word has been received of the passing of one of the closest friends of The Ninety-Nines. H. Glenn Buffington flew to new horizons on February 16, 2008.

Glenn was a contributor to numerous aviation publications, was honored by The Ninety-Nines with the Award of Merit and was inducted into the International Forest of Friendship. He took his first ride in an airplane with Ninety-Nines Charter Member Nora White. He was in attendance at the 1929 Women's Air Derby and became a fixture at many of the air races.

When Buffington gave his extensive collection to the Ninety-Nines Museum of Women Pilots, Gene Nora Jesson wrote a marvelous background article for the 99 News [November/December 2003 issue]. In that article Gene Nora wrote, "Thank you Glenn Buffington. We often hear him say 'we' when he talks about The Ninety-Nines. He is truly one of us."

Because of his fine work and dedication to collecting the stories of women pilots through the years, our organization's history has been protected, and we are much richer for it. Bob Rybiski, his partner of 28 years, is gathering the remainder of Buffington's collection to send to the Museum. A true friend of The Ninety-Nines has flown west. He will be missed.

— Jacqueline Boyd





## NEW HORIZONS

### **EVELYN 'PINKY' BRIER** **Los Angeles Palms Chapter**

Evelyn Pinckert 'Pinky' Brier traveled to New Horizons at the age of 98. She was the first female certified flight instructor in the United States.

Her biographical sketch in *Out of the Blue and Into History* by Betty Stagg Turner says that Pinky learned to fly in 1935. Her instructor was Lieutenant Joe Brier, and the two married before WWII began. After Joe left for his overseas assignment, she applied for the WASP program. Brier was a member of the Women Airforce Service Pilots class 44-W-9.

She and her husband Joe operated the Tri-City Airport from 1938 until she sold it in the 1970s. She and her husband had legendary reputations in the San Bernardino area. For several years she was the pilot for Erle Stanley Gardner, a famous mystery writer. His books, the Perry Mason series, feature Pinky as Perry Mason's personal pilot.

Because of the amount of flying she did, she reportedly stopped keeping a log book. It's known that she flew more than 1,000 hours a year as a charter pilot. Pinky flew three short trips a day from Tri-City Airport to LAX long before commuter airlines were common. Her call-sign to LAX was "Pinky 1."

In December of 2002, her attorney contacted the Amelia Earhart Memorial Scholarship Fund. The Trustees traveled to visit her in her hangar-home, located where the former Tri-City Airport had stood. Included in breathtaking memorabilia was a mint-condition DeLorean automobile which she informed us with delight that she used to drive a trifle too fast. After discussion, Pinky made the decision to designate a bequest to the AEMSF, which upon her death would establish a scholarship. The scholarship will be designated as the Evelyn P. and Joe Brier Memorial Perpetual Scholarship.

We mark the passing of another extraordinary woman, a pilot and a Ninety-Nine.

—Jacque Boyd

### **KATHRYN FLYNN** **Australian Section**

Kathryn Flynn, a Ninety-Nine from the Australian Section, flew to New Horizons on September 30, 2007. She had served as Governor for the Section as well as president of the Northern Territory Women Pilots Association.

She and her sister Christine qualified in 1968 as the first female commercial pilots to graduate from Cessnock Training College. She was a nurse and a mid-wife. She used her ability as a pilot to travel to remote areas of the Northern Territory to assist as a volunteer in remote Aboriginal communities and coordinated clinics as a part of an Aboriginal children's health research project.

She also had parachute training and was the first Australian woman to compete in a national championship. She went on to represent Australia in international competition. She has been recognized in the Longreach Hall of Fame, the National Pioneer Woman's Hall of Fame in Alice Springs and was featured in 50 Famous Women Pilots, an exhibit that toured Australia.

—Jacque Boyd

### **ELINOR REAY JOHNSON** **Dallas Chapter**

Elinor Reay Johnson was a Life member of the Dallas chapter who passed away on February 11, 2008 in Emory, Texas.

She joined The Ninety-Nines on September 11, 1961. Elinor learned to fly in 1960 and achieved private pilot, commercial, instrument and instructor certifications and was a flight instructor at Highland Park and Addison airports for many years. She was a member of the Dallas and Redbird Chapters.

Elinor flew in both the Powder Puff Derby and Air Race Classic, placing in the top 10 four times and taking first place in 1980 as co-pilot of a two-woman racing team.

In addition to her love of flying, Elinor enjoyed quilting and gardening. She

worked as a mechanical draftsman, a laboratory technician and volunteered as a docent at the Frontiers of Flight Museum at Dallas' Love Field.

### **HAZEL SNYDER MILES KEFFER** **Bay Cities Chapter**

Bay Cities Chapter Life Member Hazel Keffer departed her Ninety-Nines worldly sisters on October 19, 2007, two days after her 93<sup>rd</sup> birthday. Oral Historian Pat Chan documented Hazel in 1992.

Hazel learned to fly at the Detroit City Airport in a Luscombe, earning license #203181 on December 16, 1943. She joined The Ninety-Nines in 1945. She was first a part of the Michigan Chapter and then joined the Bay Cities Chapter in 1948 after moving to California with her husband Fred Miles. Hazel applied to join the WASP but was disappointed to receive a letter from Jackie Cochran informing her that her service would not be required because General Arnold had made the decision to disband the WASP.

Hazel enjoyed the camaraderie of The Ninety-Nines and was an active member of the Chapter, participating in airmarkings and Penny-A-Pound events back in the day when "Jean Tinsley was the new kid on the block." Jean Tinsley reports, "When I proposed the Penny-A-Pound event to the Bay Cities Chapter, Hazel Miles and Ruth Rueckert were the first to jump in. We operated out of San Carlos and Hayward airports. It was a huge success, thanks to Hazel's untiring help and enthusiasm. We flew for the Rose Resnick Enchanted Hills Camp for the blind. We took in enough money to buy a jeep completely equipped with fire fighting equipment. It was a joy to work with Hazel."

When Hazel's oral history was filmed, she had just recently married George Keffer. George had been flying for years before being required to pick up a license in 1930; his license was #4753. Hazel described that even though both her and George's flying days were well in the past, that they truly enjoyed hangar flying, which "never gets old."

—Laura Smith



*A C170 with skis comes in for a landing.*



*Donna Crane-Bailey*

*Lenticulars hover over Denali.*



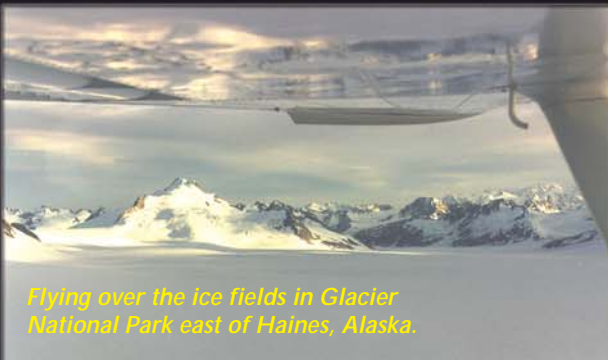
*Roberta Degenhardt*

*A Piper Super Cruiser is ready to go in the front yard.*



*Roberta Degenhardt*

*A fiery sunset illuminates Lake Hood.*



*Donna Crane-Bailey*

*Flying over the ice fields in Glacier National Park east of Haines, Alaska.*

# Land of the Midnight Sun

Ninety-Nines International Conference

August 6-9, 2008

Anchorage, Alaska