

# 99 News

The Official Magazine of the International Organization of Women Pilots

September/October 2008



**Inside: Full Conference Coverage!**



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

**The 99 News**

4300 Amelia Earhart Dr  
Suite A  
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73159-1140

Email:  
**news@ninety-nines.org**

Online Form:  
**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

*British Section member Polly Vacher flies her Piper Dakota G-FRGN in formation with a Eurofighter Typhoon to mark the start of "Wings Around Britain," a two-month fly-out where Polly landed at all the airfields listed in the UK Jeppesen VFR Manual, plus a few RAF fields not listed. The flight was to raise awareness and funds for Flying Scholarships for the Disabled (FSD) and to promote her book "Wings Around the World" about her solo polar flight. All proceeds from sales of this book go to FSD, a non-profit organization, now also in the United States. FSD encourages people with all types of disabilities to learn to fly and offers scholarships for their flight training.*

*Photo by John Dunbar, courtesy of the Royal Air Force.*

# PERPETUAL CALENDAR

## 2008

### OCTOBER

**24-25 Fall International Board Meeting,** Headquarters, Oklahoma City, Oklahoma. Travel dates October 23 and 26.

**31 Deadline to file Intent to Seek Election for 2009 Midterm Elections.** Forms are available on The 99s website in the Members Only section. See page 29.

### NOVEMBER

**2 79th Anniversary of The Ninety-Nines.**

**6-8 AOPA Expo 2008,** San Jose, California.

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

**28 World record attempt by 99s Carol Ann Garratt and Carol Foy.** Departure date window between November 28 and December 12. Follow their adventure in real time at [alsworldflight.com](http://alsworldflight.com).

### DECEMBER

**1 Due Date for 99 News** submissions for January/February 2009 issue.

**31 Deadline for Bylaw and/or Standing Rules amendments.** These may be made by the Committee, a Chapter, a Section, the Council of Governors or the International Board of Directors to be presented to the membership at the 2009 annual meeting in Chicago. Send to Sally Biggin, Intl. Bylaws/Standing Rules Chairman, PO Box 1127, Hoopa, California, 95546 USA, Fax 530-625-4736, e-mail: [sbiggin@thegrid.net](mailto:sbiggin@thegrid.net).

## 2009

### JANUARY

**31 Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application,** [ninety-nines.org/careers/mentoring.html](http://ninety-nines.org/careers/mentoring.html).

### FEBRUARY

**1 Due Date for 99 News** submissions for March/April 2009 issue.

**26-28 Women in Aviation, International Conference,** Atlanta Hyatt Regency, Atlanta, Georgia. Visit [wai.org](http://wai.org).

### MARCH

**14-29 Incredible India Tour** for Ninety-Nines, sponsored by India Section. For information go to [99sindiatur.com](http://99sindiatur.com). Contact Chanda/Sue at [chanda99tour@gmail.com](mailto:chanda99tour@gmail.com).

**20-21 Spring International Board Meeting,** Headquarters, Oklahoma City, Oklahoma. Travel dates March 19 and 22.

**27-29 North Central Section Spring Meeting,** Milwaukee, Wisconsin. Contact Christy Stark, [ccstark55@hotmail.com](mailto:ccstark55@hotmail.com).

### APRIL

**1 Due Date for 99 News** submissions for May/June 2009 issue.

### MAY

**1-3 Southwest Section Spring Meeting,** Glendale, Arizona. Hosted by the Phoenix Chapter. Visit [phx99s.org](http://phx99s.org).

### JULY

**22-26 Ninety-Nines International Conference,** Chicago, Illinois. Discounted rooms available for early arrivals. Come early and explore the city, shop, go to the theater.

## 99S BREAKFAST SOCIAL AT AOPA EXPO NOV. 8, 2008

An invitation is extended to Ninety-Nines and guests to attend our annual breakfast held in conjunction with AOPA's Expo, this year in San Jose, California, November 6-8. The breakfast will be held on Saturday morning, November 8, from 7:30 to 8:50 a.m. at Eulipia, a wonderful restaurant one block from the Convention Center at 374 S. 4<sup>th</sup> St., San Jose. Breakfast will be a buffet featuring scrambled eggs, bacon, home fried potatoes, assorted toast, bagels and cream cheese, with fresh fruit, coffee, tea, sodas and orange juice.

Our speaker will be Max Trescott, 2008 National CFI of the Year, author of *G1000 Glass Cockpit Handbook* and a Cessna and Columbia factory-trained G1000 instructor. Registration will be accepted at [santaclaravalley99s.org](http://santaclaravalley99s.org) and until Friday noon at the Expo booth. Cost is \$25. Cancellations will be accepted no later than November 5. Contact Sue Ballew at [skytrekker10@sbcglobal.net](mailto:skytrekker10@sbcglobal.net)

# 99 News

*The Official Magazine of The International Organization of Women Pilots*

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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 [ninety-nines.org](http://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).

### 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 [ninety-nines.org](http://ninety-nines.org). Click on 99 News magazine and scroll to the bottom.

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# President's Message

BY SUSAN LARSON, International President

Heartfelt thanks and kudos go to the Alaska Chapters and Northwest Section Ninety-Nines for their grand performance and gracious hosting of the 2008 annual Conference in Anchorage. With a backdrop of the Chugach Mountains to the west, Denali to the north and bears, bears everywhere, Ninety-Nines did what they do so very well — enjoy the adventures offered. Flight-seeing tours to Denali or to view feeding bears were highly popular, while train travel took a close second and river rafting a not-so-distant third. We came in light planes, via cruise ships, overland in RVs and cars, and a few even took to the less than friendly skies for our return home. Pesky volcano ash delayed many departures for days, allowing our hostesses to show off their state and hospitality even longer. Lucky us! Joining us in Anchorage were delegations from Germany, Russia, England, New Zealand, Australia, India and the Far East. We truly had an international flavor that enriched our aviation connections and either created or deepened lifelong friendships.

All the proposed amendments to bylaws and standing rules were adopted and will be reflected in The Ninety-Nines 2008-2009 Directory that should be heading for the printers by early October. These changes are already incorporated into the documents on the website.

The new Ninety-Nines website will be up and operating soon. One very handy new feature will be the ability to renew your membership online. Since protection of our members' information is of primary importance, we are taking the time to make sure that not only is your renewal experience faster and less cumbersome but that it is secure. If this feature takes additional time to perfect, we will launch the new website in phases, adding this element later.

Your new international Officers, Directors, Nominating Committee members and Trustees were installed and are now settling into their elected roles. The email links through the web are operational for you to easily contact both elected and appointed leaders.

As this column goes to press, I am once again reminded of the admirable nature of our members. Many invitations were posted on The 99s Email Network by women with space for hurricane-displaced Ninety-Nines and their loved ones. I said it in Anchorage and I'll say it again — you are admirable, adventurous, amazing and truly awesome women.



I said it in  
Alaska and I'll  
say it again  
— "You are  
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truly awesome  
women."



*International Board members from left, back row, Pat Prentiss, Patricia Theberge, Lisa Cotham, Joan Kerwin; front, Virginia Harmer, Donna Moore, Susan Larson, Kristine Irvin-Herron and Francis Strubeck.*





*The Idaho Chapter holds a waxing party to prepare the Beech Sierra to be piloted in the Air Race Classic by Patty Mitchell, left, and Gene Nora Jessen. Gene Nora's daughter Briana LeClaire (also a 99) is behind the wing while granddaughter Esther LeClaire lends a hand at the nose.*

BY GENE NORA JESSEN  
Idaho Chapter

The 2008 Air Race Classic winner was a Cherokee 180 flown by Dene Chabot-Fence, an engineer turned naturopathic physician. Second place went to Judy Bolkema-Tokar in a Cessna 182S with co-pilot Ruby Sheldon, who some years back mapped the Arctic for the Coast & Geodetic in a Huey and is now in her 90s (with more energy than any of us). In third place was the late Margaret Ringenberg, a WWII Woman Airforce Service Pilot, in a Cessna 172. Eight of the top 10 racers had won the race previously or multiple times and many had flown the race upwards of 30 times.

There's always squawking about handicaps (each aircraft's top speed) and their accuracy, or not, and rumor has it that some airplanes are purchased for their "good" handicaps. Nevertheless, substantial credit to the perennial top 10 elite must be attributed to experience, for flying the race yearly has to be an accumulative education. This year the Embry Riddle girls broke into the top 10 fraternity.

Patty and I raced to a handicap (top speed for our Beech Sierra) of 123.39 knots with a final score of 18.768 over our handicap, which meant we averaged more than 18 knots of good tailwinds, putting us in the middle of the pack at 17th place out of 33 airplanes. We flew a good, accurate race with a couple of engine issues, high oil temps calling for stair step climbs and a couple of stops in the shop for minor maintenance, missing the best winds on the last two legs. (Good excuse, eh?) There is little navigating in this race any more since everyone has a good GPS. In fact, we saw one Cessna 182 with twin Garmin 1,000s installed! We carried a portable Garmin 496 painting the thunderstorms and giving us the terrain, course, calculations and upper winds. It's a great advantage to go directly to the good winds without having to look for them. The 496 is stupendous.

So why race when the odds on winning seem so slim? The experience can't be bought. You're flying among the elite and are bound to improve your own flying proficiency while absorbing

# The Race

*The Air Race Classic, the longest all-women's air race in the world, attracts many Ninety-Nines each year. The event, started in 1977, continues the long and adventurous history of women's cross-country air racing.*

some of the experts' hard-earned skills. Both Patty and I were rusty and after putting 38 hours on the Sierra couldn't help but be improved, while also dealing with all sorts of terrain and weather while flying over some 18 states coming and going. Secondly, the company couldn't be better, a group of fascinating and accomplished women who happen to fly airplanes. Where else would you run into a veterinary ophthalmologist who has worked on a giraffe with an eye problem or mingle with a molecular biologist or a Hollywood song writer?

And thirdly, flying once again across our fabulous country caused us to remark over and over, "We are so blessed to be doing this." We started in the Montana mountains, saw firsthand the extreme flooding of the Midwest, admired the pristine Kentucky horse country, loved the quaint valley town of Franklin, Pennsylvania, negotiated in minimal visibility the hills (with towers) of Saratoga, New York, then threaded our way along restricted airspace into Mansfield, Massachusetts, south of Boston. America the beautiful, indeed.



*2008 Air Race Classic winners Dene Chabot-Fence, right, and Gloria May, photographed with pioneer pilot mannequins.*



# PILOT CAREERS: Let's Hear It For...US!

BY DONNA MILLER  
International Careers Committee

It has been 35 years since the voice of Emily Warner was heard across the airwaves as the first female airline pilot. She said that once, after making a radio call, the air traffic controller told the pilot to "loosen his seatbelt." She braved the kidding, and today we represent five percent of the airline pilots in the United States and even less worldwide. Professional pilot or not, we are scrutinized every time we sign on to a frequency.

When you first learn to fly, it seems that the microphone is one of the most daunting instruments in the aircraft. As soon as you touch the push-to-talk button, your mind suddenly goes blank. You release the button, and you know exactly what you want to say. This baffled my mother. She couldn't understand how I could talk for hours on end on the telephone yet couldn't string three thoughts together on an aircraft radio. All I could say was, "It's different."

So I practiced. I mean really practiced. Here's an exercise. Put down the magazine, pick up your phone and leave yourself a message. Really! Call yourself and tell ATC who you are, where you are and what you are requesting. Now comes the moment of truth. Play the message back. How do you sound? Too soft? Too pitchy? (I said *pitchy*!) Watch a female anchor woman on national news. That's the voice you want. I've heard captains say, "Give the microphone back to your dad!" after hearing a soft, high pitched

female voice on the radio. I cringed and gave it my best "Leslie Stahl!" when I checked on to the next frequency.

At some point you get really comfortable on the radio. So comfortable, in fact, that it's easy to give up using proper phraseology. Don't. In fact, check out the pilot/controller glossary. There are military phrases from WWII that have made their way into civilian flying but not into the glossary. "Tally-Ho" and "No Joy" are a few that come to mind. When they make it into the glossary, feel free to use them! Until then, refrain.

Also, when ATC calls "traffic at 10 o'clock, 1,000 feet below," tell her or him "traffic in sight" or "negative contact." Refrain from telling the controller that you "have him on the fish finder," referring to TCAS. It makes them cringe. I've asked them. For an entertaining and ear-opening experience, take an air traffic controller to lunch. You'll learn about mistakes you've been making for years without even knowing it. (I have to admit, I'm speaking from experience.) Of course, they don't need to know that you *used* to say those things!

A few weeks ago while flying across the country, I spoke to four female controllers in a row, and there was another female pilot on the frequency. My captain commented that we were taking over the world. To myself I said, "One radio at a time!" Using my best radio voice, of course.

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## PRO 99s PROFILE: Toréa Rodriguez

BY BETSY DONOVAN, International Careers Committee

With inspiration from two pilot friends, First Officer Toréa Rodriguez began her aviation career in 2002 at the age of 31 in the San Francisco Bay Area. At the time, Toréa says, "I was gainfully but unhappily employed in a career that had no passion. I was able to use that employment to pay for my training/ratings through a local flying club under FAR Part 61 rules." Having built most of her hours through flight instructing and flying charter, Toréa very recently became an ATP with a type rating in the CE-500. She also holds commercial privileges in airplane single engine land and sea, as well as a CFI, CFII, MEI and AGI. Toréa is currently employed as a King Air 200/300/350 pilot for Sentient Flight Group.

A member of the Santa Clara Valley Ninety-Nines, she organized the Southwest Section meeting last year in San Francisco. Toréa was the recipient of an Amelia Earhart Scholarship, which



she used toward her CFII, and the Joan Steinberger Scholarship from the Santa Barbara Chapter for her commercial multi-engine rating. Her advice to others: "Approach each day with a positive attitude and you will make it through. Do not give up on your dream — your path may be different from anyone else's, but you will get there eventually."



*With maps at hand, Polly Vacher prepares to start her two-month adventure in her Piper Dakota.*



Gravin Selwood





# Wings Around Britain

*A two-month fly-out to all the airfields in Britain helps around the world pilot Polly Vacher bring awareness to Flying Scholarships for the Disabled.*

BY POLLY VACHER  
British Section

Finding a field in the middle of Essex where the nearest village is not even marked on the map and the route runs along the edge of the Stansted TMA is not for the faint hearted — especially without GPS. It was at this point in a hectic two-month schedule that my GPS chose to fail. I had negotiated my way from Panshanger around the Luton control zone by flying to VORs, hoping that my GPS would start working to guide me into High Easter, a grass strip resembling more of a field than any of the others I had visited. Being aware of the responsibility of keeping clear of Stansted's very busy airspace, I bit the bullet, swallowed my pride and asked Essex Radar for vectors to High Easter. The controller was more than obliging and steered me directly over the field.

This is just one story about Wings Around Britain, a flight to all 206 airfields in the Jeppesen VFR Manual plus some extra RAF ones not in the book. I had flown around the world twice in my single engine Piper Dakota, and yet I felt I didn't even know my own back yard. This thought instigated an adventure that was to turn out almost as challenging as my world flights.

The purpose was to again raise awareness of Flying Scholarships for the Disabled (FSD), a non-profit organization established in memory of Sir Douglas Bader. Its goal is to offer individuals with physical disabilities the challenge of learning to fly, helping them come to terms with their disabilities and enhancing their lives. In order to raise awareness, disabled people were invited to apply to fly one of the sectors with me. I had the privilege of piloting 97 people with a range of disabilities, including people with sight challenges, amputees and even three bomb victims.

"Surely, it will be a 'doddle' after your world flights" was a common comment. But it was the worst summer on record. Out of the 72 days of the challenge, I had only one day when the weather was good, and that was the day I finished! On that morning, I got up at 0345 hours to fly to four of the grass airfields where I had been unable to land because of floods.

There were just five volunteers backing up my around the world flights. For Wings Around Britain, I had 30 helpers. The UK was broken up into 10 areas, and the volunteers were divided into five teams. Each team was responsible for two areas. They contacted all the airfields in their area and asked if they would like to take part by organizing a reception, arranging for a disabled person to fly with me, liaising with local media and waiving landing fees. There was an amazing response, with all but two airfields waiving fees and many wanting to be involved in the other ways.

The Highlands and Islands of Scotland created some of the biggest flight problems. Inch, to the west of Aberdeen, was either waterlogged or low cloud and rain every time I tried to get there, and Skye had a music festival on the runway! Although I flew into Plockton close by, I was not able to land at Skye until later. There was no one at Plockton when I landed, so I climbed a gate and walked down a lane to find some friendly people who signed my three Jeppesen manuals. Each page of the Jeppesen VFR manual had to be signed to establish that I had actually been there. Three unique copies now exist, one for Jeppesen, one for me and one to auction for FSD.



*Polly prepares to leave Birmingham International Airport for WAB with her first disabled passenger Mark Salter (in wheelchair), a former Flying for Disabled (FSD) scholar. Seeing them off are FSD scholars Kath Allsop and Mandy Pantall.*

One of the highlights of the whole project was gaining permission to fly into Heathrow and Gatwick. Light single engine aircraft are not normally allowed into these airports, but it is a sign there is still flexibility that permission was granted from the Civil Aviation Authority (CAA), National Air Traffic Services (NATS) and British Airports Authority (BAA). It made me so proud to be British. Peter, my husband, Mandy Pantall, a partial paraplegic and former FSD scholar, and Philip White-man, a journalist from *Flyer* magazine, met me at RAF Brize Norton at 2130 hours. The slot times for Gatwick and Heathrow were for 2325 and 0005 respectively. We had to leave and return to Brize, as that was the closest 24-hour airport with lights and, as always, the RAF was so supportive. The VIP lounge at Brize reverberated with excitement and a little apprehension. The rain was starting, and thunder could be heard in the distance. It was one of the most exciting moments flying down the ILS into Heathrow in the middle of the night. We landed back at Brize just as the most terrific storm of the season arrived. It was impossible to take my aircraft out of Brize the following day with four inches of rain. There were floods everywhere.

The RAF really joined in the chal-

lenge, providing escorts from the Eurofighter/Typhoon, the Battle of Britain Memorial Flight and the Red Arrows. The Army escorted me twice with the Blue Eagles Helicopter Display Team. The Air Training Corps cadets played an active role and provided escorts at many of the airfields. They even had a band at Castle Kennedy in Scotland, where they valiantly stood playing in the wind and rain.

There were many occasions when I

was aware that I was “only human”! I had planned to land at Beccles, but I could not raise anyone on the phone. I decided to go there anyway and try to find someone to sign the books as I had at Plockton. On arriving overhead, I saw this rather grotty runway and circled round to have a good look. There didn’t seem to be anyone around, so I landed. A car very soon arrived, and an anxious man leapt out asking, “Are you alright?” I assured him I was, a little surprised at his concern. “This is a lorry park, not a runway” he explained. “Oops,” I thought.

At this point a woman arrived in another car, saying, “I saw you land here, and as a pilot myself, I knew that you had got the wrong place.” She explained that the runway was on the other side of the road and that she would park her car at the entrance to the lorry park so no one could drive in while I took off.

As I climbed up I could see a much smaller runway the other side of the road, so I tried to land there, but a huge farm machine was parked on the threshold. I went round whilst deciding what to do. In the end, I did a curved approach and skirted around the offending machine. But that wasn’t the end of it. Word spreads quickly, and there was a lot of ribbing when I arrived at Seething and Norwich. When I finally landed at Cromer, there were two uniformed policemen. “‘Ello, ’ello, ’ello,” one of them said, pulling himself to



*Unable to clearly see the runway at Insch due to weather, Polly aimed for “the man in the yellow slicker” as directed and safely landed parallel to the soggy runway.*





*Coping with the rain at Bodmin.*

his full height. “We hear you landed on a road without a licence,” he went on, with a twinkle in his eye. “I am writing you a summons form.”

“I hope you don’t lose your job through writing that,” I retorted. The policemen were both paragliders and had come to the airfield to meet me and have a bit of fun at my expense.

During the last week, exhaustion crept up on me, and I developed a bad cold. With the end in sight, though, I really had to keep going. I had just one free day left, so I rang Ken Wood at Insch. “Come on up,” was his surprising remark. “The runway is still waterlogged, but I have made a temporary runway parallel to the main runway. It’s narrow and a bit rough, but you should manage it.” The weather was good at last, and I had a great flight from Sturgate. Twenty minutes from Insch, the cloud came down just as the mountains became higher. I was talking to Aberdeen radar, and I climbed to the minimum safe altitude of 4,100 feet. On arriving overhead Insch, I spoke to Ken on the second radio. I was in thick cloud. “Can you hold overhead for half an hour, it may clear,” he said in his optimistic way. I had plenty of fuel so I said, “Affirm.”

After about 10 minutes, a hole ap-

peared. I dived through the hole and told Aberdeen that I was changing to Insch. I could see the runway below, but the temporary runway wasn’t at all clear. “Can you see the man in the yellow jacket?” Ken enquired over the radio. “Affirm,” I said again. “Head for the man in the yellow jacket — it’s me, and I’ll leap out of the way in time.”

Never before have I been told to aim for the man in the yellow jacket, and it was strange aiming straight for someone on final, but it worked. I was soon bumping along a narrow strip of rough grass in the pouring rain.

Ken and the members of his delightful club gave me a much welcomed hot drink. After a few minutes, a man arrived on his motorbike. “I was sick in bed, and I heard you coming in to land on my radio, so I just had to get up and come and meet you.”

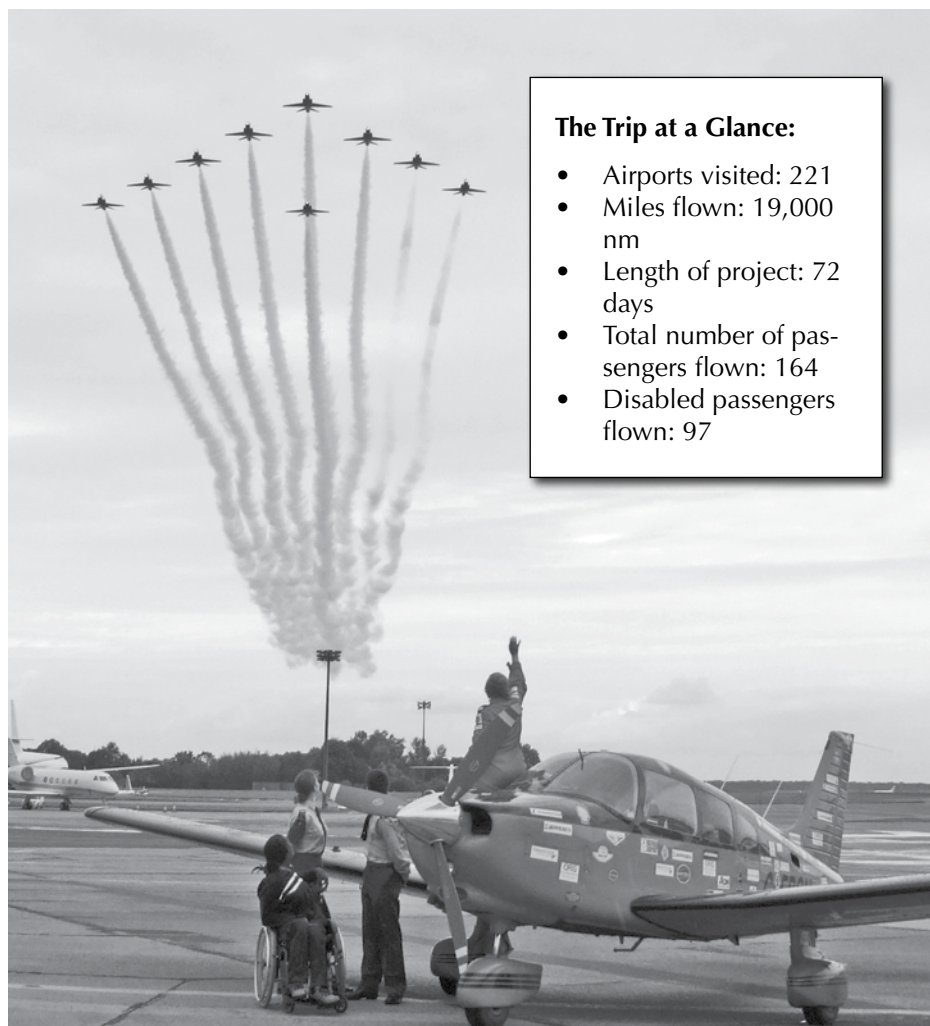
What warmth and friendliness!

Nothing could prepare me for the huge reception at Oxford Airport. As I flew in to Oxford with Martine Wright, a victim of the London 7/7 bombing, and two other disabled people, my heart missed several beats, and I was filled with emotion. We were escorted by the Battle of Britain Hurricane that my husband lovingly restored, flown by Keith Dennison, chief test pilot for BAE Systems.

The final word must be with John Miller, a tetraplegic who, when I flew him into RAF Lyneham, said, “Every day is an adventure.” I am still marvelling at how someone so disabled can have such a wonderful philosophy on life.

For more information, visit [worldwings.org](http://worldwings.org).

FSD has also now started up in the United States. See [ableflight.org](http://ableflight.org).



*The Royal Airforce Aerobatic Team, the Red Arrows, welcome Polly and her FSD partner at Stansted.*

#### **The Trip at a Glance:**

- Airports visited: 221
- Miles flown: 19,000 nm
- Length of project: 72 days
- Total number of passengers flown: 164
- Disabled passengers flown: 97

# Ballooning



*Balloons in flight over Embreeville, Pennsylvania.*



# A hot air balloon is the experience of an earlier time and place

BY NANCY ROHR  
Delaware Chapter

**A**lthough I am an airplane pilot, I am smitten with ballooning! I had the opportunity to go ballooning with a friend of mine recently. Captain Gregg has his own balloon, and he calls me occasionally when the weather is absolutely perfect. He wanted to know if I could join him the next morning at 0530 to participate in a balloon festival in Embreeville, Pennsylvania.

Ballooning is almost from another time and place: quiet, slow, peaceful, a wonderful reprieve from our busy lives. It's a participatory flying experience, not something that the pilot can do alone. Everyone who comes along for the ride will do everything as part of the flight crew and chase crew. We drag the balloon and basket out of the trailer, and everyone helps set up the balloon to prepare it for flight as well as take it down, pack it up and put it back into the trailer at the end of the day. Captain Gregg generally divides the group so that everyone gets to fly for 20 to 30 minutes, while the rest "chase" the balloon to a suitable landing spot. The route of flight is entirely dependent on the breeze of the day.

What I have discovered through ballooning is that the wind has its own microclimates within very close height distances, so it can be quite different at 400, 600, 1,000 and 1,500 feet. At dawn, all the balloon pilots and crews gather for a weather briefing which includes information about the area and the best directions to fly. The town of West Chester was directly east of our position, so if we caught a wind from the west, we couldn't go much more than 10 miles before we would have to land.

The weather briefer sent up a black test balloon (small helium-filled balloon) to see what the winds were doing. The test balloon went straight up for several hundred feet. The wind was dead calm at the ground, which is a good situation for takeoff. As it ascended it went east, and by the time it was barely a speck in the sky, it turned southeast.



*Nancy Rohr holds the balloon open during fan inflation.*



*Nancy collapses on the balloon after a long day at the festival.*

At the Embreeville Balloon Festival, we were the second balloon to lift off. During our flight we experimented with altitudes of 400 to 900 feet, which kept us heading pretty much in an easterly direction. Two of the balloons ascended to what appeared to be 1,500 feet, resulting in a southeasterly direction. They ended up

landing south of West Chester. We flew at 400 feet directly over the eastern branch of the Brandywine River for quite a while. It is quite fascinating how air currents flow just like the river. At 400 feet we were in a breeze, effectively a river in the sky that kept us over the watery river for quite a few miles as it twisted and turned. Sometimes

you couldn't see the river through the tree-tops, but you knew it was there by the slow snaking path that the balloon followed.

The scenery from the air was gorgeous. Low and slow, we flew over farms, lovely homes, horse fields, unkempt fields, the river and patches of dense woods. The balloon stays aloft due to the generation of hot air through a propane burner that is alarmingly loud and spoils the quiet. Animals tend to be quite frightened by the sound. Horses will run in their field to get away from the noise. Sometimes you don't know there is a herd of deer below you until they are startled and scatter. As we flew over a large, brushy field, a mother deer and her two fawns ran in opposite directions from the surprising sound and became separated from each other. We could clearly see the fawns jumping and running in circles in the adjacent field. They were bleating loudly – crying for their mother who was hiding stock still in the brush.

As we approached West Chester, we could see that it was becoming more and more populated with fewer places to land. We dropped down into a large suburban yard and hoped the homeowner would be agreeable to having us land. Although it was still very early morning, all the neighbors came running over with their children and cameras to see what was going on. The homeowner was not there, but the neighbors assured us they would not object to our selected landing spot.

It takes a large yard to lay out the balloon after the flight. We laid the basket on its side, pulled the balloon down, stretched it out, squeezed the gassy air out of it, rolled it up, packed it into a giant canvas bag and dragged it into the trailer. The trailer was backed up to the basket, so all we had to do was tip it to push it in. We left a bottle of champagne on the front porch for the homeowner as an expression of gratitude to go with the photos that the neighbors took.

The awe of the experience kept us quiet on the drive back to the launch site. What a wonderful morning. We celebrated with champagne, orange juice and fresh strawberries.

Flying doesn't get any better than that!

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# Welcome New Ninety-Nines Members!

## NEW MEMBERS

### **Alabama Chapter**

HOLCOMB, Caitlin M (FWP)  
BANKS, Ramona C.

### **Albuquerque Chapter**

RIGGINS, Jamie (FWP)

### **All-Ohio Chapter**

SMITH, LaDonna J. (FWP)

### **Aloha Chapter**

STEWART, Terry (FWP)  
REED, Allison

### **Ambassador Chapter**

HOUSTON, Sarina  
KVINLAUG, Brynn (FWP)

### **Brazos River Chapter**

BANCROFT, Susan H.

### **British Columbia Coast Chapter**

YONG-WILSON, Erissa

### **Carolinas Chapter**

BURGIN, Kendra

### **Central Oregon Chapter**

HACKLER, Tara

### **Chicago Area Chapter**

KERWIN, Andrea (FWP)

### **Colorado Chapter**

LARSEN, Jessie A. (Academic)  
ROTHERMEL, Margaret E. (FWP)  
BODIN, Catherine S. (FWP)

### **Connecticut Chapter**

VENTRONE, Beth (FWP)

### **Dallas Chapter**

HOYT, Allison R. (FWP)

### **Delaware Chapter**

SPIZZO, Nancy (FWP)

### **Eastern Pennsylvania Chapter**

ROSSON, Joni (FWP)  
HUNTER, Norma G.  
WALT, Ginger  
MAYHEW, Victoria Bentley (FWP)  
NORRIS, Devan Anding  
BAMFORD, Courtney (FWP)

### **First Canadian Chapter**

REID, Karen

### **Florida Spaceport Chapter**

GREEN, Gloria  
CHARMES, Julie-Anne

### **Florida Suncoast Chapter**

HAWK, Holly M.

### **Greater Seattle Chapter**

SCOTT, Kimberly

### **Hi-Desert Chapter**

MARISCAL, Gianna (FWP)

### **Idaho Chapter**

GALVIN, Heather (FWP)

### **Intercollegiate Internet Chapter**

MORRIS, Sarah (Academic)

### **Lake Tahoe Chapter**

SCHULTZ, Beatrice

### **Marin County Chapter**

FARO, Ruth K. (FWP)

### **Mat-Su Valley Chapter**

MICHAELSON, Cindy

### **Member at Large**

ONG, Pei See Patsy  
LANE, Barbara (FWP)

### **Minnesota Chapter**

HYDER, Tina Marie  
WORKMAN, Karen L.

### **Mt. Shasta Chapter**

MILLER, Jadda Marie (FWP)

### **New Orleans Chapter**

SEIDEMANN, Erin D.



*Laura Tweed, Rio Grande Norte Chapter.*

### **North Jersey Chapter**

NARWID, Tracey  
DOLP, Laura (FWP)  
LIPSON, Jacquelyn (FWP)

### **Northwoods Chapter**

SIEGWART, Melissa Beth  
WOLSKI, Teresa Lynn (FWP)

### **Orange County Chapter**

KINSBERGEN, Caroline Diane

### **Paradise Coast Chapter**

QUINN, Janet Susan (FWP)

### **Phoenix Chapter**

WADHWA, Meenakshi (FWP)  
ST. JAMES, Sara

### **Pikes Peak Chapter**

GIBBS, Elaine  
REPPARD, Mary Beth

### **Placer Gold Chapter**

DWELLE, Peggy L.

### **Reno Area Chapter**

DIAZ, Jade E. (Academic)

### **Reno High Sierra Chapter**

KOCH, Claire  
LUONGO, Stephanie (FWP)

### **Rio Grande Norte Chapter**

TWEED, Laura

### **Russian Section**

DOKTOROVA, Olga S. (FWP)

### **San Diego Chapter**

LAPP, DR., Janet

### **San Gabriel Valley Chapter**

RIoux, Michelle (FWP)  
LASATER, Shyan N. (FWP)

### **Santa Clara Valley Chapter**

SENA, Jacoba

### **Sedona Red Rockettes Chapter**

DUBROW, Lisa Bryant

### **Sugarloaf Chapter**

HOUSER, Christa

### **Tucson Chapter**

LEWIS, Rachel (FWP)

### **Utah Chapter**

KUBINA, Lenka (FWP)  
DALTON, Talia (FWP)

### **Women With Wings Chapter**

GORDON, Patricia H. (FWP)

## RETURNING MEMBERS

### **Alaska Chapter**

O'CONNOR, Megan L. (FWP)

### **Aloha Chapter**

RUSSELL, Lois Roberta Langley

### **Ambassador Chapter**

TITUS, Jill

### **Blue Ridge Chapter**

KENNEDY, Madeline B.  
PENNEY, Dorothy Montgomery  
IRVIN CONNORTON, Lori  
TAUNTON, Nona Kay

### **Brazos River Chapter**

MCCOMAS, Suzette

### **British Columbia Coast Chapter**

RANGER, Raeleen Christina Amour

### **Coyote Country Chapter**

CUNNINGHAM, Tamara Jean

### **Dallas Chapter**

STATON, Katherine Ann

### **Fort Worth Chapter**

FERGUSON, Barbara A.  
YONG, Christi Linn  
WILKERSON, Linda Susan

### **Fullerton Chapter**

SMITH, Peggy Jeanne

### **Greater Seattle Chapter**

DURHAM, Helen E.

### **Kitty Hawk Chapter**

WOLFE, Whitney Katherine

### **Lake Erie Chapter**

MITROVICH, Rona W.

### **Long Beach Chapter**

WANAMAKER, Beverly

### **Mat-Su Valley Chapter**

GEARRY, Shannon (Academic)

### **Montana Chapter**

MACPHERSON, Jeanne E.

### **Orange County Chapter**

CASEY, Suzanne Rhodes

### **Paradise Coast Chapter**

GOLLIN, Joanna Mary

### **San Fernando Valley Chapter**

HILLMAN, Faith

### **German Section**

MIELCK, Margot



## Conference 2008

BY DONNA MOORE  
International Vice-President

The 2008 Conference is now part of the growing history of The Ninety-Nines. The Alaska Chapters provided an opportunity for "Aviation Fun Under the Midnight Sun!" Ninety-Nines had the chance to renew old friendships as well as make new friends while sharing aviation stories and enjoying the splendid scenery of Alaska. Float planes, planes on skis — yes, Alaska is a pilot's paradise!

President Pat Prentiss reported that she has been successful in obtaining her goal of making The Ninety-Nines better known in the aviation community, stating that The Ninety-Nines is no longer aviation's best kept secret. Several Ninety-Nines even ventured to Russia in the winter of 2007. Highlights of the trip were shared with those in attendance. Chanda Budhabhatti invited us to India, March 12–29, 2009, for a tour sponsored by the India Section. For more information, contact Chanda at [chanda99tour@gmail.com](mailto:chanda99tour@gmail.com).

The membership voted to accept the proposed Bylaws and Standing Rules Amendments that were presented prior to the meeting. The changes will be posted in the Directory and on The Ninety-Nines website.

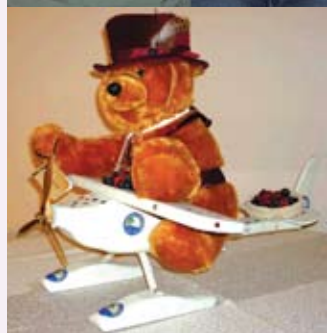
The Amelia Earhart Birthplace Museum Trustees reported that the museum was selected by the Hampton Inns "Save-A-Landmark" program for a grant that will enable the replacement of the roof as well as placing Lexan coverings over the two stained glass windows. The 99s Museum of Women Pilots has seen major changes in 2008 with the election of Carolyn Smith as Chairman to fill the large vacancy left behind with the passing of Margie Richison.

The Amelia Earhart Memorial Scholarship Fund reported that there were 20 scholarship and award winners in 2008. However, there was a drop in the number of applications being submitted. The Trustees reiterated, "If you need financial assistance to start, continue or complete flight training, technical training, education or aviation and aerospace research and development, professional or otherwise, then apply!"

The Endowment Fund Trustees stated that current monies in the fund are at 40 percent of the \$1,000,000 goal, with a current balance of \$401,578.

Patience is a virtue, and Chapters and Sections have now been rewarded with a Chapter Chairman's manual that is applicable across the organization. Diane Pirman, Santa Maria Valley Chapter, chaired the endeavor to standardize this manual. It has been approved by the International Board of Directors and will soon be posted on the website.

In closing, new president Susan Larson stated that her primary focus as President will be the development of additional tools for Sections and Chapters and to further increase publicity for The Ninety-Nines.





# Tales of Travel to the Alaska Conference

*Ninety-Nines from across the lower 48 chose an adventurous mode of travel to the Conference — flying their own airplanes. Several Ninety-Nines offer a brief account of their experience flying to almost the top of the world.*

## Diane Meyers, Orange County

Celia Vanderpool and I flew her Cessna 180 from Oceanside, California all the way to Anchorage in “mostly VFR” conditions. We got really lucky with the WX and with gas (several airports did not have fuel) and lodging and restaurants.

When the Canadian FSS briefer asked if we were “the 747 on floats,” I knew we were in for a great time! What a fantastic trip — 42 hours in her heavily-loaded tail-dragger. There was “almost” no room for shopping because we had so much survival gear in the airplane!

## Marie Fasano, Ventura County Chapter

Mac and I left Payson, Arizona in the 1970 Piper Twin Commanche early on a cloudy morning August 9. He subscribed to weather service on his Garmin 396 for the trip. There were thunderstorm clouds ahead of us, but since they were displayed, we had no trouble skirting around the cells.

In Canada, the tower opens and closes your flight plan — so no worries about forgetting. Gas in Canada averaged \$8.50 per gallon! We flew the “trench route.” I’m glad we have autopilot because this was my leg to fly and there were too many pictures worth taking of the many dirt strips, small communities and gorgeous Canadian Rockies.

As flight service had requested, we gave a pirep on 126.7 to report the weather

at Beaver Creek. We made several subsequent pireps. That’s how they get most of the current weather in this part of northwest Canada and Alaska. In Northway, Alaska (ORT), our U.S. Customs reporting stop, the Customs officer came out in her car and directed us to a building where we could use the facilities and get some lunch. Other pilots landed, and we found out they were all going to The Ninety-Nines Conference. The trip home was just as beautiful.

## Cheryle Sullivan, Colorado Chapter

When I heard about The Ninety-Nines International Conference in Anchorage, I began to prepare to fly there. I felt it was time to get back my confidence in flying. Where before my TBI (traumatic brain injury) I’d flown 50-plus hours a year, mostly solo, for the last three years I’d barely averaged 12 hours, mostly with a co-pilot. It was time to either get comfortable flying again or consider giving it up.

I was unable to find someone to fly the trip with me, but via The Ninety-Nines e-mail network found two other members, Mary Build (Maine) and Marci Drescher (Minnesota) to caravan with on the trip. We planned to meet in Cut Bank, Montana on July 30 and fly up together from there. Both Mary and Marci had rocky starts, with Mary having to fly 85 percent IFR from Maine and Marci needing to replace a mag in South Dakota.



*Paula Sandling and her husband Michael in their white Cessna 182 fly along with Celia Vanderpool and Diane Meyers in Celia’s Cessna 180.*

All three of us were finally together on the ground at Red Deer, AB on July 31. The trip to Anchorage was spectacular, challenging, scary and affirming.

Other than an extra day in Whitehorse due to marginal weather, and several days for me in Wyoming waiting for storms in Colorado to clear so I could make the final leg home, the trip back was without incident. Many pictures were taken, and in Cut Bank, sad good-byes said as the pilots of the three planes headed in different directions for home. The trip was fantastic, 57 hours on the plane since leaving on 7/28.

*Photos, opposite page, clockwise from upper left: Kristine Irvin-Herron cuddles with a sled dog puppy; Angie Slingluff, Conference Co-Chairman, with one of the Alaska Chapter’s teddy bears that were up for auction; Pat Prentiss receives a gift of appreciation for serving as International President from 2006-2008; Diane Meyers and Celia Vanderpool fly over the Matanuska Glacier; Conference Co-Chairman Mio Johnson with International President Susan Larson; Monterey Bay Chapter’s “Jam Bear” that received the highest bear-bid at auction; Janet Oxford models at the Conference fashion show; Olga Doktorova, Elizabeth Brock and Inna Frolova; Mikey, son of Louise Nutter, enjoys the left seat; Carol Andrews, Thelma Cull, Jody McCarrell and Penny Nagy; Alaska Chapter member Col. Jean White, retired USAF; Quilt-maker Melanie Hancock, Alaska Chapter, with Linda Leach, who won the quilt; a bear cub climbs for a better view of all the women pilots flying overhead.*

*A big thank you to Conference photographers Lilian Darling Holt, Bobbi Roe, Donna Crane-Bailey, Laura Smith and Susan Kelsey.*



# Awards 2008

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## AWARD OF ACHIEVEMENT

### PEARL CHAMBERLAIN

Pearl Bragg Laska Chamberlain is an inspiration and an exemplary role model who opened the skies for each of us to follow and flourish as women in aviation.

Pearl was born April 29, 1909 on a rural farm in the hills of West Virginia. One her way to the schoolhouse one day, while trudging through mud and snow, Pearl decided there had to be an easier way to get around. So she decided to save up her money and take flying lessons. On April 10, 1933, although she was wearing a skirt, Pearl completed her first solo.

In 1938, the U.S. government started the Civilian Pilots Training Program (CPTP). In 1939, Pearl was accepted into the program at Davis and Elkins College in West Virginia, where she graduated with a private pilot certificate. Pearl earned her commercial rating in 1942. As a member of CPTP, Pearl taught Navy cadets in a seaplane. Later, she worked at an Army school in Pennsylvania instructing in wheeled aircraft.

After service as a WASP, she went to Alaska where she flew for Rainbow Skyways and taught aviation. Apparently, Pearl became the first woman to fly the Alaska Highway when, in 1946, she flew her newly-purchased J-4 from Asheville, North Carolina to Nome, Alaska. Pearl retraced that trip several times and flew in five Powder Puff Derbies between 1955 and 1963. At age 87, Pearl checked out in an ultralight. At age 97, she failed her eye exam in one eye for her pilot certificate. In light of her lifetime in aviation, she is very deserving of the Award of Achievement.



## AWARD OF ACHIEVEMENT

### VERNA WEST

Verna West has photographed, cataloged and documented the Southwest Section history for the past 26 years. Her tremendous knowledge of women's aviation history in general has made her an invaluable asset for the 99s Museum of Women Pilots in Oklahoma City. Truly, the phrase "preserving the past ensures the future" aptly describes this outstanding 40-year member's contributions.



As Chairman of the International Archives (Resource Center) in 1994, Verna parked her motor home at The Ninety-Nines Headquarters to organize and prioritize the archive collection. Additional working visits ensued and, in 2001, Verna was elected a Museum Trustee. It would not be unusual to find Verna standing over a stack of original photographs, scrutinizing each one with her trusty magnifying glass. No guess work allowed!

Verna is a photographer as well and has traveled extensively to document aviation events. From 1981 to 1987, Verna served on the World Precision Flying Competition Council, traveling to Norway in 1983 and Florida in 1985, along with attending and photographing New York and Las Vegas International Conferences and the All Women's Transcontinental Air Race (AWTAR) and the Air Race Classic.

Verna's passion for understanding the importance and accuracy of historical and photographic recording enriches both the organization and women's aviation history.

## AWARD OF INSPIRATION

### VEE GORDON

Vee Gordon joined The Ninety-Nines in July 1964 as a member of the Colorado Chapter. After moving to Wichita in 1999, she joined the Kansas Chapter and became a life member in 2002. She holds a private pilot single engine certificate and a glider rating.

Now a retired vice president of Pioneer Bank of Arizona, Vee used her flying skills to visit many bank branches. She has been a strong supporter of The Ninety-Nines and the 99s Museum of Women Pilots and has made several sizeable contributions to both. She has served on the Building Maintenance Committee for the past two years, keeping up with all the needs of our Museum and Headquarters Building. In 1990, Vee and her husband Marvin established and funded the Marvin and Vee Gordon College Scholarship for Aeronautical and Space Engineering Science at Blackwell High School in Blackwell, Oklahoma. In 2001, she was awarded a life membership in the Wichita State University Fairmount Society and in 2006 was honored with the Fairmount Founders Award.

Truly, Vee, with such grace and a sense of humor, has been an inspiration not only to all of us but to the youth of yesterday and today.



## **AWARD OF MERIT NORTHWOODS AIRLIFELINE**

Northwoods AirLifeline is a non-profit organization of volunteer pilots from Michigan's Upper Peninsula and northeast Wisconsin who donate their time and aircraft to help patients and their families with urgent medical needs for services not found locally. Since their founding in 1989, over 2,000 missions have been flown to destinations in lower Michigan, Minnesota, Wisconsin, Illinois, Indiana, Ohio, South Dakota, Iowa, Nebraska, Missouri, Connecticut and Texas, all at no cost to the individual patient.

Northwoods Airlifeline was conceived by Bob Larson of Kingsford, Michigan in 1989. Bob and his wife Ruth still actively coordinate the group's efforts. The organization recruits volunteer pilots, operates a dispatching network to receive and fill requests for transportation and conducts community education and fund-raising programs for its services.

They have no salaried personnel or rental expenses. Airlifeline pilots absorb most of the expenses for each flight, amounts typically totaling several hundred dollars.

Northwoods Airlifeline (NWALL) truly deserves an award for their tireless efforts to help needy patients. Founder Bob Larson puts it very well: "Before we formed NWALL, I didn't realize how many people in the U.S. are suffering from cancer and other serious medical problems or who are anxiously waiting for an organ transplant. My phone rings at all hours, but the rewards are great."



## **GEORGE PALMER PUTNAM AWARD GLEN MORROW**



Glen Morrow has spent so much time and energy – and money – helping and promoting The Ninety-Nines and flying in general. He has been an invaluable partner to his wife Elaine as she has moved through Chapter and Section offices, and especially when she joined the International Board.

Glen has been instrumental at Minnesota Chapter airmarkings and has flown to airports all over Minnesota to deliver Ninety-Nines membership posters and brochures. Frequently, he has attended Ninety-Nines meetings, often picking up other 49½ whose wives were away working as commercial pilots, even though Elaine was out of town and unable to attend.

Glen has served as a volunteer timer for five of the Air Race Classics in Minnesota and Michigan. Each year at Sun 'n Fun, he rents golf carts and personally transports attending WASP (and just about anyone else) wherever they wish to go.

Glen is a retired Hennepin County Sheriff and spends a lot of his time at his "second" home, the Maple Lake Airport in Minnesota. He is a founding member of the Experimental Aircraft Association (EAA) Chapter 878 and served as the chapter's first president. Glen is dedicated to sharing his love of aviation with young pilots – and youth in general. He has been recognized by the National Intercollegiate Flying Association (NIFA) for 22 years of volunteering at the college competition's Regional level and has also judged the NIFA National SAFECON for 11 years and twice assisted Wally Funk as the Safety Judge at World Precision Flying Competitions.

## **PRESIDENTS AWARD LARRY STUBBLEFIELD AND LWPB ARCHITECTURE**

The President's Award this year recognizes Larry Stubblefield, architect and manager, and the associates of LWPB Architecture. Larry has been involved with architecture for 40 years. He earned and received his architectural license in 1979 and started his own business in 1984.

Larry became acquainted with The Ninety-Nines when he was president of his company and has since carried that association with him to LWPB Architecture when he joined the firm in 2006. What started out as a small attempt to "plug" a few leaks turned into a much greater role in helping The Ninety-Nines develop a vision for their future. Along with the input of LWPB, Larry has become an advisor on the day-to-day care and maintenance of our Headquarters Building. Through Larry's encouragement, The Ninety-Nines submitted a Letter of Inquiry to the Donald W. Reynolds Foundation to apply for a capital grant that will provide an opportunity to expand our 99s Museum of Women Pilots.

It is no secret that the affiliation between Larry Stubblefield, LWPB and The Ninety-Nines has become a special partnership. It is through this small token of recognition that we say thank you for all their support and caring. We look forward to a continued relationship as we improve our Headquarters Building and 99s Museum of Women Pilots.





# Aviation Fun Under the Midnight Sun



*Sitting: this year's AEMSFSF scholarship winners; standing, past scholarship recipients.*



*Cruising on the Zaandam, from left, back row, Dotti Campbell, Joyce Malkmes, Sue Mirabel, Linda Mae Draper, Pat Ohlsson; front row, Maureen Kenney, Kris Little, Betty Fisher and Elizabeth Hitchcock.*



*Paula Sandling, Jeanne Fenimore, Lilian Holt holding up the clouds.*



*Back row: Heather Hasper, Lynn Thomas Front Row: a representative from the Anchorage Visitor's Center, Brenda Staats, Jean White.*



*Past and present Governors enjoy a special luncheon.*



*The International Board gets down to business.*





*A fashion show with an Alaskan flair.*



*Past International Presidents, from left, front row: Vicki Lynn Sherman, Pat Prentiss, who just retired as current President, Lois Erickson. Back, Jody McCarrell, Gene Nora Jessen, Elaine Morrow.*



*Russian Section member Inna Frolova.*



*Sophia Thibodeaux and Fran Bera.*



*Gloria Tomich and International President Susan Larson.*



*Enjoying the Fly-In Bear Viewing Tour are Laureen Nelson-Boutet, Jerry Anne Jurenka, Carol Andrews Stephanie Roberts, Jerry Annes' grandson Nico, Corbi Bulluck, Kim Ernst, Ron Jurenka, Randy Roberts.*



*Laurie Probst and Cecile Hatfield at the Conference Reception hosted by the Alaska Airmen's Association.*



*Thank you to all the Alaska Ninety-Nines for a such a memorable Conference!*

*Background: Maureen Kenney, San Fernando Valley Chapter, takes a seaplane lesson on Lake Hood. Photo by Lilian Darling Holt*



## RATINGS & WINGS

### RATINGS

**Natalie Anaston** – Private Pilot  
Bay Cities Chapter

**Joan Bacci** – Private Pilot  
Santa Rosa Chapter

**Susan Beall** – Instrument  
Sugarloaf Chapter

**Judy Bowser** – Instrument  
Paradise Coast Chapter

**Tricia Crook** – Private Pilot Helicopter  
Greater Seattle Chapter

**Gwen Davis** – Private Pilot  
2007 New Pilot Scholarship  
Ambassador Chapter

**Sandra Fox** – Instrument  
Sugarloaf Chapter

**Ute Hoelscher** – Seaplane  
Aloha Chapter

**Judy McCarthy** – Seaplane  
Ventura County Chapter

**Wilma Melville** – Seaplane  
Ventura County Chapter

**Laureen Nelson-Boutet** – Instrument  
First Canadian Chapter

**Sandy Poe** – Instrument  
Sugarloaf Chapter

**Laurie Probst** – Commercial  
Wisconsin Chapter

**Lisa Stahl** – Seaplane and Tailwheel  
German Section

**Christy Stark** – Tailwheel  
Wisconsin Chapter

**Fran Strubeck** – Instrument  
Imperial So-Lo Chapter

**Lynn Sykes** – Commercial  
2007 AE Scholarship  
Northwoods Chapter

### FIRST SOLO

**Avril Roy-Smith**  
Ventura County Chapter

### PROFESSIONAL RATINGS

**Mary Allen** – EMB-170/190 type rating, US Airways  
Hampton Roads Chapter

**Annette Kennedy** – ATPL and Citation  
C-525 Type Rating  
German Section

**Beth Polcari** – ATP, Hawker 1000 Type  
Rating, Dallas Chapter

**Kathryn Salm** – Goodyear Blimp Captain upgrade, Tucson Chapter

**Morgen Reeb** – American Airlines 737  
Captain upgrade  
Old Dominion Chapter

**Toréa Rodriguez** – ATP and Citation  
CE-500 Type Rating  
Santa Clara Valley Chapter

### WINGS

**Marcia K. Gitelman** – Advanced Level  
Finger Lakes Chapter

## TOUCH & GO

### **COL. MARY FEIK HONORED WITH CIVIL AIR PATROL LIFETIME MEMBERSHIP**

The Civil Air Patrol honored one of its dedicated members, noted aviator and aerospace education advocate Col. Mary Feik of Annapolis, Maryland, with an honorary Civil Air Patrol life membership. A Mid-Atlantic Section member, Mary was recognized for more than 65 years of personal and professional dedication to aviation.



*Trish Beckman, left, congratulations Mary Feik on her honorary CAP life membership.*

### **Plane Russian Tours, LLC**

Have you ever wanted to see if there is any truth to the rumor that the Russians have copies of most of the American aircraft? Ever had the desire to walk through Red Square or see the other unique and beautiful sights of Moscow? How about attending the Moscow Air Show and sitting in the cockpit of a Sukhoi fighter jet?

If so, let us plan your 2009 vacation. Join us on either of our aviation tours, April 24 or August 18, 2009.

For more information please check our web site at [www.planerussiantours.com](http://www.planerussiantours.com) or contact 99 and ISA+21 member Linda Wright at [planerussiantours@sbc-global.net](mailto:planerussiantours@sbc-global.net) or call 832-687-4950.

tion and aerospace education as a teacher, mentor, innovator, pilot, engineer and outstanding leader to America's youth.

The life membership was presented to Mary, a member of Maryland Wing's Annapolis Composite Squadron, during the nonprofit organization's National Board and Annual Conference held in Kissimmee, Florida in August. One of the highest honors the organization can bestow, the life membership is conferred on members by

vote of the National Board, CAP's governing body, and is reserved only for members exhibiting the highest level of dedication through their outstanding contributions.

A bold, legendary aviator, Mary piloted a variety of craft, flying more than 6,000 hours in fighter, attack, bomber, cargo and training aircraft to determine flight, maintenance and safety training requirements. One of her primary assignments was to design and build the Captivair, affectionately known as Mary's Little Lamb, an experimental prototype training device for pilots using an operational P-51C Mustang on pylons as a standard design in training pilots in other high-performance fighter aircraft.

In honor of her tireless contributions, Mary has received numerous honors and recognitions, including a CAP cadet award named in her honor; the Richard C. Wellman Award; the 2006 Frank G. Brewer Trophy and the 2003 Katherine and Marjorie Stinson Award for Achievement, both from the National Aeronautic Association.

— Julie Debardelaben  
CAP Deputy Director, Public Affairs

## **SHELIA BAUER RECOGNIZED FOR ACHIEVEMENT IN AEROSPACE EDUCATION**

Shelia M. Bauer, Eastern New England Chapter member, was selected for the 2008 Crown Circle Award in recognition of her outstanding achievement in the field of aerospace education. The award will be presented at this year's National Conference on Aviation and Space Education (NCASE) on October 16-18, 2008 at the Crystal Gateway Marriott in Arlington, Virginia.

The Crown Circle Award was established in 1979, recognizing performance of outstanding leadership in aerospace education. Crown Circle recipients can be proud of having received one of the highest awards in aerospace education.

Shelia, a pilot and educator, recently retired from the Federal Aviation Administration as National Aviation and Space Education Programs Manager. She joined the agency in 1990 when she began working for the organization as New England Region's Aviation Education Program Manager.

In addition to her leadership responsibilities for FAA's Aviation and Space Education Programs, in 2003 Shelia spearheaded the agency's outreach efforts for the Centennial of Flight (COF) celebrations. The FAA's COF initiatives resulted in reaching one million students, educators and members of the general public through educational programs and events.

During her tenure at the FAA, she instituted a multitude of programs and has taken hundreds of young women under her wings, both literally and figuratively through the years.

Shelia has been awarded numerous awards for her efforts to promote aviation. She holds a private pilot certificate with instrument, single and multi-engine ratings and flies her Piper Warrior aircraft with her husband Jeff to aviation events around the New England region.

— Angie Slingsluff



*Gerald Harris, Ellen Nobles-Harris and Manny Weiss, Regional Administrator of the Eastern Region.*

## **ELLEN NOBLES-HARRIS RECEIVES FAA REGIONAL ADMINISTRATOR'S AWARD**

FAA Eastern Region presented the Regional Administrator's Award for Extraordinary Service 2007 to Ellen Nobles-Harris at a ceremony on June 11, 2008 in Jamaica, New York. Ellen was accompanied by her husband Gerald Harris.

Ellen, a FAAS Team representative and Delaware Chapter member, was presented with the award for her work supporting the new WINGS Pilot Proficiency Program. Ellen spent many hours writing documents showing how to use the new web-based program. These documents are located on the WINGS Help web page at [faasafety.gov/WINGS/pub/icon\\_legend\\_help.aspx](http://faasafety.gov/WINGS/pub/icon_legend_help.aspx).

Ellen also made many presentations about the new WINGS program at local safety seminars and shared her presentations with other FAAS Team representatives to use around the country.



*Eastern New England Chapter members show their support for Georgia Pappas as the new president of the Aero Club of New England. Left to right: Bev Collins, Christine Micke, Anne Umphrey, Georgia Pappas, Deirdre O'Connor, Martha Dunbar, Billie Downing, Katharine Barr and Trish Sauve.*

## **GEORGIA PAPPAS NEW ACONE PRESIDENT**

On June 6, Georgia Pappas became the third woman to head up the 106-year old Aero Club of New England. The announcement was made at the club's annual Cabot Award Luncheon at the Seaport Hotel on Boston's waterfront.

Georgia, a longtime Eastern New England Chapter member and immediate past Chapter Chairman, was cheered by a number of Chapter members who attended the luncheon. Trish Sauve, current Chapter Chair, presented her with a bouquet of flowers on behalf of the Chapter. Georgia has also just been elected Governor of the New England Section and will be a very busy lady indeed for the next two years.

— Trish Sauve



# 99 News Virtual Press Room

Your 99 News magazine is coordinated by the virtual 99 News team, whom you'll meet on these two pages. From all across the nation and even internationally, the magazine is produced in global home-based offices. You'll see evidence in our responses to your submissions that we work unusual hours in different time-zones. The team has many decades of writing and publishing experience, each member with her own area of expertise and passion. The team members also have lots of virtual fun along the way while navigating the complex process of getting the 99 News to the printer on time.

We strive to improve the magazine and welcome your comments. We also encourage submission of articles and photographs, along with ideas for features. So many members — from Future Women Pilots to the seasoned professional — all have such wonderful stories to tell, and we want to bring them to our readers.

We ask that you follow some guidelines when submitting material to help us publish it efficiently and accurately. Please see page three for some of the major pointers, and complete guidelines are published on The Ninety-Nines website under 99 News. But for now, sit back, relax and enjoy your magazine!

— Bobbi Roe, 99s News Publisher



**Donna Crane-Bailey, Publications Chairman**, has coordinated the Ninety-Nines volunteers who write for and proof the publication and has facilitated the information gathering process since 2003. She has been a writing evaluator for McGraw-Hill, edited a literary magazine and tutored writing at a local community college. She is a past Southwest Section Governor. Donna is a member of the Monterey Bay Chapter. Here she is shown with her granddaughter Abby at her hangar in California.



**Bobbi Roe, Editor-in-Chief and Publisher**, coordinates and manages the publishing process, submission of materials, general magazine layout and graphic design ideas. She contacts members to obtain additional material, graphics and photos and troubleshoots everything from low resolution photos to missing captions. In addition, Bobbi manages the contracts, printers, mailing house and works with the Publication Committee members to determine priorities for articles. Bobbi belongs to the Greater Seattle Chapter.



**Danielle Clarneaux, Editor and Graphics**, edits the copy, creates graphic design, and composes the final magazine to send to the printer. Danielle and Bobbi have worked in publishing together for over 15 years. Danielle, a former award-winning newspaper editor and reporter, lives in Bellevue, Washington. She is shown with her new hearing assistance dog Baewulf.



**Pam O'Brien, Proofreader**, is also your Ninety-Nines webmaster and a member of the Technology Committee. She and her husband also operate their own business. When you consider her workload and if you know she has twin boys, you know this is a huge contribution. Pam is a member of the Monterey Bay Chapter.



**Lu Hollander, Proofreader**, is a communications and PR professional. She was Ninety-Nines President (1992-1994) and also has been the 99 News Editor. She belongs to the Houston Chapter.



**Jacque Boyd, Ph.D., Writer and Book Reviewer**, is director of an award-winning charter high school and Vice Chairman of the Amelia Earhart Scholarship Fund. She is a member of the Rio Grande Norte Chapter.



**Marie Fasano, Proofreader**, is a registered nurse in a private holistic practice and writer for both aviation and nursing publications. She is a member of the Ventura County Chapter.



**Marion Nauman, Proofreader**, is a freelance editor of textbooks and retired teacher. She and her husband built their Van's RV-9A, and she was responsible for much of the detail work. If you check out their airplane, you will notice that every Phillips head screw on the canopy is precisely aligned – a dedication to detail that is much appreciated in a proofreader. She is a member of the Ventura County Chapter.



**Diane Pirman, Writer**, has been a member of the International Board of Directors and is a past Southwest Section Governor. Diane has recently spearheaded the revision of the Chapter Chairman's Manual so that it will apply across the organization. She is a member of the Santa Maria Valley Chapter.





Indiana Chapter members Dee Nusbaum, T.J. Shaum and Mary Kohn display information about the famed WWII B-17.

### INDIANA DUNES CHAPTER

The B-17 "Aluminum Overcast" is touring nationally through November 2, and The Flying Fortress will be hosted at 25 airports from Wisconsin to Texas by local EAA chapters.

Elkhart was the second stop, and members of the Indiana Dunes were recruited to lend a hand. Mary Kohn, T.J. Shaum, Marilyn Horvath, Christine Murdock and Dee Nusbaum worked selling B-17 merchandise in the EAA traveling trailer. The weather was perfect, and due to extensive publicity there were crowds of people, so The Ninety-Nines were busy every minute. Tours were very popular and the price reasonable. However, it was expensive to fly, about \$399 for a ride. We really enjoyed being part of this historic flight and unique experience.

This flying machine was built for very agile and thin airmen. After a ladder climb at the front entrance, you carefully

rise from your hands and knees and make another climb to the front cockpit. There is no GPS, no radar screen but plenty of other instruments. Next, an extremely narrow catwalk is surrounded by room for an 8,000-pound bomb load. Two waist-high .50 caliber machine guns are located roughly at the mid section of the fuselage. The top turret is so little that only very small men could fit in it. The original crew consisted of pilot, co-pilot, navigator, bombardier, flight engineer, top turret gunner, radio operator, two waist gunners and a ball turret gunner.

If the B-17 comes to your area, be sure to visit. It is a real thrill to see it on the ground and awesome watching the plane rise gracefully into the air after takeoff. This heavy bomber was responsible for helping turn the tide of battle many years ago. This experience was a trip back in time, and it was easy to visualize the men at their dangerous stations.

— Christine Murdock



The B-17 has been on a national tour to 25 airports.

### OKLAHOMA CHAPTER

#### *Wing of the Future Scholarship Winner*

At the awards banquet for the 30th Annual Okie Derby, Leona Aranda was introduced as the Wings of the Future Scholarship winner for 2008. She was awarded \$5,000 to cover instruction. Leona plans to obtain her instrument and commercial ratings with a goal to become a corporate pilot. By the time this is published, Leona will have her private pilot certificate, and her lifelong dream of flying will be a reality. The Oklahoma Chapter is very proud of our scholarship winner.

Leona is an Oklahoma native, born, raised and still living in Oklahoma. Throughout her life, she was always in awe of the sights and sounds of airplanes, wondering what it would be like to soar above the earth.

As a teenager, Leona was placed in foster care, which provided an opportunity for Leona to further her education and obtain a BA in Health Information Management. Even after moving into the career world, Leona still had the dream of flight.

She met Rick Sandoval, a pilot and flight instructor, who shared his knowledge and passion of flight with Leona and took her on a discovery flight. Rick was killed when a private jet in which he was co-pilot crashed on takeoff from Wiley Post Airport. Leona at the time was a FWP, and the Oklahoma Chapter gathered behind her to support her and her continuing desire to fly.

In addition to The Ninety-Nines, Leona credits as mentors in her pursuit of flight The Oklahoma Pilots Association and The Aircraft Owners and Pilots Association.

#### *Okie Derby Winners*

First place for this year's Okie Derby went to Theresa White and Mike Warren. Theresa also won Best Ninety-Nine and Best OPA competitor. She is a former Okie Derby Scholarship winner and competed in the 2008 Air Race Classic with Terry Carbonnell. As a side note, Terry flew in the 2007 and 2008 Okie Derbies and had so much fun she is going to chair an Okie Derby-style competition in Florida this fall.



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

### EAST CANADA SECTION

#### *Gold Cup Air Rally*

The 8th Annual Gold Cup Air Rally of the East Canada Section was held June 15-18.

Pilots Susan Begg, Maureen Egan and Sharron Lutman of Ottawa, Ontario were proud to bring home the coveted Gold Cup. In second place, with silver, were Suzanne Wiltshire (Brantford) and Suzanne Lafontaine (Montreal). Third, with the bronze, were Asti Livingston (Toronto) and Eva Adams (Kitchener).

On June 15, after a two-day Section Meeting in downtown Montreal, 17 women pilots in eight planes departed St. Hubert, PQ, southbound over Lake Champlain via Burlington, Vermont to Glens Falls, New York. After a short stay in the scenic Lake George region, the women headed northeast bound for Quebec City to join in the historic city's 400th anniversary celebrations. For a second time, Bar Harbor, Maine, the original destination, remained elusive for the VFR rally because of low ceilings over the mountains.

Due to a quasi-stationary low enroute, flying the legs was quite a challenge, but the women were able to find windows of



*2008 Gold Cup Air Rally winners Eva Adams, Asti Livingston, Maureen Egan, Susan Begg, Sharron Lutman, Suzanne Wiltshire and Suzanne Lafontaine.*

opportunity to travel before low ceilings settled in and thunderstorms pelted the track.

In spite of fierce competition for the Gold Cup, two teams graciously carried extra passengers when one plane had to remain in Burlington, Vermont for repair. Thanks to Asti Livingston in her Cessna 310 and Jocelyn Lecluse in her Cirrus for helping all crew to remain part of the group.

In previous years, the adventurous women pilots have flown to Fredericton, NB, 2000; Calgary AB, 2001; Prince Edward Island, 2003; Meadow Lake, SK, 2004; Sault Ste Marie, ON, 2005; Grand Manan, NB, 2006; Boulder, CO, 2007; and Quebec City, QB, 2008.

Great teamwork ladies! All are looking forward to next year's event which will be organized by the 2008 winners.

— Janet Chesterfield and Patricia Crocker



*Bay Cities Chapter members celebrated Jean Tinsley's 50th Anniversary as a Ninety-Nine.*

### BAY CITIES CHAPTER

In July, the Bay Cities Chapter celebrated Jean Tinsley's 50<sup>th</sup> Anniversary as a Ninety-Nine with a tennis and pool party at Jean's home in Atherton, California. The Chapter gifted Jean with a newly created Ninety-Nines pendant (available from B&E Associates) that features the interlocking nines and "50 Years" inscribed on it.

Jean earned her private pilot certificate in 1957 and is rated for helicopters and balloons. Over the years, she has owned three airplanes. Jean is also Whirly Girl #118 and has been involved with the World Helicopter Championships, both as a competitor and a judge.

In 1976, Jean was the first female in the world rated in a constant speed gyroplane; in 1990, she was the first female in the world to fly the tilt rotor (XV-15); and in 2006 became the first American woman elected to The Livery by the Guild of Air Pilots and Air Navigators (GAPAN).

— Laura Smith

### *Elaine Vollick Celebration*

Several East Canada Section Ninety-Nines gathered around the granite marker that acknowledges the contribution to Canadian aviation history by a spunky 19-year-old, Eileen Vollick. On what would have been her 100th birthday, Eileen, Canada's first licensed female pilot, was feted by over 200 celebrants, including descendants, pilots and interested community members. Nearly 60 Vollick relatives from four generations traveled from New York, Virginia, Arizona, Ohio and Ontario to Wiarton, Ontario, Eileen's birthplace, to celebrate her accomplishments.

Several Canadian Ninety-Nines flew in for the celebration. Others tried but were grounded by weather. Our compliments to the Wiarton-Keppel Airport board for naming the terminal building the Eileen Vollick Terminal. In addition to the August 2 celebration, the East Canada Section created an Eileen Vollick stamp and First Day Cover released in Wiarton on August 2 and already sold out.

— Marilyn Dickson



From left, front row: Fran Dickey, Bobbie Campbell, Nancy Ginesi-Hill, Sharon Raney, Lucy Lehr, Lois Erickson. Back row: Janet Cote, Joan Bacci (Santa Rosa Chapter \$500 scholarship winner), Penny Nagy, Peggy Thompson (Santa Rosa Chapter), Susan Forster, Gigi DeBerry, Laura Smith (Bay Cities Chapter), Peggy Nickerson, Dorothy Flynn, Kathy Walton, (Reno Chapter, Past SWS Governor), Thelma Cull (Sutter Buttes Chapter, Past SWS Governor), Alina Khoma, (\$1,000 scholarship winner).

### SACRAMENTO VALLEY CHAPTER

In June, the Sacramento Valley Chapter held their 60th Anniversary Celebration at Aviators Restaurant, Executive Airport Sacramento, California. The event was catered by the restaurant, and music from the 1930s and '40s era was provided.

Over 40 people attended, including 16 Ninety-Nines and two FWP scholarship winners. Our host and Chapter Chairman Sharon Raney kicked off the event followed by former Sacramento members Thelma Cull (Sutter Buttes Chapter) and Lois Erickson (Mt. Shasta Chapter), who had some great stories from the past.

Scholarship winners Alina Khoma and Joan Bacci were presented \$1,000 and \$500 scholarships by Scholarship Chairman Penny Nagy. Chapter Treasurer Janet Cote was awarded the Service Award for her many long hours dedicated to the Chapter. Many scrapbooks from the past were on display including old photographs and newspaper articles.

The Sacramento Valley Chapter was chartered in 1947 with seven members. Bay Cities was the sponsoring Chapter. Charter members at that time included Dorothy Barden, Coral Bloom, Wanda Wagner Daniel, Dorothy Vernon Grieve, Leah Johnson, Reta L. Sutherland and Eleanor T. Verkuy1. Throughout the years, the Chapter has been very active in the Southwest Section, with three members going on to become International President: Geraldine Mickelsen – 1953, Barbara Sestito – 1986, and Lois Erickson – 1996.

From 1947 until the last race in 1976, our Chapter hosted the start of the Powder Puff Derby. We have airmarked many airports, hosted Southwest Section Meetings in 1969, 1983 and 1993. We have also sponsored many Flying Companion Seminars, offered scholarship opportunities to women in and around the surrounding area and have helped develop the Shirley's Angels Emergency Protocol Program.

— Nancy Ginesi-Hill

### SANTA CLARA VALLEY CHAPTER

June and July have not been very good months to fly in this area because of the smoke from all the forest fires. We cancelled our Mystery Flight on June 28 because the visibility was so bad, and although our July fly-in to Auburn was cancelled because of smoke, Penny Blake and Betty Bucci and spouses still met up with Lynn and Tom Meadows from Reno-High Sierra, who also came despite that Chapter's cancelling their fly-in.

We celebrated our 54th anniversary with a potluck dinner held at the Santa Clara Elks' lovely outdoor picnic area, with record-breaking temperatures of 110 degrees. Several prospective new pilots attended: Amy Lyndon's twin daughters Kate and Ivy; Jennifer Soboleski's son Justin; and Betsy Nilson's granddaughter, Emma Hager.

— Judy Stark



From left, Emma Hager; Amy, Kate and Ivy Lyndon; and Jennifer and Justin Soboleski enjoy Santa Clara Valley's 54th anniversary potluck.



## GRASS ROOTS



Three Girl Scouts giggle over aviation headgear.

### NEW YORK - NEW JERSEY SECTION

In May, I gave a Girl Scout group a tour at Randall Airport in Middleton, New York.

— Margaret June Simpson

### LAKE ERIE CHAPTER

The Lake Erie Chapter is proud to sponsor Ruth Ensley Becherucci into the Forest of Friendship. Ruth learned to fly at the age of 49. In 1978, she purchased a Cessna 172 that she still flies. Ruth has served in several Chapter offices, hosted many Chapter functions and co-hosted the combined North Central/Mid-Atlantic Section meeting in 2003 in Canton, Ohio.

Ruth went to Russia and Brazil with The Ninety-Nines on an aviation education exchange program, was interviewed by a reporter from the Associated Press at Kennedy Airport and received a story in the local Canton newspaper. At the Akron-Canton Airport Aviation Park there is an inscribed brick with her name, plane identification and Lake Erie Chapter on it.

Her greatest personal satisfaction came when she soloed and then received her private pilot certificate.

— Evelyn Moore

### Candidates Sought for 2009 Mid-Term Election

The International Nominating Committee is looking for candidates for the 2009 midterm election. Interested persons are sought for two Director positions. Forms and information are available on The Ninety-Nines website in the Members Only section or by contacting any of the committee members listed. The deadline for filing the Intent to Seek Election form is October 31, 2008. Trish Hanna, Chairman, [rnthanna@msn.com](mailto:rnthanna@msn.com); Rita Adams, [rvadams99@aol.com](mailto:rvadams99@aol.com); Sonia Bortolin, [bortolin@bellsouth.net](mailto:bortolin@bellsouth.net); Barbara Harris-Para, [bhpara@embarqmail.com](mailto:bhpara@embarqmail.com); Martha Phillips, [martha99s@yahoo.com](mailto:martha99s@yahoo.com).

## NEW HORIZONS

### NANCY BRANDON

#### Michigan Chapter

Nancy Brandon died on Saturday, July 19 at the age of 82. She worked for the New York Central Railroad for 15 years and Waldo Travel for 25 years. This allowed her to travel all over the world. She learned to fly in 1952 and earned her private pilot certificate. Then she went on to earn her commercial and multi-engine ratings. In the 1960s and '70s she flew in several small races. Nancy also enjoyed horseback riding and loved to play her guitar and sing cowboy ballads and railroad songs.

Nancy is survived by her daughter Julie (Rick) Vriesenga of Alto; two brothers, Jack (Marciel) Warren of Eaton Rapids and Bruce Warren of Mason; brother-in-law Bruce Hidy and numerous nieces and nephews.

She had been a resident at Ingham Regional Medical Care Facility for the past few years due to Alzheimer's disease.

— Rebecca Duggan (*Lansing State Journal*)

### HELEN DAVISON

#### Greater Pittsburgh Chapter

Helen Davison took her last flight on August 9 and is no doubt arranging a proficiency flight with the angels.

Helen was a Life Member of The Ninety-Nines and a home economics and English teacher at a Pittsburgh, Pennsylvania area school for over 20 years. After retirement, she volunteered at her church, local library and the Light-house Foundation. She was also a member of AOPA and the League of Women Voters.



Helen Davison.

Helen was an accomplished pilot involved in several cross-country races, winning the 1978 Classic along with her partner Sophia Payton in a flight from Las Vegas to Destin, Florida. She was a past Mid-Atlantic Section Governor of The Ninety-Nines and was instrumental in the organization of the Greater Pittsburgh Chapter, serving as their Chairman.

She and her husband Ellison loved to travel, having flown their airplane to all lower 48 states, Alaska, the Dominican Republic, Grand Cayman Islands and Bahamas.

She will be missed by many who knew, loved and admired her.

— Shirley A. Betchce

## NEW HORIZONS

### LT. COL. MARJORIE M. GRAY Woman Airforce Service Pilot Long Island Chapter



Marjorie Gray.

Marjorie Gray has passed on to New Horizons after many years spent in aviation.

In Marjorie's own words, from the book *Out of the Blue and Into History* by WASP Betty Turner, "I flew on my first flight July 4, 1937 and one year later soloed at Nelson Airport in New Jersey.

"After graduation from the first class of WASP at Ellington Field in April 1943, I was stationed at Newcastle Air Force Base, Wilmington, Delaware

under the command of Betty Huyler Gillies. I flew the B-24, B-25, B-26, DC-3 and 15 other types of military aircraft."

She operated an FBO at the Teterboro Airport in New Jersey for five years till 1951. She then worked at Curtiss Aviation and for Flying Magazine as associate editor. Marjorie retired in 1982 from Grumman Aviation as a technical writer. She retired as a Lt. Colonel from the Air Force Reserves in 1972.

She was awarded the Lady Hay Drummond Hay Award in 1956 for outstanding achievement in aviation and inducted into the Aviation Hall of Fame in Teterboro, New Jersey in 1992.

Marjorie joined The Ninety-Nines in 1942 and served as the NY-NJ Governor in 1946. When she moved to Long Island in 1965, she helped form the Long Island Chapter, which was chartered on October 10, 1965.

The proudest moment in her life was receiving her silver WASP Wings from Jackie Cochran at Ellington Field, Texas, April 1943.

— Madeline Steiner

### MARGARET RINGENBERG Woman Airforce Service Pilot Indiana Chapter

Margaret Ringenberg, who flew for more than six decades and logged more than 40,000 hours of flying, has passed away. Ringenberg, 87, died in her sleep July 28 in Oshkosh, Wisconsin, where she was attending an Experimental Aircraft Association event. The Leo, Indiana resident was featured on national news programs, and Tom Brokaw devoted a chapter of his book, *The Greatest Generation*, to Ringenberg. In the book she's quoted as saying, "I started out flying because I wanted to be a stewardess — you call them flight attendants nowadays — and I thought, 'What if the pilot gets sick or needs help?' I don't know the first thing about airplanes, and that's where I found my challenge. I never intended to solo or be a pilot. I found it was wonderful."

Ringenberg became involved with flying at an early age and continued until her death. She joined the Women Airforce Service Pilots (WASP) program during World War II. At the end of the war, Ringenberg became a flight instructor. She started racing in 1957, and in 1994, at the age of 72, Margaret completed the "Round the World" air race.

She and her husband Morris were married for over 54 years. "In 2003 I lost my greatest fan," stated Margaret regarding the passing of her husband.

Ringenberg's granddaughter, Jaala Wright, says, "She always used to say that she was just the girl next door, and when opportunity knocked, she opened the door, and I think that's absolutely true, up until the last minute."

"It's the perfect way for her to go. She controlled so many things right down to the fact that she was at an airshow,"

said her daughter Marsha Wright. "She was a very spunky, determined lady, and because of that she accomplished many things. She didn't quit."

"She just loved to fly. That was her passion, that was her gift, and she was very talented at it," says Jaala.

Jon Wright says he has fond memories of his own childhood with his grandmother. "I missed most of kindergarten because I was traveling with my grandma."

Tory Richardson, Executive Director of Airports for the Fort Wayne-Allen County Airport Authority, issued the following statement: "Margaret was an amazing individual, both in and out of the aircraft. She opened many doors for women in aviation and played a vital role in the community as an aviator, educator and pioneer. She accomplished more in her lifetime than most of us ever dream of completing. Her loss will be felt by many, but her legacy will live on for generations of pilots to come. Our thoughts and prayers go out to her family in their difficult time."

— Lewie Wiese (Wane TV)



Margaret Ringenberg.



## NEW HORIZONS

### **PATRICIA L. ROWE** **Santa Maria Valley** **Chapter**

Patricia L. Rowe, 79, passed away on July 25, 2008. She was born Patricia Lucille Curtis on January 10, 1929 in Carpinteria, California. She graduated from Carpinteria High School as a multi-sport athlete in 1946, earned a BA in Home Economics from the University of California Santa Barbara (UCSB) and taught home economics, math and physical education at La Cumbre Junior High from 1956-1964.

In 1958, Pat married UCSB teacher/coach Dr. Terry Dearborn. When Terry passed away in 1964, Pat quit teaching to run their 20-acre lemon ranch in Goleta. In 1968 she married Henry Rowe, M.D. He was a licensed pilot, so she learned to fly and purchased her own plane, a Piper Comanche 260 (55 Papa), and she learned to do her own engine maintenance and repairs.

They flew together for many years, and for the rest of her life she was very active in The Ninety-Nines and the Interna-



*Patricia L. Rowe.*

tional Comanche Society.

As a member of The Ninety-Nines, she flew in numerous Powder Puff Derbies and other air races, chaired committees, organized fly-ins, edited newsletters and earned both the Amelia Earhart Service Award and Pilot of the Year Award. She was equally involved in the Comanche Society, and in 1987-88 she was both the Southwest Tribe Chief and the first woman to serve as international president. Later she received national recognition for her contributions to aviation with induction into the Forest of Friendship.

Pat, formerly a member of both the Santa Barbara and Santa Clara Valley Chapters of The Ninety-Nines, was the senior member of the Santa Maria Valley Chapter since its charter in 1988. She was mentor and “mother” to many of us, young and not-so-young, as we learned the nuances of flying, air racing and, of course, hangar flying! Her encouragement and spirit were a bright light to all of us. She was energetic, full of life, thoughtful, kind and generous, and she will be greatly missed.

Pat’s life was celebrated on September 20 at the Santa Maria Museum of Flight, with a reception following. In lieu of flowers, the family requests that a donation in Pat’s memory be made to the Santa Maria Museum of Flight or to the American Heart Association.

— Amy Kuntz, stepdaughter, and Sunni Gibbons

### **JOANN B. PERKO** **Charter Member** **New York Capital District Chapter**

“It’s a great day...let’s go flying!” That was the invitation from my dear friend JoAnn Perko, and it was off to the airport for a day of adventure. JoAnn loved to fly and owned, with her husband Carl, various aircraft including a Super Cub, a Champ, a Piper Cherokee and a Cessna 172. JoAnn was 84 when she died June 16, 2008 in St. Augustine, Florida of complications of Alzheimer’s, but before she became ill, she led a very active life.

I met JoAnn when, as a new pilot, I joined The Ninety-Nines, and she took me to all the meetings of the Hudson Valley Chapter. She was instrumental in the formation of our own Chapter, and we both became Charter members of New York Capital District. She served in many offices, including Chairman, and participated in all our activities.

We flew together in a couple of Empire State 300 races. Poker runs were unique because she usually carried her tiny dog in his special basket. We attended several International Conferences, favorites among them were Boston and Vail, Colorado, but the one I’ll never forget is the 50th Anniversary International that our Chapter hosted in 1979, when we taxied a dozen aircraft on the roads from Albany Airport to the hotel parking lot for a

static display all week. We created quite a sensation at 5 a.m.! Newspapers around the world published pictures of that parade. Now, on your final flight, JoAnn, may you have fair winds and clear skies. Thanks for being my friend!

— Peg Weiss

### **CYNTHIA KEMPER** **Carolinas Chapter**

Cynthia Gardner Kemper, age 89, of Trumbull, Connecticut and formerly of Westport, passed away June 11, 2008 at St. Joseph’s Manor. Cynthia was born in Bedford Hills, New York and was a longtime Westport/Weston resident. She graduated from Principia College in Elmhurst, Illinois and was a teacher’s aide at Coley Town School in Westport and worked for the FAA during the war.

Cynthia was a member of the Westport Branch of Christian Science Church and The Ninety-Nines. Survivors include her beloved husband, Charles H. Kemper of Trumbull; one son, Stephen Kemper and his wife Jacqueline of Trumbull; one brother, Cornell Gardner of Delaware; three grandchildren, Elena Kemper, Brianna Kemper and Julia Kemper. Funeral services were private.

— Barbara Harris-Para

A scenic landscape photograph featuring a large, green mountain range with patches of snow on its upper slopes. The mountains are reflected in a calm, still lake that occupies the middle ground. In the foreground, there are green plants with tall, purple flower spikes. The sky is blue with scattered white clouds. The overall scene is peaceful and majestic.

**Thank You Alaska Chapter**

**For a Beautiful  
International Conference 2008**