


99 News

The Official Magazine of the International Organization of Women Pilots

May/June 2008



**USNS Amelia Earhart
launches into the Pacific
on April 6, 2008**



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

More than 2,000 people, including some 50 Ninety-Nines and friends, cheered as the USNS Amelia Earhart was launched into the Pacific Ocean on the night of April 6. The ship will directly contribute to the ability of the Navy to maintain a worldwide forward presence by delivering more than 10,000 tons of ammunition, food, fuel and other dry cargo to U.S. and allied ships at sea. The USNS Amelia Earhart is designed to operate independently for extended periods at sea and can carry and support two helicopters to conduct vertical replenishment.

Photo by Lilian Darling Holt

PERPETUAL CALENDAR

2008

JUNE

7 99s Museum of Women Pilots Open House, Headquarters, Oklahoma City, OK.

13-14 East Canada Section Annual General Meeting (AGM) Montreal, Quebec, Hotel St. Paul in Old Montreal. Hosted by the Montreal Chapter. Contact Michelle Adams, adams.michelle@hotmail.com.

14 Sacramento Valley Chapter 60th Anniversary Celebration, Sacramento, CA. Aviators Restaurant, Sacramento Executive Airport, 2-5 p.m. Contact Bobbie Campbell, (916) 362-3164.

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

20 The Celebration of Flight: Women in Aviation Series Exhibit opening, St. Benedict Abbey Art Gallery in Atchison, Kansas. The show will have an opening reception during the International Forest of Friendship and will close July 20 at the end of the City of Atchison's Amelia Earhart Birthplace Celebration.

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.

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 www.eaa.org/airventure.

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

AUGUST

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

2 Wiarton/Keppel Airport to be named in honor of Eileen Vollick, Canada's first licensed female pilot on the 100th anniversary of her birth in Wiarton, Ontario, Canada. Join the Vollick family members, Maj. Dee Brasseur (Canada's first female military fighter jet pilot) and other aviation

notables. Gourmet lunch available including elk burgers. Contact Marilyn Dickson, dicksonm@bell.blackberry.net or Paul Kastner, pkastner@amtelecom.net.

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.

6-9 Ninety-Nines International Conference, Anchorage, AK, Anchorage Hilton, www.ak99-aviationfun.org.



15-16 Oklahoma Chapter's 30th Annual Okie Derby, round-robin competency competition. Contact Ann Pogson, Registration Chairman; 405-722-0073, av8her99@sbcglobal.net.

SEPTEMBER

12-14 South Central Section Fall Meeting, Amarillo, TX. Hosted by the South Central Section officers. Contact Jan McKenzie at mckenjn@yahoo.com.

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, Ohio. Hosted by Women With Wings Chapter at Cherry Valley Resort. Fly in to Newark or Port Columbus Airports. Contact: Gaye Wohlin, dgwobh17@aol.com.

17-18 New York-New Jersey Section Fall Meeting, Ronkonkoma, NY, hosted by the Long Island Chapter. Contact Nancy Neumann, flygirl3828@yahoo.com.

NOVEMBER

2 79th Anniversary of The Ninety-Nines!

6-8 AOPA Expo 2008, San Jose, California

15 75th Anniversary Celebration of Washington DC Chapter. Held at DCA. We would like to invite everyone to party with us at our Capital Gala.

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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

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 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

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. Click on 99 News magazine and scroll to the bottom.

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99 News is published bimonthly by The Ninety-Nines® Inc., the International Organization of Women Pilots, at 4300 Amelia Earhart Drive, Suite A, Oklahoma City, OK 73159-1140. The \$12 price of a yearly subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, OK and other additional mailing offices. Neither the Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein.

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Annual Dues:

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

Non-member subscription rates:

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

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

99 News published by

THE NINETY-NINES® INC.

International Organization of Women Pilots

A Delaware Nonprofit Corporation

Organized November 2, 1929

(ISSN 1548-565X)

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AVIATRIX PUBLISHING, INC.

Arlington Heights, IL 60006-0485

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Fireworks mark the launch of the USNS Amelia Earhart.



Vicki Lynn Sherman, Connie Wilds and Cecile Hatfield.



Webmaster Pamela O'Brien multi-tasks.

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Gabrielle and Ken Adelman on a trip to the Galapagos in their CJ2.

President's Message

BY PAT PRENTISS, International President

When you have bright smiles and a great deal of enthusiasm, it doesn't take much to promote The Ninety-Nines. And that's what you saw at The Ninety-Nines booth at Women in Aviation International in San



Pat Prentiss and Dr. Peggy Chabrian at the WAI Conference.

Diego. Is it any wonder that we signed up almost 70 new members, including some renewals and reinstatements? I would like to extend a special thank you to Toréa Rodriguez of the Santa Clara Valley Chapter who coordinated all the volunteers and updated a beautiful PowerPoint presentation that showcased our organization and its many members. Thank you also to those special volunteers for dedicating so much of their time at the booth.

On behalf of The Ninety-Nines, I presented the Award of Inspiration to Women in Aviation International at their General Session. Dr. Peggy Chabrian, President and Founder of Women in Aviation, International, accepted the award. The Ninety-Nines is the oldest and largest organization of women pilots, but with the advent of expanding options for women in the aviation industry, a larger need emerged. Working together, both organizations are providing distinct opportunities and continued education for women within the aviation and aerospace industry.

On the evening of April 6, 2008, a group of Ninety-Nines witnessed the christening ceremony of the USNS Amelia Earhart in San Diego, California. This was a very proud and impressive moment for all of us. Amy Kleppner, niece of Amelia Earhart, broke the bottle of champagne over the bow and, at that moment,

the USNS Amelia Earhart gracefully slid into the Pacific Ocean. Fireworks graced the sky as she entered the water for her very first time. It was a sight never to be forgotten and a very special tribute to Amelia Earhart.

I send sincere appreciation to The United States Navy and General Dynamics NASSCO for this honor to Amelia Earhart's pathfinding spirit. Every single Ninety-Nine should be honored by this recognition. (Look for a report and pictures on the ceremony further in this issue).

I want to thank you for giving me the opportunity to serve as your President. It has truly been a journey filled with many rewarding experiences. Although there were challenges, we worked through them and arrived at a greater understanding and respect for our governing documents and an awareness of their importance to the smooth operation of our organization.

It is with sadness that I report the loss to new horizons of Marjorie (Margie) Richison, Chairman of the Board of Trustees for the 99s Museum of Women Pilots. Margie contributed greatly to the Museum during her tenure and will be sorely missed by all.

In closing, the most important thing to remember as a Ninety-Nine are the words written by Amelia in 1932. Through all our endeavors and personal beliefs, may we never forget that we are Ninety-Nines because, above all, we are women pilots and we love to fly and that we simply come together for...“the fun of it.”



Toréa Rodriguez, Sandra Clifford and Lucy Geever-Conroy at The Ninety-Nines booth at WAI.



Martha Phillips, Rear Admiral Nora W. Tyson, Amy Kleppner (niece of Amelia Earhart), Pat Prentiss, Rear Admiral Michelle Howard, Carole Sutton, and Valarie Bush.



PILOT CAREERS: Words of Wisdom Part One

BY DONNA MILLER
International Careers Committee

All of us, in our aviation lives, have had an instructor or a mentor who has said something so profound that we continue to carry those words with us today. It may have been just one sentence in the middle of a long lesson that somehow clicked. It is usually part of what we know as an “ah-ha moment,” and often sounds like the voice of an early flight instructor. For me it was a senior captain at a major airline who came into my office in the training center and said, “You can’t steal second with your foot on first.” Loosely translated, he meant that I had to leave my cushy desk job and get my first flying job if I ever wanted to be an airline pilot. It hit me like a ton of bricks, and shortly after recovering from the blow, the light bulb came on. And, wow, was it bright! I started *that day* on my quest to “steal second.”

My friend Kerri used to fly fire bombers. (Yes, she’s very cool.) One day she was feeling rushed and a little frazzled, and one of her fellow pilots said calmly, “Kerri, it’s *already* on fire.” Suddenly, she realized that she didn’t need to rush, possibly omitting an important checklist item. She has come a long way from those days, but that phrase still stays with her, and when she feels rushed, she takes a deep breath. It’s already on fire.

My friend Nancy said that an instructor told her to fly so smoothly that the little old lady in the back who is afraid to fly

falls asleep. With that image in your mind, wouldn’t you bank just a little more softly in a very coordinated turn?

The first time a new pilot saw the flight deck of a modern Boeing, she asked in awe, “How do you fly this thing?” Her eyes were still taking in all of the lights and switches and circuit breakers, very few of which she recognized from her Cessna 172. “One switch at a time,” the seasoned captain told her. Now in a regional jet, she looks at the overhead panel and says to herself, “One switch at a time.”

As instructors, what do you say to your students that they will take with them on their aviation journeys? What wisdom will you leave them with as you get out of the plane for the first time and send them on their solos? One flight instructor carried a gallon jug of water on every cross country flight. She was teased about it, but her primary students saw that one extra demonstration of forethought and planning for survival that is required for mountain flying.

Take a moment to think of those words of wisdom. If you have the opportunity, thank the mentor or instructor who sent you out into the world with those precious words you still carry with you today.

to be continued...

PRO 99s PROFILE: Michelle Hovey

BY BETSY DONOVAN, International Careers Committee

Encouraged by her mother and a college weather professor, Michelle learned to fly at age 19 at Montgomery Field in San Diego, California. “Later, I read an article in the newspaper about Lynn Rippelmeyer who was an airline pilot and typed in the Boeing 747, and she really became a role model for me since she was the only airline pilot I knew of (this was in the early 1990s).”

Michelle became a CFI, worked at the FBO and flew charter in a Piper Chieftain. In 1998 she was hired by American Eagle, where she is currently a Saab 340 Captain. “My dream job is to fly for Southwest!” Michelle holds an ATP with types in the SAAB 340, ATR 42/72, Boeing 737, CFI ASEL, AMEL and instrument.

A Ninety-Nines member since 1994, Michelle has been a Chairman and Vice Chairman in the San Diego Mission Bay Chapter and Membership Chairman for the Fort Worth Chapter.

She has been the recipient of two AE Scholarships, one for the ATP and the other for the B737 type.

Michelle’s advice: “If you want to make flying a career, you can do it despite your financial situation. I grew up lower middle class but always seemed to work out the money situation with side jobs, scholarships, financial aid, etc. You just have to be creative!”

And lastly, “I certainly wouldn’t be where I am today without The Ninety-Nines. The women I have met in The Ninety-Nines have been my cheering squad and my mentors. I owe everyone a big thank you for where I am today.”





The Cell Phone Revisited

BY DEENA SVEINSSON
Colorado Chapter

A few years ago, I eagerly planned our vacation to Nepal, Tibet and India. My husband Knut wasn't too impressed with my choices for rest and relaxation and would rather go sip margaritas on a beach somewhere. In response to his lack of enthusiasm, I politely reminded him this will be payback for having me install fiberglass insulation for eight days straight. He was going, and that is all there was to it.

After the stresses of everyday life, I was anxious to travel around the world to see some of the wonders of the world and experience the vastness of the Autonomous Region of China. I was thinking that there would be no television and no cell phones in Tibet and, therefore, we could relax without phones ringing constantly and blaring televisions with reruns of *Friends*. I was greatly mistaken. China Mobile had invaded Tibet with cell phones and towers just like anywhere else in the world. Most people we saw walking the streets of Lhasa had a cell phone. Even in the monasteries many of the monks had cell phones. I had to doubletake a young monk who not only had a cell phone but was listening to an iPod!

Cell phones. What do we do without them?

As an airline pilot, I find my cell phone an invaluable tool and also something I cannot be without.

Being on the road for many days at a time, the cell phone is my lifeline to the rest of the world. I can call my husband and bother him about my bunny rabbits, check my email, stay in touch with my friends, pay my bills and even transfer money from my accounts. I can also fall asleep listening to Jeff Buckley, Pearl Jam and Johnny Cash on my commute flights to and from Minneapolis.

My lifeline to the world is the size of a deck of cards. I do not know what I'd do without my phone.

Now, that being said, I am not a proponent of passengers being able to use their phones in flight nor do I think that the first thing flight crew members do when they land is turn on their phones.

Sometimes, though, I am glad to have my cell phone.

A few days ago, my Chocolate cell phone came to the rescue when no other means of communication was available. We were departing on an early a.m. flight from St. Cloud, Minnesota to Minneapolis. St. Cloud is a towered airport, but uses Minneapolis Center and CTAF during the tower's non-hours of operations. After the short taxi to the runway, my First Officer was completing the Before Takeoff Checklist. He called Minneapolis Center for the departure clearance. To our surprise, we heard other aircraft talking

but there was no answer from Center. After numerous attempts we tried another frequency and, again, no answer. After a short wait, I dialed 1-800-WXBRIEF.

I could barely hear the recording on the other end and was led through a series of menus before I was disconnected. After exhausting our resources, I called St. Cloud operations and asked that they contact our dispatch regarding this situation. A few minutes later, I was given the phone number to Minneapolis Center. A phone number was just what I needed to get this flight off the ground. I quickly dialed the local phone number for Minneapolis Center and received our clearance over the phone. The controller was barely able to hear me, but nonetheless, he could hear my readback. After a few minutes, we were enroute to Minneapolis for the short 15 minute flight.

I was glad to have my cell phone!

Deadline for Changes to the Annual Business Meeting Agenda

For many years, The Ninety-Nines has utilized a Reference Committee at the Annual Business Meeting as authorized in the Standing Rules. All resolutions, main motions and proposed changes to the Annual Business Meeting Agenda must be submitted to the Reference Committee no later than Wednesday, August 6, 2008 at 5 p.m. for consideration. Any delegate attending the Annual Meeting may submit items to the Reference Committee.

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

The Reference Committee contact is Charli Lamb, Ft. Worth Chapter, South Central Section, charlilamb@sbcglobal.net.

— Pat Prentiss



Past-President Elaine Morrow and her husband Glen attend the launch ceremony.

99s Celebrate the Launch of USNS Amelia Earhart

PATRICIA THEBERGE
New England Chapter

PHOTOS BY LILIAN DARLING HOLT
San Diego Chapter

On Sunday evening, April 6, 2008, more than 2,000 people, including some 50 Ninety-Nines and friends, attended the christening and launch of the USNS Amelia Earhart at the General Dynamics, Nassco shipyard in San Diego, California.

A general party atmosphere dominated as we walked into the shipyard, following the crowd and threading our way by lots of very large pieces of machinery, very definitely a working shipyard. Then, around a corner, there she was, fully lit against the clear night sky. Wow, this is a big ship!

A night launch is very dramatic. Against the dark sky and the shadows of the shipyard, the Amelia Earhart with its shiny new coat of paint was really beautiful. According to a release from the U.S. Department of Defense, the night event was timed to coincide with San Diego Bay tides deep enough to launch the 25,000-ton, 689-foot ship.

The event was open to the public, but The Ninety-Nines were all allowed prime seating on the Ceremonial Platform. We took the stairs up to the platform, two flights up, but we were still nowhere near the top deck. Other attendees included Amelia's stepson George Putnam Jr., many navy sailors and shipyard workers. A military band played rousing music that added to the party atmosphere before the ceremony began.

Looking up at the bow of the USNS Amelia Earhart, I felt a sense of ownership. This ship is named after someone who is so important in women's aviation. Amelia is still a larger-than-life figure, like the ship waiting to be launched.

There was much pomp and circumstance, Navy personnel in their dress blues and other dignitaries. A large clock ticked off the last hour before the ship was due to sail. Rep. Susan Davis (D-Calif) gave the keynote address, and she, along with other military and General Dynamics speakers, recalled Amelia's spirit and determination



The seal of the USNS Amelia Earhart personally honors Amelia. In the shield, the gold represents achievement, excellence and high ideals, and the Celeste Blue symbolizes the skies over the Atlantic, the Pacific and the United States, through which Amelia Earhart made her historic flights.

The demi-globe recalls her goal to circumnavigate the Earth. The lozenge, a symbol traditionally associated with women, represents Earhart, her achievements in aviation and her importance to the wider acceptance of women's abilities and roles in twentieth century culture.

Argent (white) denotes purpose and integrity. The aircraft represented in base, an Electra, is the type she piloted during her final record-breaking attempt.

The compass rose of the crest refers to navigation, by sea or by air. The award to Amelia Earhart of the Distinguished Flying Cross, given at the time to only three civilian recipients, is signified by the propeller, derived from the award. Azure represents flight.

Witnessing the historic launch are, from left, International Vice President Susan Larson and Tom and Lynn Meadows.



and honored her for her courage, vision and ground-breaking achievements both in aviation and for women. It is only fitting that Nora W. Tyson, commander of the Logistics Group, Western Pacific, is responsible for this magnificent ship.

Amy Morrissey Kleppner, Amelia's niece, is the sponsor of the ship. She has a remarkable resemblance to her mother, Muriel Morrissey, and you can see Amelia in her features as well. She had the purposeful stride, walking up to christen the ship, that reminded me of the films of Amelia climbing the wing of the Electra.

In true stubborn Amelia fashion, it took a few good whacks with the champagne bottle before it broke and she was properly christened. The ship seemed to hang there for a few seconds and then very quickly slipped backwards into the harbor beneath red, white and blue streamers, fireworks filling the sky and the strains of "Stars and Stripes Forever" blaring over the loudspeakers.

The USNS Amelia Earhart is the sixth ship in the Navy's 11-ship T-AKE

class. The ship will directly contribute to the ability of the Navy to maintain a worldwide forward presence by delivering more than 10,000 tons of ammunition, food, fuel and other dry cargo to U.S. and allied ships at sea.

The ship is designed to operate independently for extended periods at sea and can carry and support two helicopters to conduct vertical replenishment.

As part of Military Sealift Command's (MSC) Naval Fleet Auxiliary Force, the USNS Amelia Earhart is designated as a United States Naval Ship (USNS) and will be crewed by 124 civil service mariners working for Military Sealift Command. The ship will also have a military detachment of 11 U.S. Navy sailors to provide supply coordination. One previous ship was named for Earhart, the SS Amelia Earhart, a Liberty ship built in the U.S. during World War II.

We were very lucky to be able to participate in an exciting event. You never know what you will end up doing as a Ninety-Nine!



International President Pat Prentiss attended the launch. Also in attendance were Ninety-Nines Vice President Susan Larson, Secretary Frances Luckhart, Directors Virginia Harmer and Pat Theberge and Immediate Past President Elaine Morrow.

Below, the USNS Amelia Earhart launches into the Pacific.



Welcome New Ninety-Nines Members!

NEW MEMBERS

All-Ohio Chapter
BATTY, Neila Irene
Aloha Chapter
CHING, Nadene K.
KITAHARA, Lisa F.
KITMACHER, Amy
MATIC, Jelica
SHIBATA, Ayaka Jeni
Ambassador Chapter
TURNER, Robin L.
WILDMAN, Sarah Mae
Arkansas Chapter
HALL, Julie Christine
Carolinas Chapter
THOMPSON, Tina
Coachella Valley Chapter
MILJAN, J. Travis
Colorado Chapter
DUNLAP, Kim
TOBIN, Dianne A.
WEBER, Teresa
Dallas Chapter
TELEHA, Sloan
Eastern New England Chapter
EDMONDS, Jessica
GRAF, Elizabeth Margaret
LACLAIR, Christine D.
LONG, Patricia E.
Eastern Pennsylvania Chapter
BOISON SMITH, Theodora Nana
HIGHT, Michele
MYERS, VMD, M. Lynn
Embry-Riddle Daytona Chapter
ELLIOTT, Holly Nicole
LAZEBNIK, Julia
First Canadian Chapter
PAGE, Lesley
Florida Spaceport Chapter
GAFFNY, Melissa Rose
Florida Suncoast Chapter
EMPIE, Shanna Laurel
German Section
KAERLE, Heike
Greater Cincinnati Chapter
KELLEY, Lori Marlene
WEDDLE, Melanie Elisabeth
Greater New York Chapter
BAXTER, Sheri Lynn
Greater Seattle Chapter
NICHOLSON, Nikki
Greater St. Louis Chapter
HUSKISON, Jane
Hi-Desert Chapter
HERRINGTON, Amanda
Houston Chapter
HEER, Kristi Jeannine
JOHNSON, Evelyn V.
Idaho Chapter
PATCH, Camille
Iowa Chapter
RAYHONS, Lindsey Sue
Katahdin Wings Chapter
KEOUGH, Kate
Las Vegas Valley Chapter
ALVARADO, Jennifer
HAUG-SCHAFFTER, Beverly M.
KING, Kizna
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PETERSON, Fariah

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BURRIS, Kelly K.
RIENSTRA, Kimberly
Military Internet Chapter
CRAWFORD, Eileen
Minnesota Chapter
VAUGHAN, Crystal
Mississippi Chapter
HOUBEN, Maryke



Amy Kitmacher, Aloha Chapter

New Orleans Chapter
WRIGHT, Taylor Kathryn
North Georgia Chapter
ANDREWS, Shirley
Oklahoma Chapter
DRESBACK, Nicole
SCHOTT, Mary Margaret
Old Dominion Chapter
FINUCAN, Heather Ann
Orange County Chapter
HOHNBAUM, Jenifer L.
SZASZ, Christina
Paradise Coast Chapter
BITTNER-BERG, Patricia A.
HENDERSON, Joni O'Neil
Phoenix Chapter
PROCTOR, Sian Hayley
SWENSEN, Kara
Placer Gold Chapter
BREWER, Darcy
Reno Area Chapter
REID, Joan E.
KEMPLEY, Reya
Russian Section
FROLOVA, Imma Vladimirovna
TSIMBAL, Anna Anatolievna
San Antonio Chapter
BRYMER, Faith
San Diego Chapter
GUTIERREZ, Anna Cole
LOMAX, Neena Heidi
O'BRIEN, Samantha
Santa Barbara Chapter
WELLS, Jenna
Santa Clara Valley Chapter
HIRABAYASHI, Sue E.
Santa Maria Valley Chapter
SCHULTZ, Deborah A.
South Dakota Chapter

MILROY, Mary
Sugarloaf Chapter
FOX, Sandra
MARTIN, Jessica M.
Tennessee Chapter
FUGIEL, Jennifer
Tucson Chapter
SANDBERG, Melanie
TREESE, Jennifer Marie
Utah Chapter
BUTLER, Karen Stammering
WARLL, Juli Anne
Ventura County Chapter
MERRICK, Julie
FARRELL, Margaret
Virginia Chapter
NORCUTT, Lindsey Janette
Washington DC Chapter
GORMLEY, Erin Maria
Wisconsin Chapter
MARCINIAK, Laura
Wyoming Chapter
HAMAR, Kara Joanne
Yavapai Chapter
SCHEY, Marilyn
WILHELM, Linda Rose

WELCOME BACK MEMBERS

Alaska Chapter
ZIMMERMAN, Rosemary Palmer
Aloha Chapter
BERWYN, Cyndhi K. Hughes
HOELSCHER, Ute Maria
MCKENNEY, Roxanna E.
SWIM, Suzanne
Ambassador Chapter
JACOB, Cathy A.
Aux Plaines Chapter
SPATH, Kimberly Denton
British Columbia Coast Chapter
ROBISON, Glenys Anne
Chicago Area Chapter
WOODS-HOSKIN, Sheneda Renee
Columbia Cascade Chapter
NELSON, Vanessa Nadine
Florida Spaceport Chapter
BECKER, Linda Borbas
Greater Kansas City Chapter
EISENHAUER, Catherine Rose
Greater Seattle Chapter
BALLARD, Kerri Marie
Houston Chapter
ALLEYNE, Camille Wardrop
Idaho Chapter
DRISCOLL, Vivian Gail
HOOVER, DR., Amy Lynn
Intercollegiate Internet Chapter
FOSTER, Barbara Louise
Katahdin Wings Chapter
ROGERS, Twyla Merlene
Lake Erie Chapter
MINTZ, Rosemarie
PLOTZ, Donna J.
Member at Large
WOETZEL, Kathrin
Montana Chapter
GILLIAM, Frances I.
HICKS, Barbara F.
Montreal Chapter
CONNERS, Gayle
New Zealand Section
SKERMAN, Gabrielle

Cecile poses with the statue of Amelia Earhart at The Ninety-Nines Headquarters in Oklahoma City.

"I am most proud to be General Counsel for The Ninety-Nines. It is truly a labor of love and a way of paying back in part to The Ninety-Nines for all the support, encouragement, incredible friendship and fun I have received as a member."



Cecile Hatfield ~ 99s General Counsel

BY JACQUE BOYD
Rio Grande Norte Chapter

There are some exceptional women in The Ninety-Nines. Unless you have the opportunity as I do to interview some of them for articles, we all tend to carry a superficial portrait of members who are not in our Chapters or Sections.

I've been acquainted with Cecile Hatfield for a number of years and have attended numerous International Board meetings where she's been in attendance as our General Counsel. In her personal introduction, she always enumerates the "business" she's done for The Ninety-Nines and then adds that she doesn't "do divorces." We all laugh and move on.

However, at the last Spring Board

meeting I had the pleasure of sitting down with Cecile and actually talking. I asked background questions and she answered. Frankly, I was astounded. The Ninety-Nines are extremely lucky to have this woman as "one of us" and be our General Counsel. It is my distinct pleasure to introduce her to you.

Cecile became a "weekend widow" when her husband learned to fly. Initially he encouraged her to get her license. However, when she did, he wouldn't allow her to fly their airplane. So much for flying bringing couples together!

While a member of the Florida Gold-coast Chapter, Cecile became involved with the All-Women International Annual

Air Race (known as the Angel Derby), which featured a course from the U.S. to Mexico, Central America, Canada and the Bahamas. She served the Angel Derby in various capacities for six years.

As Cecile says, “My family decided I should do something more constructive with my life, so I went to law school.” She received her law degree from the University of Miami in 1975. More constructive? Well, here’s a bit of where that “more constructive” path has taken her.

Combining her passion for flying and her passion for aviation law led to her obtaining a position as an aviation trial attorney at the Justice Department in Washington, D.C. Her explanation of walking into the offices and asking if there were any positions open is one that only Cecile can tell with a wit that leaves the listener speechless. Needless to say, the real clincher in this story is that Cecile was the very first woman ever hired as an attorney in that department.

In Cecile’s words: “My only claim to fame at the Justice Department was winning a U.S. Supreme Court case (unanimous decision) which held that the United States (FAA) was not responsible or liable for an aircraft accident if the FAA during their certification and licens-



Cecile, left, with Pat Ward, Jody McCarrell and Lois Erickson at Headquarters in 1995.

ing of aircraft failed to discover a safety defect. The Supreme Court held that the manufacturer of the aircraft was liable, not the U.S. The name of the case is *Varig v. United States*. Winning this case made precedential law for the U.S. Government and saved them billions of dollars due to its effect on other damages cases against U.S. government agencies such as the FDA, Nuclear Power Commission. etc. that were then dismissed by the courts. As a reward for the win, I received a small

Combining her passion for flying and her passion for aviation law led to her obtaining a position as an aviation trial attorney at the Justice Department in Washington, D.C.



International Director Virginia Harmer, Cecile Hatfield, Parliamentarian Betty Green and International President Pat Prentiss at the Conference business meeting last year in Boulder, Colorado.



Cecile with a Cessna 172 at OpaLocka Airport, Miami, Florida.

She presently owns a Bengal Leopard cat and two African Jungle hybrid cats. She wonders if that is why opposing lawyers frequently refer to her as “CLAWS.”

plastic plaque and a kiss from Admiral Engen, who was administrator of the FAA at that time.”

Look up the specifics of *Varig v. United States*. I “Googled” the case and was simply amazed. Take my word for it, every time you see the “NO SMOKING IN THE LAVATORY” sign in any aircraft you’ll think of Cecile Hatfield and the marvelous talent she shares with our membership. Somewhere in there the phrase “my only claim to fame” just sort of fades away.

Here are some specifics from her bio:

- She served as Chairman of the Aviation and Space Law Committee of the ABA’s Section of Torts and Insurance Practice.
- She has lectured and written articles on aviation litigation for the American Bar Association, Lawyer Pilots Bar Journal, Practicing Law Institute, SMU Journal of Air Law and Commerce, Embry-Riddle Aeronautical University, Lloyds of London Press Aviation Symposium, the Pennsylvania and Florida Bar Associations and the University of Miami School of Law.
- She is on the Editorial Board of the Aviation Litigation Reporter and has served as editor of the newsletter for the ABA Forum Committee on Air and Space Law.

- She is a member of the Royal Aeronautical Society, London, England, as well as a member of the International Aviation Women’s Association where she is on the Board of Directors and has served as Secretary and is presently Vice President, Scholarship Committee.

- She is the Program Chair of the Annual Aviation Law and Insurance Symposium sponsored by Embry-Riddle Aeronautical University.

- She is Past President and member of the Board of Directors and Contributing Editor for the Lawyer-Pilots Bar Association.

Cecile was also just nominated to *Who’s Who Legal: Florida 2008* as one of Florida’s leading practitioners in the field of aviation law.

After spending time with Cecile in Oklahoma City, I know that she’s cringing as she’s reading that previous section. In conversation, unless the questions are asked directly, she’s the sort of woman who hides those talents — not deliberately, but with an unassuming manner. She’s competent and professional but, never forget, she also possesses one of the most delightfully wicked senses of humor in our Board room!

I absolutely loved this part of her bio: “In her spare time, Ms. Hatfield handles Pro Bono veterans’ claims appeals to the United States Appeals Court for Veterans Claims in Washington, D.C. She also raises wild cats. She presently owns a Bengal Leopard cat and two African Jungle hybrid cats. She wonders if that is why opposing lawyers frequently refer to her as “CLAWS.” I know what additional questions I’m asking Cecile in Anchorage!

Cecile and I also had an “email relationship” during this interview, and one of her answers sums up who she is and why The Ninety-Nines are so fortunate to have her services.

She said, “I am most proud, however, to be General Counsel for The Ninety-Nines. It is truly a labor of love and a way of paying back in part to The Ninety-Nines for all the support, encouragement, incredible friendship and fun I have received as a member.” Cecile has not simply “received,” she’s given the same back to us!

Across the Pond

BY DONNA MILLER
Colorado Chapter

Every once in awhile, the stars align and a plan comes together even better than planned. Recently, it happened for two Colorado Ninety-Nines. Beverly Sinclair, recently upgraded to captain at Frontier Airlines, was selected to fly a brand new Airbus A-320 back from the factory in Toulouse, France. As a Frontier first officer, I was allowed to ride back to Denver on the same aircraft.

Bev and I both took advantage of the factory location in Europe, arriving a week early to see the sights in France and Germany separately before meeting in Toulouse two days before the flight back to the U.S.

The trip back started early in the morning, the 15 passengers and pilots meeting at the Airbus factory. While waiting for



Beverly Sinclair and Donna Miller aboard the Frontier Airbus A-320.

the final paperwork to be signed and taking pictures of the shiny new plane, a new Airbus A-380 headed to Singapore Airlines pulled in at the next gate. Suddenly, the A-320 looked very small. However, once we got on the plane that seats 162, we chose our seats (we each got 12!) and marveled at the newness of it all.

Taking a deep breath, we all agreed that it smelled like a new car.

We ventured into uncharted territory for us — the galleys — and found them to

be catered as only the French can do. There were hot meals, cold meals, cheese plates, bread baskets, fruit trays and desserts. For the passengers not flying the trip back, there was beer and wine. And more wine.

Taking off from Toulouse and heading west, we stopped twice for fuel. The first stop was in Keflavic, Iceland, landing just shy of four hours after takeoff. Light snow graced the airport, and we stayed only long enough to get fuel and stretch our legs. We launched to Gander, another four hour flight, where we again stopped for fuel at the local FBO.

The third leg was the longest, clocking in at about six hours from Gander to Denver. We taxied in to the international gate and noticed the employees admiring the newest animal to join the wildlife refuge that is the A concourse at DIA. (A ram, which has yet to be named.)

For both of us, it was a special flight. We started our aviation careers after full careers in other fields. We were both furloughed from other airlines before coming to Frontier where Emily Warner has been our role model from the beginning. While we have yet to fly together on the line, it was wonderful to fly together on the maiden voyage of a new plane.

Matthew Sheren



The new Frontier Airbus A-320 that Beverly flew back from England.



Michelle Bassanesi, Ambassador Chapter, talks with Australian member Thyra Blaom on her laptop while multi-tasking on her cell phone.

Virtual Hangar Flying

BY JENNY BEATTY
eNetworking Committee Chairman

Stay in touch
your way
with The 99s
networking
forums.

Do you go to the airport and spend as much or more time talking with your pilot buddies as actually flying? Then you are a typical pilot. Because pilots don't just love to fly, we love to talk about flying, too.

But "hangar flying" is more than just chatting about airplanes and swapping flying stories. It's a way to tap into a knowledge database, and into a community. It's an important connection for all of us and is one of the reasons why we are Ninety-Nines.

Can't make it to the airport? Or to a Ninety-Nines meeting? No worries! In the Internet age, you can go "virtual hangar flying" through email. Hundreds of members — representing women pilots of all ages and from all over the United States, Canada, Brazil, Italy, and beyond — are already in our three email-based networking forums. Here's what they like best about these networks:

- *I love it because The Ninety-Nines don't drop off of my radar; it keeps me connected like nothing else ever has.*
- *Because of the Flight Training Forum, I receive encouragement, advice and training tips that I use personally and pass along to others.*
- *It allows me to see what the organization is doing and how I can benefit from participating.*
- *When I see a forum message in my mailbox, I open it, and most of the time I'm glad I did. A lot of the time it is something I would never have thought of but that I find interesting once I read it.*

What these members have discovered is how utterly simple it is to participate and reap the benefits. It's as easy as reading and sending email. Do it at your convenience, anytime, anywhere — from your home office, on your laptop or on your iPhone.

If you tried it once and didn't like it, we encourage you to try it again. We recently changed over



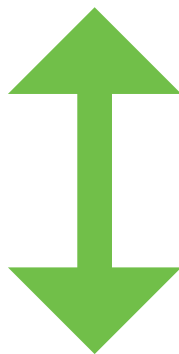
Ninety-Nines Webmaster Pamela O'Brien enjoys all the comforts of home while staying in touch with other Ninety-Nines through email.

to new networking software that vastly improves the experience for everyone. Now every message indicates the sender's name, Chapter or Section and email address. The software accommodates different formats and adjusts them so that every message sent out is legible to everyone. There are many more search options for the Message Archives, including author search and keyword search in the subject line or in the main body/text of the posts. And there are more options for receiving networking forum messages — if you were getting too many emails, try the condensed “digest form.”

Sound complicated? It's not. You can just sign up and participate simply by receiving and sending email messages. Here's what members have to say about how easy it is:

- *An advantage of the forums is that you pick and choose what you are interested in. And you can review previous posts.*
- *It is easy for me to sort through topics and read what interests me.*
- *I can look it over on the digest version quickly, respond and then delete.*
- *My only wish with the e-networks is that all members would participate.*

So there you have it... We're “virtual hangar flying,” and it's fun, informational and easy. To join us, all you need to do is sign up! Go to www.ninety-nines.org/networks/ and get started with “virtual hangar flying”!



The Ninety-Nines sponsors three email networking forums. Join the ones that interest you:

- **The 99s Email Network** is where we discuss topics pertinent to The Ninety-Nines. Recent posts: Flying your own airplane from the lower 48 to Alaska for the Conference. Availability of hotel rooms for the Conference. Researching the WASPs. Announcements by Chapters about their pinch-hitter and fear-of-flying seminars. (Members only.)

- **The Flight Training Forum** is to discuss everything about flight training, flight safety, flying currency and aviation education — perfect for student pilots, pilots working on new ratings, flight instructors and anyone interested in safety and currency. (Members and eligible guests.)

- **The Pro 99s Network** is for Ninety-Nines members and eligible guests interested in pilot careers. Recent topics: Maintaining an exercise regimen while traveling. Seeking information about the financial health of a particular airline. Being a professional pilot and a mother, too. (Members and eligible guests.)

Easy online sign-up:
www.ninety-nines.org/networks/



Jenny Beatty opts to hangar fly in the sunny outdoors.

Start Planning Your Christmas Toy Airlift While the Sun Still Shines

BY BETTY VINSON
Virginia Chapter

With lots of
experience
behind them,
the Virginia
Chapter offers
tips for a
successful
holiday event.



Holiday bears travel first class.

Here it is June, a time when we're looking forward to a summer of flying in sunshine and blue skies. So who's thinking about Christmas?

You might ask a Virginia Chapter member.

The Chapter has been very successful in conducting holiday Toy Airlifts, and one of our secrets to success is to start organizing the event early, something we've learned through experience since our first event in 1999. This last year, our effort resulted in 332 toys, \$550 in gift cards and \$140 in food sales for breast cancer research. Although in the past the toy airlift was in response to natural disasters, in 2007 we targeted the military as donation recipients, including the local Veteran's Hospital and Army Community Services.

After we recovered from December's event, we sat down, debriefed and brainstormed over what we would have done differently and how the event could be improved in the future. We came up with numerous changes, most significantly the need to start planning the event earlier in the year.

A reporter from the *Richmond Times-Dispatch* spent several hours on site with the Chapter members. He was amazed that the project was sponsored by only the Virginia Chapter and voiced his opinion that it should be supported by the entire organization. We encourage your Chapter or Section to host a Toy Airlift, and now is the perfect time to begin your planning.

To help other Chapters organize a similar event, the Virginia Chapter offers the following punch list of suggestions:

- Divide up the areas of responsibility with several Chairs (food, publicity, music, etc.) so that everyone shares in the work.
- Choose your date to avoid conflicting with other holiday events. Parades are biggies.



Santa thanks two children for their donations.

- Work with other Chapters in your Section. The terminus could rotate each year.

- Meet with your FBO or airport manager. They will be able to see the positive effects right away of having the public coming into the airport for such an event. Plan how the public will be able to watch the planes land from a safe area.

- Schedule your music groups very early as they frequently book up a year in advance. Go to the music department of your schools, churches and private music teachers. We have been told frequently that a piano company will deliver a piano for your use to get the advertising. We plan to try that at our next event.

- Locate your Santa and the suit he will wear. Be forewarned that the suit is very warm and it may prove difficult for him to wear for several hours. One possibility is to have two people switch off playing the role. Santa can also talk to children outside near the fence while they watch planes if weather permits. Be sure to address this issue as you don't want to have Santa leave early and disappoint the children. You might want to provide a setting for photo opportunities by placing a chair for Santa where he can sit next to the Christmas tree to talk with children. Place some toys strategically around the tree. Both parents and media photographers appreciate this. Encourage children to give their toys directly to Santa. The children are thrilled, and the parents really enjoy seeing this.

- Plan your advertising. This is a biggie and will make or break your event. For a truly community-wide effort, you need to reach both the aviation community and non-pilots.

- Here's the plan: Collect new and unwrapped toys by enlisting the help of friends, family, co-workers, church members, etc. Arrange for someone to place a large box in each airport where these toys can be deposited. Some Christmas decorations on it will help it stand out.

- Place a large poster next to the box explaining the plan in as few words as possible. Airports will benefit from the publicity and from having non-pilots visit their facilities. Place boxes in several businesses around town in which citizens can drop their toys. Identify volunteer pilots who will fly these toys into the terminus where you will collect them for distribution.

- Placing your advertisement is crucial. After creating your promotional flyer, talk with your state department of aviation for suggestions. Obtain as many e-mail and phone lists to various groups as possible. While the department of aviation can usually send the flyer to all airports by their mass e-mail list, do not depend on this as your sole means of notifying pilots at the various airports. These attachments are frequently received by county or city offices, and they never reach the airport. Even when the info reaches the airport, there is no guarantee that it will be posted where it can be seen. And even if it is posted, most pilots will not see it.

- Instead of going into terminals, many pilots prefer to gather in the various hangars for camaraderie. Word of mouth is your best form of advertising, but it is work intensive. Have all members begin now listing contacts at each of your target airports.

- Flying clubs, EAA chapters, etc. will be good places to start. Find out which groups have newsletters where you can post. Plan around their publishing dates and begin spreading the word at least six weeks in advance. Have your flyer or larger posters printed off in large quantities and give some to each member responsible for distributing to a certain area. It's a great reason to go flying! When the big date arrives, this would be a great opportunity for a non-pilot to fly along as a passenger to deliver the toys. Bringing along a reporter/photographer would be good advertising for any group.

- Create your press release. Be sure to list all the places with collection boxes. In addition to the obvious, also contact newspapers and local magazines to learn which ones create calendars of events. These require at least two months lead time, maybe longer.

- At the event, you will need some coffee and donuts for the early birds. Selling something for lunch was a big plus for our Chapter, because pilots flying in from other states let us know they would only come if there was food available. The proceeds of the food sales went to The Ninety-Nines Fly for the Cure breast cancer research.

- Start now collecting names and contact info for reporters from TV stations, radio and newspapers. It will benefit the reporters if you have at the Toy Airlift at least a small number of the group who will be receiving the toys. This provides people for the media to interview and makes them the focus of the articles. (Lesson learned: we should have had some veterans present for the reporter to interview.) Just be sure this group knows that no toys will be distributed that day.

- If you donate to the Salvation Army, they will provide a truck and personnel with prior notice. If your gifts are to go elsewhere, you will probably find the National Guard to be very amenable to providing community service such as soldiers and a truck. They can even provide an Army band, but this type of request takes

a lot of advance notice. Our group has not made use of the band due to limited space. Contact them several months in advance and inquire as to what other services they can supply.

- Once Santa lands, you will want some sort of on-going attraction to pull people in. This is an area where we have not had much luck. Let us know what you find works in this area.

- Be sure to keep detailed records each year showing amount of food used, etc. as it will make the following year proceed more smoothly.

- Have a log for pilots to sign in listing which airport they came from. You can use this to identify contact people for the following year.

- For recruitment, create a prominent display showing pictures of your Chapter's activities along with brochures and copies of the 99 News. Members can rotate staffing that area. Encourage members to wear their name badges and Santa hats for easy identification.

Having a successful Toy Airlift is a bit of work, but it is definitely a lot of fun and will fill you with true holiday spirit.

Feel free to contact me with any questions and ideas you have for improving an event. We look forward to hearing from you.

Betty Vinson

804-541-0590; cell 804-720-1132

bettyvinson@verizon.net



Santa and helpers prepare to unload the toys.



Romance

BY GABRIELLE ADELMAN
Monterey Bay Chapter



Gabrielle Adelman
loves flying her
Citation jet into
small airports
across the country
and frequently
discovers some
real treasures.

Above, Gabrielle cuddles a baby cheetah on one of her adventures, and left, she enjoys the scenery at a small airport in Bryce Canyon, Utah.

It can be a beautiful experience to take your hand-painted cloth taildragger to the grass strip across the hill and bump down the edgeless, numberless sod, or to pick one hill out of many and add the rotor-blast of a dragonfire-red helicopter to the sea breeze, but this doesn't mean that the picturesque is only to be found by the slow, small aircraft. Weather radar and pressurization aren't the stuff of Richard Bach's novels, but they can make flights possible that weather and a days-long hypoxia headache would otherwise cancel, and you can find some airports and towns out there that are worth the trip, even if they aren't your final destination.

The goal of this particular flight in our Citation CJ2 was to reach Key West during business hours; the only way to make this work and still actually be awake for the flight was to break it up into a two-day journey. I looked at the route of the flight and picked out some major cities along the way to stop. Shreveport worked out the best, but we have found with experience that small airports near big cities are a better bet in terms of price and hassle than the airports at the big cities themselves. So we picked Minden, in northwest Louisiana, instead. There are some disadvantages to the smaller airports, though. Rental car agencies rarely have offices there, so the





Gabrielle on her way to a Renaissance Pleasure Faire in her CJ1 that she and her husband later upgraded to a CJ2.

airport manager (who we got to know better over the next few days) pointed us to a nearby Enterprise office.

Enterprise's local agent was appalled. "That's a SUNDAY. We're closed!" None of the usual offers to leave a car at the airport the day before or leave a key at the office, no, no, we can't possibly work on a Sunday, that's impossible. I called the airport manager back (the conversation was a little scratchy since he was also the fuel island operator and was on the mobile phone at the time) to explain my difficulty and see if maybe there was a taxi. It was as if his favorite cousin was visiting and offered to hitchhike home from the airport. He couldn't let that happen. We would have the airport courtesy car overnight.

When we came in for a landing, out of a sky so gentle that students could solo in it, the airport resolved itself from a slash in a uniform field of trees into a rectangular grass-edged space with a modest ramp and minimal taxiways: a sure sign of light traffic, since a back-taxi was the only option for getting back to the ramp.

The manager was there, waiting at the

fuel island. We chatted about the couple of Cessnas doing touch-and-goes while he topped us off, offered to help with the luggage, gave us a guess as to tomorrow's winds and got the key for the car, which turned out to be a city-owned SUV, large enough to haul aircraft engines (it even had a detachable rotating light in the back, like a tow-truck's). The air was warm and grass-scented and full of insect sounds.

The Sunday hush on the town that was already quiet from the summer afternoon heat was impressive. Even the gas station was unattended, so our next direct contact with anyone was with the innkeepers, husband and wife, at the tiny B&B where we were staying, the Yellow Pine Inn. They welcomed us, their only guests that night, to their 100-year-old converted schoolhouse with the feather beds, antiques, two resident cats and abundant tomato gardens out back, and even offered to share their dinner with us. I explained that I had my heart set on gumbo, so after some discussion between them of what places were open (Sunday again), they drew a map for us and we were off again.

The restaurant didn't have gumbo on the menu, but it didn't have water either for the same reason: you don't need to list what everyone assumes you have. I had gumbo and catfish pan-fried in cornmeal, and Ken had the brisket, and we both wished we were hungrier and could eat more of it.

I suppose it is possible to have trouble falling asleep in a featherbed, surrounded by country quiet after a good meal, but the next thing I knew it was daylight and I was filling a claw-foot tub with slightly muddy but warm water and picking out which bath salts to add. For breakfast, our hostess fretted slightly over not being able to feed us more than homemade pancakes, fruit, cereal, milk and juice. The cats made another appearance, and our send-off was as warm as our welcome had been.

Back at the airport, the manager, who clearly loved his little airport, had picked up ice for us at a convenience store and refused to be paid for it, again offered to help with the luggage and marshaled us out, giving a final friendly wave as we poured decibels into the morning stillness and headed to the east.

MOONEY PILOTS AIM TO BREAK RTW RECORD



Carol Ann Garratt

Carol Ann Garratt and Carol Foy are getting ready to break the round-the-world record. Carol Ann (Southeast Section) has flown around the world in a Mooney before, taking her time, on a seven-month trip that she wrote about in a book, *Upon Silver Wings*. This time, she is taking a co-pilot and aiming to break the round-the-world record for single-engine aircraft by making the flight start-to-finish in just seven days.

The team will fly for 140 hours and make only nine stops. Carol Ann said it's not just flying time that counts, but total time. "We'll have ground crew to meet us at each stop to help fill up with fuel, dump our trash, pick up our supplies, stretch and get back in the air," she told AVweb at Sun 'n Fun. "We'll take turns sleeping in the airplane. We're installing a big extra fuel tank behind the seats, so we're hoping we will be able to recline at least a little."

Carol Ann and teammate Carol (Austin Chapter), a past winner of the Air Race Classic, plan to launch this December. They are paying all of their own expenses but hope the world flight will raise \$1 million for ALS (also known as Lou Gehrig's Disease) research. More than 350,000 people worldwide have ALS, and a cure for the disease is still being sought.

NINETY-NINES MEET IN CHILE

Madeline Dupont Bock, International Member at Large, and Marie Grein, Florida Suncoast Chapter member, met in Santiago, Chile in February. Marie, on a tour to Antarctica, and Madeline enjoyed visiting at Madeline's home airport and over dinner. Time available was too short!

—Marie Grein



Marie Grein and Madeline Dupont Bock get together in Santiago, Chile.

"No kind action ever stops with itself. One kind action leads to another. Good example is followed. A single act of kindness throws out roots in all directions, and the roots spring up and make new trees. The greatest work that kindness does to others is that it makes them kind themselves."

— Amelia Earhart

2008 Alaska Conference Updates and Notams

The formal Saturday Banquet has been changed to an Alaskan Social. While we will have the full meal and entertainment, we've set aside plenty of time to catch up with old friends or make new ones, or perhaps rejuvenate from your tours. The Florida contingent is bringing key lime pie ingredients and hopefully *mojitas* fixings. Conference awards will be given out at the Friday evening Amelia Earhart Memorial Scholarship Fund Banquet.

If there is no room availability at the Hilton Hotel, additional rooms are available at the Downtown Marriott. It is only .49 mile (.78 km) from the Hilton — a very short taxi ride.

Marina Saettone, "Heli Girl" (heligirl@mail.com), wrote in the 99s Digest: "For those of you going to Alaska and thinking of which tours to take, I want to say that I am taking that way cool rafting-hiking tour, you know, the one where you have to provide your own transportation to the location. Well, if you are hesitant because of the 'own transportation' part, don't be, I'm gonna rent a van, and we can all go together. I'll even rent a 15 passenger if I need to allow all of those who want to go.

The Alaska gals can let us know how many we need to book the tour, but having spent a couple of years in Alaska already, I can say that is the tour I want to go on the MOST! So, book your tours and join me on the rafting one and let me know so I can keep in touch with you."

For Chapters "dressing" an Amelia Bearhart bear, don't forget to send it back to us in the same box in which we sent it to you — unless you've added some fantastic accoutrement that won't fit in the same box!

Please register early! It helps us to be able to plan our events better for your enjoyment. Online registration is available at ak99aviationfun.org.

Check out the Conference website for Conference Updates and pass the word on about the latest Conference news to anyone you know who does not have Internet access. We're looking forward to sharing Aviation Fun Under the Midnight Sun with you!

— Angie Slingluff
CoChair1@ak99aviationfun.org

LETTERS

HEADQUARTERS PLAQUE RESTORED

I was most pleased recently to assist in the hanging of our Ninety-Nines logo plaque after it was restored and returned to Headquarters. The information plaque that will hang with the logo reads, "The Ninety-Nines, Inc. Logo Plaque. Hand Carved of California Redwood by Geneva Cranford in 1968 and restored in 2007."

I became a pilot in 1963. The Monterey Bay Chapter was chartered in August of 1965. Being that our Chapter was newly formed, I wanted to make a Chapter sign and plaque to use at our functions. The plaque is a scaled reproduction of the original membership pin of The Ninety-Nines. The approximate scale is 1/32 inch to 1 inch. The propeller and nose cone are carved in the round, and the plaque is in relief. Blue oil base paint is used to stain and seal the plaque, 23 K gold leaf is on the superimposed nines, and the propeller has metallic base paint.

It was gifted to the Monterey Bay Chapter in 1969. The Chapter gave it to the International Ninety-Nines, Inc. when the new Headquarters building was dedicated in 1975.

— Geneva Cranford
Monterey Bay Chapter

ANOTHER GREAT JOB

Just to let you know, I really like the "new members" being broken out into returning members. I used to read the list and think, she was a Ninety-Nine before, just missed her renewal date!

Another great job. VERY interesting articles. I always read it cover to cover, and this issue is great — good info on Alaska too.

— Lynn Meadows
Reno High Sierra Chapter

CHAPTER MISIDENTIFICATION

I understand that some articles submitted must be cut to conserve space in the magazine; however, when you cut an article, you should certainly keep the identity of the submitting Chapter.

When you edited the article I submitted on the Virginia Aviation Ambassador Program [March/April Grass Roots page 26], you lost all mention of Hampton Roads Chapter and even identified us as the Virginia Chapter.

What you left was only the facts about the program, and you cut all human interest portions of the article.

— Linda Mathias
Hampton Roads Chapter

Editor's note: Our apologies for the incorrect Chapter name.



RATINGS & WINGS

RATINGS

Lolita Marie Adrien – Seaplane rating with High Performance and Complex Endorsement

Golden West Chapter

Glenna Blackwell – Instrument Rating
Connecticut Chapter

Sarah Brennan – Private Pilot
Colorado Chapter

Chee Wei Fong – Private Pilot
Colorado Chapter

Nancy Ginesi-Hill – Advanced
Ground Instructor
Sacramento Chapter

Jennifer Kauffman – Private Pilot
Colorado Chapter

Laurel Levihn – Private Pilot
Colorado Chapter

Pam Mizell – Private Pilot
Orange County Chapter

Susan Simmons – Private Pilot
Connecticut Chapter

PROFESSIONAL PILOT

Sarah Dooley – BE400 type rating
Indiana Chapter

WINGS

Nancy Ginesi-Hill – Phase VI
Sacramento Chapter

Linda Guthrie – Phase XIII
Indiana Chapter

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High Adventure Coming to Oshkosh



It's almost time to head for Oshkosh, this year scheduled from July 28 through August 3! Come join us at the Ninety-Nines Tent (in its same great location near Hangar B) to reunite with Ninety-Nines from around the world, to meet and greet prospective members, to hangar fly and to enjoy the world of aviation.

The annual complimentary, no reservations needed breakfast will be held on Thursday, July 31 from 8:30-10:30 a.m. at The Ninety-Nines Tent. There will be a raffle and lots of Ninety-Nine camaraderie!

Volunteers are always needed to help greet members and to encourage other women pilots to become a part of our organization. If you can spare a few hours or a day, please contact us or just drop by to offer your services. And don't forget to stop by to say "hi."

*Rita Adam, 99s Coordinator
EAA/AirVenture Oshkosh
rvadams99@aol.com*

p.s. Be sure to join us and other women's aviation groups for a record-setting event, the "Most Female Pilots Gathered in One Place," on August 1 at 10:30 a.m., AeroShell Square.



Photos by Henry Holden



GRASS ROOTS — Section and Chapter reporters share their recent activities



Enjoying a ski weekend are, from left, Lisa Pierson, Carol Houk, Sandy Storhok and Joy McDonald.

EASTERN IDAHO CHAPTER

The Eastern Idaho Chapter met for their annual winter ski weekend/party at Sandi Bill's place in Victor, Idaho on February 7 and 8. We played, ate and partied and then discussed Ninety-Nine business during the weekend.

The group talked about the possibility of going to Anchorage for The Ninety-Nines International Conference in August. Just in case we don't make it to Alaska, we are contributing a stuffed bear from Idaho to be used as a fundraiser at the Conference. Proceeds will go toward aviation scholarships for women pilots and future women pilots.

— Sandi Bills

MICHIGAN CHAPTER

In October, the Michigan Chapter painted a compass rose at the Owosso Community Airport (RNP). We had a group of about 12 people helping over the two days. Thanks to Julie MacKay and Shiela Ralph for hosting us and doing a great job organizing. Also thanks to the Owosso Airport Association for providing a wonderful lunch.

— Kelly Jost

Editor's note: See page 27 for news about the Michigan/Greater Detroit Area Chapter merger.



Compass rose painters enjoy a break for lunch, from front left, Sheila Ralph, 49½ Dick Acker, Lynn Baginski and Julie MacKay.

SANTA CLARA VALLEY CHAPTER

At our February meeting, Marcie Smith showed photos of her flying vacation in southern Africa — what an exciting trip! Author and Chapter member Marjorie Johnson signed copies of her aviation mystery, *Bird Watcher*, at a book signing luncheon hosted by long-time Ninety-Nines supporter Doreen Jurado.

In March, our Chapter had a Ninety-Nines information booth at the dedication ceremony of a sculpture commemorating flight pioneer John J. Montgomery, and we were well-represented at the Aero Club of Northern California Crystal Eagle Dinner honoring Steve Fossett. Then we wrapped up March with our annual Pasta Night Raffle and Silent Auction, with help from the San Jose State University Precision Flight Team, plus fly-ins to Willows and Redding.

— Judy Stark



Attending the commemoration ceremony honoring flight pioneer John J. Montgomery on March 15 are Penny Blake, Judy Stark, Mayetta Behringer, Candice Tuttle and Sharon Sweeney. Photo by Frank Sweeney

GRASS ROOTS — Section and Chapter reporters share their recent activities



Attending the Wings Pilot Proficiency Program on February 14 are, from left, front row seated: Irene Bates, Kathleen O'Brien, Lianne Oakes, Carol Bennett, Gretchen Lindelof, Mary Kohler. Back row, standing: Pam Hengsteler, Helen Cranz, Pam Mizell, Linda Eldridge, Colleen Handrahan, Eleanor Todd, Mary Van Velzer, Kristen Davis. Back row, seated: Hilda Hill.

ORANGE COUNTY CHAPTER

How very fortunate we are to have Kathleen O'Brien, FAA Safety Team Program Manager, as a member of our Chapter. Kathleen, who is based at the Long Beach FSDO, came out to Mary and Vince Van Velzer's home in Huntington Beach in

February to present and explain the new automated WINGS Pilot Proficiency Program to 14 of our members.

Also in February, members Patty Murray, Linda Eldridge, Colleen Handrahan and Pam Mizell were among the presenters of career information at the annual Orange County Girl Scouts' "Dreams to Reality" event held at Concordia University in Irvine, with 500 girls in attendance. Our members talked about careers in aviation and were on hand to answer numerous questions.

Historical Santa Paula (SZP), California was the delightful but extremely windy destination for a fly-in brunch in March for eight of our members. We were treated to a private tour of the Aviation Museum, a film clip of the airport's opening day in 1930 and an opportunity to view many antique aircraft as proud owners invited us into their hangars for inspection.

Thank you to Chapter member Pam Mizell for opening up her Mission Viejo home in March to a noisy herd of 12 white elephant seekers. Many valuable and not so valuable treasures exchanged hands and raised funds during an evening of very competitive bidding, not to mention fun, laughter and great food enjoyed by Diane Myers, Pam Hengsteler, Patty Murray, Lisa Erickson, Brenda Jackson, Gretchen Lindelof, Diane Titterington-Machado, Carol Bennett, Colleen Handrahan, Helen Cranz, Shannon Peich and Mary Van Velzer.

— Carol Anne Bennett

ARABIAN SECTION

Bahrain has a non-flying environment, so it is very difficult to promote general flying. However, we have good news. A 10-day Aviation Fair took place for the youth in Bahrain that covered all aspects, from flying in a simulator, model aircraft flying and lectures on the opportunities available for the youth to go forward into the aviation sector as a career choice.

Hastily erecting an impromptu Ninety-Nines information poster, Yvonne Trueman, Governor of the Arabian Section, and her flying colleague Dr. Enas Al Alawi, a surgeon, were on hand to give an informative talk about promoting The Ninety-Nines worldwide and answering general questions on flying.

Attendance was from college students who are now considering their future, and among the audience were female student aeronautical engineers, two fully qualified in the aviation industry, and several others who have nearly completed their license. A lot of interest has been shown in continuing to opt for a flying career, and the Ara-

bian Section representatives were able to give advice but most of all, support. In the current climate of shortage of pilots worldwide, a future in aviation is guaranteed.

It is encouraging to see the next young generation keenly go forward with enthusiasm.

— Yvonne Trueman



Yvonne Trueman and Enas Al Alawi greet college students wanting to learn more about aviation as a career.



Ursula Davidson, Griner Scholarship winner Carolyn Wry and Beth Schoppaul.

FLORIDA GOLDCOAST CHAPTER

The Florida Goldcoast Chapter Griner Scholarship for 2007 was awarded to Carolyn Wry of the Spaceport Chapter at our Holiday Party at the Parrot Jungle, December 2007. Carolyn received her private pilot certificate in December 2006 after joining The Ninety-Nines as a Future Woman Pilot. She is currently Secretary of the Spaceport Chapter and encourages the Young Eagles program. She works as a school bus driver and on weekends as a hairdresser to help pay for her flying lessons. Growing up she was always told that “women don’t become pilots.” She had to prove them wrong! Carolyn received the Griner Scholarship funds to help her attain her instrument rating, and she hopes to eventually become a CFI.

There would not be a Griner Scholarship if not for the efforts of Fran Sargent, former WASP and 99 member since 1969. Fran talked her friends, Les and Martha Griner, into donating their Cessna 182 to the Florida Goldcoast Chapter in 1987. We sold the plane for \$11,000 and put the money into the Griner Scholarship Fund. Since then we have given out over \$25,000 in scholarships to help 25 women from various Florida Chapters attain their aviation goals. The funds have been used for ratings ranging from Instrument to ATP and can also be used to become current in an airplane or any aviation related studies.

Trustees Ursula Davidson, Bobbi Lichtiger and Laurie Householder with committee members Beth Schoppaul and Kimberley Lowe, along with Florida Goldcoast Chapter members fundraising, all work hard to keep the scholarship fund alive and growing. We raised almost \$2,000 for the scholarship fund at our annual holiday party in December.

We invite any Ninety-Nine with current membership of at least one year who is with a Florida Chapter to go to our website and download the scholarship application form and apply today: fgoldcoast99s.org.

— Kimberley Lowe

MICHIGAN/GREATER DETROIT AREA CHAPTERS MERGE

A merge agreement was initiated on October 14, 2006 between the Michigan Chapter and Greater Detroit Area Chapter. The International Board of Directors approved the merge in March 2007, with still more legal work to be done. Permission and two signatures from the Attorney General’s office were needed for the two Chapters to merge. The merge will be completed by the time this is reported.

The committee deserves a big thank you for all the hard work they did to accomplish this merger. Patti Uncapher spearheaded and led the committee, and working with her were Nicki Acker, Lynn Baginski, Rebecca Duggan, Elaine Evans, Cynthia Kerr, Claire Ojala, Rosemary Seracki, Sue Siporin, Patty Smart, Rebecca Smith, and Nancy Walters.

The Michigan Chapter now has a combined membership of 82 women with hearts and wings.

— Barbara Lewinski

INDIANA DUNES CHAPTER

The Indiana Dunes Chapter participated in Science Alive, a science event sponsored annually by St. Joseph County Public Library, South Bend. This year more than 5,000 students and parents checked out the numerous, interesting and exciting exhibits. Mary Kohn was chairman of this project for the Chapter.

As usual, the Chapter display was a big hit. There were several standard displays, videos, a laptop slide show, a small airport with planes and a new “hands on” project for each child. Various materials were offered to assemble and form a lightweight but strong, heat resistant shuttle covering.

Also shown were materials and an example of a small section of a plane created out of fiberglass material, foam and coated with epoxy. One 4-year-old must have spent 15 minutes at the display, intrigued by the materials.

A parent was overheard saying to a daughter, “These are women pilots, they fly. See, you could do that, too.”

— Christine Murdock

GERMAN SECTION

We proudly announce that Andrea Amberge has a new license for helicopters and a new rating for the Airbus 340. Andrea was one of the five pilots who founded the German Section in 1997. She is a commercial pilot for Lufthansa.

Dr. Dorothea von Ritter-Roehr has a new rating: Multi-engine land, AME.

Congratulations and many happy landings.

— Waltraut Moog
Präsidentin/Governor



Sue Sears, Esther Wyandt, Linda Guthrie, Jim Peters, Roy Eldridge and Nancy Warren tour the Atterbury-Bakalar Air Museum.

INDIANA CHAPTER

With the advent of springtime in Indiana, the Indiana Chapter gathered at Columbus Municipal Airport for its March meeting, hoping for some fly-ins. Sue Sears did the honors in her Musketeer, with Esther Wyandt as passenger.

Following our business meeting and lunch at Hangar 5, members walked the short distance to the nearby Atterbury-Bakalar Air Museum for a tour of the facility. One area of the museum is dedicated to the WASP with pictures and memorabilia of Madge Minton and Jeanne Lewellen Norbeck, both from Indiana.

— Linda Guthrie

LAKE ERIE CHAPTER

The Lake Erie Chapter welcomes two new members, Dolores Martz and Athena Andreadis. Dolores was a former member and classmate of Dorothy Sturman. During their class reunion, Dorothy invited Dolores to our Pilot of the Year Banquet and she rejoined. Athena Andreadis is a medical resident.

— Evelyn Moore

FORT WORTH CHAPTER

Fort Worth Ninety-Nines are fortunate to have many members with diverse experience and interests. One of them, Amber Garland, spoke to our group about her experiences in the Air National Guard and being deployed to Afghanistan to repair C-130s. For 45 days she worked in minus 4 degree (F) temperatures wearing nine layers of clothes.



Amber Garland.

Her slide show was most interesting. Showing us her memorabilia and patches she designed, her enthusiasm was inspiring. As they returned home, she flew the American flag out the cockpit window as they were honored with arching water over the airplane as it taxied in.

— Ellie Block

EASTERN ONTARIO CHAPTER

In April, about 25 Girl Guides, ages 9 to 11, learned lots about aviation, and they qualified for their aviation badges.

Coordinator Kathy Fox delivered an informative one-hour presentation covering the badge's essential material. Museum staff then gave the girls a one-hour tour of the National Aviation Museum. The girls heard personal stories about flying from private pilot Dorothy Berthelet and retired military pilot Dee Brasseur. Numerous other Ninety-Nines from the Eastern Ontario Chapter attended, helping to welcome and marshal the girls. We plan to offer this aviation badge program regularly (annually or every six months).

— Dorothy Berthelet



Eastern Ontario Chapter members help Girl Guides qualify for their aviation badges.

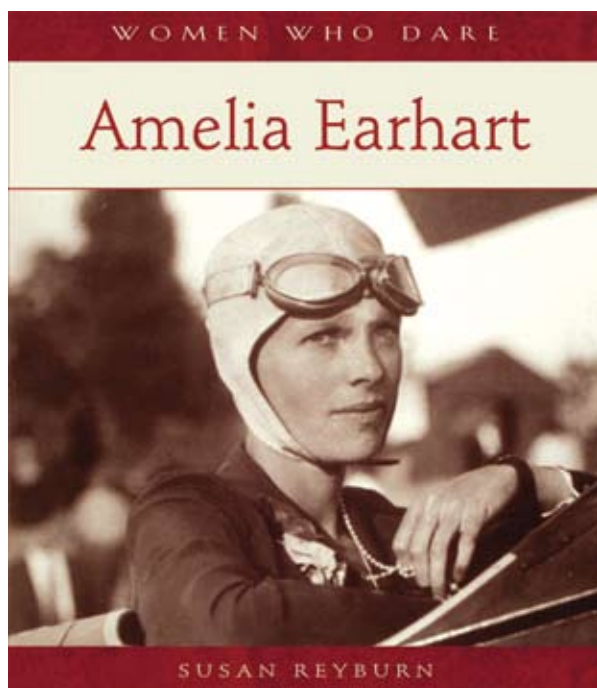
CANADIAN ROCKIES CHAPTER

The Canadian Rockies Chapter re-painted the compass rose on the ramp at the Vernon Airport (Vernon B.C., Canada). The original compass rose was painted in 1997 by our Chapter and the Vernon Flying Club. Through many seasons, the blue and white color has faded, and so 10 years later we refreshed the compass rose. Roberta Gourlie, member of the Canadian Rockies Chapter and part of the original painting group, stated, "It will be great to see the white and blue colors again shining in the sunlight."

— Betty Lee Moore



Admiring the completed compass rose are Tiffany Millar, Kelly Sheret, Chapter Chairman Angelee Skywork, June Mills-Benson, Roberta Gourlie, Betty Lee Moore.



Amelia Earhart Women Who Dare Series

Published by Pomegranate Press in Association with the Library of Congress, 2006

Author: Susan Reyburn

ISBN: 0-7649-3545-3

\$12.95 US/ \$19.95 CA

64 pages

BY JACQUE BOYD
Rio Grande Norte Chapter

The Earhart story is one book published in the Women Who Dare series made possible by the Library of Congress. Even though the typical audience is young adult, this is a very well done small (6"x6") book. There are several photos that are new to books on Earhart, and the text is done in a refreshingly uncomplicated manner. There are no "revelations," but it's simply a great little book to have as a "starter" in a library.

Other books in this series include: *Marian Anderson*, *Helen Keller*, *Margaret Mead*, *Eleanor Roosevelt*, *Women for Change*, *Women Explorers*, *Women of the Civil War*, *Women of the Suffrage Movement* and *Women of the Civil Rights Movement*.

My only disappointment was not seeing The Ninety-Nines, Inc. listed in the Library Credits or the Acknowledgments for materials.

JEANETTE DUDEK Lake Erie Chapter

Jeanette Dudek, former member of the Lake Erie Chapter in Northeast Ohio, flew on to New Horizons on January 11, 2008. Jeanette was a member for many years and helped plan many of our Section meetings and was very active in our Chapter. She received her license in 1946 and loved flying and traveling with her husband Ted, who went to new horizons in 1977. Jeanette and Ted are together once again.

— Evelyn Moore

MARIE C. (GRAZIADEI) LEPORE Eastern New England Chapter

Marie C. (Graziadei) Lepore, 97, died Saturday, March 1, 2008 in her home in Worcester, Massachusetts. Marie was the first female pilot in Worcester. She served with the Civil Air Patrol in the 1940s and was a commanding officer of its Worcester Squadron. Marie joined The Ninety-Nines in 1947 and was an early member of the New England Section and a founding member of the Eastern New England Chapter.

She was a charter member of the Massachusetts Aviation Council, first woman appointed as a commissioner of the Worcester Airport, named Woman of the Year by the USAF Association and was twice awarded the Award of Merit from the New England Section of The Ninety-Nines. In recent months, while in hospice care, Marie had been working to record her history and compile her archives for the Massachusetts Air and Space Museum that organizers hope to locate at Hanscom Field in Bedford, Massachusetts.

Marie was born in New York City and graduated from the former High School of Commerce and Hunter College. She was a gifted artist and gardener.

When she sent in her Chapter membership this past September, she wrote on the form: I would love to talk and meet with each of you. I would tell you of the wonderful friendships and associations made since 1938 – the memorable gains and awards launching the New England Section and later the ENE Chapter, the firsts of the N. E. Air Races, the Poker Runs, the war years and our contributions singly and Chapter efforts. Later repainting roof signs and airport runways, etc. Are we still buying gallons of paint? My best to all of you and Happy Flying! Marie

She leaves her husband of 62 years, Irving A. Lepore, and several nephews and nieces.

— Jean Harris



Marie Graziadei Lepore



Ellen Evak Paneok.

ELLEN EVAK PANEOK Alaska Chapter

Alaskan Aviation Pioneer, noted artist and author, scrimshander, public speaker, community activist/volunteer and friend, Ellen passed on March 2, 2008 in Anchorage. She was 48 years old.

The first Native Alaskan woman bush pilot and one of only 37 pilots featured in the "Women and Flight" exhibition at the Smithsonian National Air and Space Museum in Washington, D.C., Ellen went on to fly over 15,000 hours. Featured in numerous books on women and aviation, including *Bush Pilots of Alaska* and *Women Pilots of Alaska*, she was also referenced in a number of other publications for her unique experience and knowledge of high arctic flying. She was honored to be one of the few pilots authorized to fly the vintage aircraft owned by the Alaska Aviation Heritage Museum.

She spent five years working for the FAA as an Operations Inspector and then for the Alaska Aviation Safety Foundation as the Statewide Aviation Safety Coordinator. During the years she did not hold a medical herself, she spent countless hours inspiring the youth of Anchorage and village communities to look to the sky and pursue their own dreams.

Known to many of us as a longtime member and supporter of the Alaska Ninety-Nines, Ellen also volunteered her time and served on the board of numerous local organizations including the Alaska Airmen's Association and the Alaska Aviation Heritage Museum. She was the president of the Board of Big Brothers Big Sisters Anchorage and served on the board of both the Alaska Historical Commission and Challenge Alaska.

Ellen has been published in *Alaska Magazine*, *AOPA Pilot*, other books and magazines, and her article, *With Trusting Eyes*

Behind Me, was included in *The Last Frontier*, a collection of the best of *Alaska Magazine*.

Ellen created ivory scrimshaw that hailed from her strong Inupiaq tribal traditions as well as her interest in the changing world of today. She started scrimshaw at age 17. Her grandfather, John Evak Sr., was influential in her learning more about the art. She has exhibited her work at numerous Alaska Federation of Natives conventions and arts and crafts shows. Her work is represented at art and antique galleries in Anchorage and Haines, Alaska, and in Minnesota and Maine. In addition, Ellen's scrimshaw is in numerous private collections.

Ellen took the time to pass on her knowledge by demonstrating her scrimshaw and giving inspirational talks to students. Ellen also spent two summers demonstrating her traditional art on the Alaska Marine Highway's Arts on the Ferry program for Alaska's residents and tourists who traveled on the ferries.

Ellen utilized her talent for art to supplement her flying lessons in the mid-1970s in order to gain her licenses and experience for flying commercially in Alaska's "bush."

She is survived by her sister Tina Lane Godsey and nephew Gunnar, both of Falling Waters, West Virginia, her father Ron Burgandine of California, her grandmother Sarah Evak of Kotzebue, Alaska, and numerous aunts, uncles, cousins, nieces and nephews. She was preceded in death by her mother Bernice Evak Burgandine, sister Cheryl (Cheri) McIntyre and grandfather Johnny Evak, Jr.

Ellen will be missed by everyone who knew her, for her sense of humor, love of aviation, incredible artistic talent, the fabulous parties she held and meals she prepared for friends and family, and for her generous heart.

In lieu of flowers, donations may be made in her name to one of the following organizations: Alaska Chapter's Ellen Paneok Scholarship Fund, Alaska Airmen's Association, Alaska Aviation Heritage Museum, Big Brothers Big Sisters Anchorage, or an alcohol recovery program of your choice.

— Roberta Degenhardt

ISABEL MADISON VAN LOM Women Airforce Service Pilot

It is with great sadness that I report the passing of WASP Isabel Madison Van Lom. She passed away February 22, 2008 at the age of 90 in Portland, Oregon.

Isabel was born on a farm near Crystal City, Missouri on November 8, 1917. She was a pilot, and during World War II she ferried planes for the Army Air Corps as a Women Airforce Service Pilot from February 1943 through 1944. She flew the AT-6, PT-17, P-39, P-40, P-47, P-51, P-63, C-47 and B-25.

After her group disbanded, she worked as a flight instructor at Stephens College, Columbia, Missouri, and Oregon State University, Corvallis, until her marriage to Gerald E. Van Lom in 1949. The couple had five children.

— Amy Goodpaster Strebe

NEW HORIZONS

VIRGINIA M. PROCTOR

Memphis Chapter

My mom, Virginia M. Proctor, died January 29, 2008. She lived in Wynne, Arkansas and was an active member of The Ninety-Nines since 1965, a past Governor of the Southeast Section, flew in Angel and Powder Puff Derbies, was the first woman member and chairman of the Arkansas Aeronautics Commission and held private, commercial, instrument, CFI and multi-engine ratings. She was inducted into the Arkansas Aviation Hall of Fame in 2005.

— Rick Proctor (son)

MARJORIE S. RICHISON

Oklahoma Chapter

Marjorie 'Margie' Richison, mother, grandmother, nurse, flight instructor, 99s Museum of Women Pilots trustee, slipped the surly bonds of earth on April 6, 2008, in Norman, Oklahoma.

Marjorie was born September 1, 1941 in Little Rock, Arkansas to Robert and Emily Wilson. She graduated from Nebraska City High School in 1959 and the University of Nebraska College of Nursing in Omaha in 1963. She married the love of her life, Randy Richison, almost 42 years ago. They moved to Oklahoma City in 1967 and to Norman in 1973. They have two wonderful daughters and sons-in-law, Cindy and Shannon Moreaux and Diane and G. A. Butler, along with four grandchildren, Hannah and Jack Moreaux and Ethan and Grayson Butler.

Margie was a registered nurse and was a nursing instructor for the University of Oklahoma College of Nursing and the Moore Norman Technology Center nursing program. She learned to fly at the University of Oklahoma Department of Aviation and became a ground and flight instructor for the university. She was active in the Oklahoma Chapter.

She loved to race and won first place in two Okie Derby Air Races. She also flew in the last two Air Race Classics. She was Chairman of the Board of Trustees of the 99s Museum of Women Pilots. One of her most ambitious achievements was working at the Museum. She spent countless hours improving the Museum, inspiring volunteers, raising money and promoting it.

Every summer she spent at least two weeks at Pelican Lake in Minnesota, and in 1992 she wrote a book, *Living Near to Nature's Heart, The History of the Pelican Lake Outing Club*.

God has you in his keeping, and you will always be in the heart of the Trustees of the 99s Museum of Women Pilots.

—Linda Marshall



Marjorie Richison.

NEIL ROSS CULL

49½ of Thelma Cull

Sutter Buttes Chapter

On March 19, 2008, Neil Cull, 49½ of Sutter Buttes charter member Thelma Cull, passed away at UCSF Medical Center in San Francisco.

Born in Fresno and raised in Sutter County, Neil had a Master's Degree from CSU Sacramento in Applied Mathematics. After a 30-year career with Aerojet as a systems analyst, he retired, and in 1994 he and Thelma moved to the family home in the Sutter Buttes.

Neil served in the U.S. Army during the Korean conflict as an x-ray technician.

Married for 55 years, the Culls traveled extensively. After a driving trip to Alaska in 1962, he and Thelma decided that flying was the way to see the country, so they learned to fly. The next trip to Alaska, they flew and enjoyed the pleasures of discovering that state by air. Over the years, they saw much of North America in their C-206.

Neil was a 25-year member of the Sacramento Ski Patrol, serving as their leader and received the Outstanding Patrol of the Far West Division in 1975.

A staunch supporter of The Ninety-Nines, he attended many Southwest Section meetings and International Conferences over the years, as well as Chapter events and fly-outs.

At his request, no services were held, but a private family memorial service was held March 22 at the family home, as Easter was a big event in his life after moving home to the Sutter Buttes.

Remembrances in his name may be made to a charity of your choice or to the 99s Museum of Women Pilots in Oklahoma City.

We'll miss you, Neil.

— Carol Andrews



Neil Cull.

ERNIE GILMORE,

49½ of Rae Gilmore

Mount Diablo Chapter

Ernie Gilmore, 49½ of longtime member Rae Gilmore, flew to new horizons from Walnut Creek, California on February 18, 2008. Ernie was a pilot and always a strong supporter of The Ninety-Nines. He attended many Southwest Section meetings and International Conferences with Rae.

We will miss his warm presence and wonderful sense of humor.

— Elaine Yeary



Pat Prentiss and Bethe Stenning.

Ninety-Nines at WAI

Providing a voice for women pilots for 79 years, The Ninety-Nines was a presence at the Women in Aviation Conference in San Diego in March. Attendees created a traffic jam around the The Ninety-Nines booth as they sought to learn more. The excitement and enthusiasm of the volunteers and the benefits of belonging to such a supportive organization persuaded many to join on the spot.



Teresa Ryan, Carol Skiber, Jennifer Meiners and Sabrina Kipp.



Donna Moore and Brigitt Kincaid.



Laura Cole, Kristin Hope and Laurie Hope.

From left, front row: Fran Strubeck, Amy Strebe, Major Nicole Malachowski, Jill Gernetzke, WASP Iris Critchell, Elizabeth Brock (Russian Section) and Svetlana Lupanova (Russian Section). Back row: Bobbi Roe, WASP Marty Wyal, WASP Nell "Mickey" Bright, Elena Kulkova (Russian Section), WASP Pearl Judd, Ida Patrakova (Russian Section), Linda Mae Draper, Liubov Rylova (Russian Section), Yvonne McDonald (ATA), WASP Dawn Seymour and International President Pat Prentiss. Bending over: WASP Jan Woods.

