

99 News

The Official Magazine of the International Organization of Women Pilots

November/December 2008





99 News

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

The 99 News

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

Email:

news@ninety-nines.org

Online Form:

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

Women Airforce Service Pilots A.J. Starr and Alma Fornal are surrounded by United States Air Force Reserve personnel at Avenger Field, Sweetwater, Texas. The fly-in to Avenger was part of the WASP's last "official" reunion, bringing together over 100 women who trained at Sweetwater during World War II to fly American military aircraft. Many Ninety-Nines helped fly the WASP from their reunion headquarters in Dallas to Avenger Field.

Photo by Lilian Darling Holt

PERPETUAL CALENDAR

2008

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.

2009

JANUARY

- 15 Deadline for submission of nominations for the Award of Achievement, Award of Merit, and the George Palmer Putnam Award.** Contact Corbi Bulluck at mcbulluck@aol.com.
- 31 Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application,** 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.

MARCH

- 14-29 Incredible India Tour** for Ninety-Nines, sponsored by India Section. For information go to 99sindiatur.com. Contact Chanda/ Sue at 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.

APRIL

- 1 Due Date for 99 News submissions** for May/June 2009 issue.
- 21-26 Sun 'n Fun,** Lakeland, Florida.

MAY

- 1-3 Southwest Section Spring Meeting,** Glendale, Arizona. Hosted by the Phoenix Chapter. Visit phx99s.org.
- 15-17 South Central Section Spring Meeting,** Pecan Plantation, Granbury, Texas. Hosted by the Brazos River Chapter. Contact: Lana Kraeszig.

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

Write On!

BY JOAN KERWIN
Legislation Chairman

As of this writing, the U.S. Congress is funding the FAA month by month.

This is both good news and bad news. The good news is they have not, as yet, had a chance to institute the dreaded user fees. And this being an election year, it is unlikely that they will touch the reauthorization bill until after the elections in November.

Therein lies the bad news. We won't know the views of the new administration or Congress

or their attitudes toward General Aviation and what Tom Poberezny, EAA President, calls "the abscessed tooth" referring to those user fees.

As members of the General Aviation community, it is up to us as individuals to be aware of the status of the reauthorization bill and how it will affect us. Contact your Senators and Congress members and ask them what their views are and tell them your views on any legislation affecting General Aviation.

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The Official Magazine of The International Organization of Women Pilots

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THE NINETY-NINES MISSION STATEMENT

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

EDITORIAL AND PHOTO GUIDELINES

ARTICLES

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

PHOTOS

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

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Woman Airforce Service Pilot Florence 'Shutsy' Reynolds.

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Major Samantha Weeks, bottom jet, flies in formation with the Thunderbirds.



Sarah Lochner soloed in her grandfather's Mor2 — and also his Aeronca Champ and Cessna 172.

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Rio Grande Norte Chapter members Elizabeth Hunke, 99s President Susan Larson, Jo Rita Jordan and Lori Heimdahl participated in the WASP fly-in to Avenger Field. They are shown in a mock Link Trainer.





Susan raises her microphone in a toast to the Women Airforce Service Pilots.

President's Message

BY SUSAN LARSON, International President

The joys of being your President are many. In September I was able to attend Operation Fifinella, a tribute flight for the Women Airforce Service Pilots during their final "official" reunion. Approximately 40 WASP and their immediate families were flown from Addison to Sweetwater, Texas to take part in a commemorative event in their honor. For me, the great honor of offering a toast to these women on behalf of The Ninety-Nines made me all the more proud of the accomplishments and impressive history of women in the vast scope of aviation.

The event was organized by the Wings of Dreams Aviation Museum with the dedicated help of Brazos River Ninety-Nine Lana Kraeszig, who recruited nearly 40 pilots and aircraft to perform the volunteer duties of transporting these women from Addison to Sweetwater and back. Many military officers, predominantly women, from nearby Dyess Air Force Base participated in the event, and seeing them more fully opened my eyes to the long-term accomplishment of the WASP.

Another joy of this position is getting to know our members both within and outside the United States. South Central Governor Jan McKenzie and I visited potential members in the sprawling environs of Mexico City. Jacque Pulido, an Airbus 320 pilot, organized both a meeting and a dinner for us to promote The Ninety-Nines and, best of all, to have the opportunity to get to know each other in a relaxed environment. The hospitality of these women, all commercial pilots working in aviation careers, reaffirmed our connection with female pilots worldwide. The bond has been sealed, and we welcome the reborn Mexico Section with its new and reinstated members. Jacque will be serving as the Section's Governor. *Bienvenidos* to all.

If tailwinds make for a joyful flight, then tailwinds in both directions are an exceedingly good omen. My Cessna 182, Mikey, and I enjoyed 30 knots on the tail to Oklahoma City for the Fall 2008 Board meeting and 15 knots once again on the return to Santa Fe. Thanks to the Building Maintenance Committee composed of Pat Prentiss, Jody McCarrell and Ellen Nobles-Harris, our headquarters building continues to be upgraded, most recently with two new air conditioning units and related duct work. The next upgrade will bring the exterior structures up to full exterior specifications, which was not done originally due to the expectation that an atrium would be added. However, the atrium was not built, and the stairs, balcony and concrete floor between the buildings have not withstood Oklahoma weather well. With the help of members, Chapters and Sections, we have raised nearly \$200,000 towards upgrades that began in 2003 with the mold mitigation. It could not have been accomplished without your welcome and appreciated contributions. The icing on this cake is that our line of credit is currently untouched as a result of your generosity.

At the Fall Section meetings, members from six Sections participated in brainstorming sessions responding to the question, "In addition to the current tools and practices, what can/should/might International provide to Chapters in order for them to be more successful." The response categories were Public Relations, Technology, Communication and Membership Retention. Council of Governors Spokesperson Corbi Bullock and her fellow Governors took on the task of ranking the responses and reporting to the Board of Directors. The Board of Directors has assigned responsibilities to the appropriate Committees to pursue, and a status report will be available to the Governors before the Spring Section meetings.

Experiencing these events reaffirms the camaraderie and mutual support that underpins our Mission Statement and is *the* driving force behind all that we do as an organization. I hope that each of you refers to the statement often.

- *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*

We are The Ninety-Nines.



Celebrating the reinstated Mexico Section are, from left, front row, Jan McKenzie, Cynthia Castillo, Susan Larson. Second row, Jacque Pulido, Leonor Bolanos. Back row, Anya de Kretschy, Genoveva Leipold, Claudia Lopez.



Lisa Netsch: Leaving a Legacy that Promotes Women in Aviation

BY MARCIA K. GITELMAN
Trustee, Ninety-Nines Endowment Fund

Lisa Netsch died in a 1995 aerial fire fighting operation over Southern California.

The Ninety-Nines organization was the beneficiary of a significant donation from the family of Lisa Netsch. They are interested in promoting and sustaining aviation organizations that encourage women aviators.

Lisa's story was one of accomplishment and courage. Lisa possessed an ATP with an airplane multi-engine land rating. She held a flight instructor certificate with airplane single engine and instrument airplane ratings. She also held a flight engineer certificate with a turbojet powered rating and an aircraft mechanic certificate with airframe and powerplant rating. Lisa had a college degree in aeronautical engineering as well. Her various career positions included working for McDonnell Douglas and as an accident investigator for the NTSB. She was an aerobatics instructor in her free time.

Lisa eventually became an aerial fire fighter, flying as copilot in a McDonnell Douglas C54G air tanker (Tanker 19). They engaged in aerial fire fighting operations over Southern California. On June 21, 1995 while returning to Ramona, California after

dropping retardant on a fire near Anza-Borrego State Park, her tanker collided with a Beechcraft Baron operated by the U.S. Forest Service. The Baron appeared to hit the top of the tanker, and then clipped off its tail.

Both pilots in the tanker and the pilot of the Beechcraft perished. Gary-Cockrell, the tanker pilot, and Lisa were credited with steering the plane away

from heavily populated areas.

We thank the Netsch family for considering The Ninety-Nines. After talking to The Endowment Fund Trustees about their desire to honor Lisa with a scholarship bearing her name, and having the options described to her, Linda Netsch, her sister, decided to fund an AE Memorial Scholarship and also make a contribution of \$5,000 to The Endowment Fund.

In memory of all brave tanker pilots who have given their lives while aerial fire fighting, Riverside County, California, has dedicated a granite memorial. The poem on it reads:

*On any given day they take to the sky.
Their destiny in question, yet they never ask why.
As they race to the fire on strong metal wings,
This day in the air they are truly the kings.
So fly on, gallant heroes, and give it your best,
Let it be known, you flew over the rest!
When your last flight finally comes to an end,
You soared with the eagles, you rode on the wind.*

— P. Neal 1995



PILOT CAREERS: Pay It Forward

BY DONNA MILLER
International Careers Committee

None of us got to where we are on the aviation ladder solo. There were mentors who inspired us, family who believed in us and friends who supported us along the way. Most of us who wear the Amelia Earhart Memorial Scholarship medallion do so with true gratitude for we know that without the support we would not have had the opportunities that have come our way because of it. We are thrilled to move up one more rung on the ladder toward the ultimate dream each of us dared to dream.

We are truly thankful to all those who supported us. We know we can never repay them for what they have done for us. And yet, how many of us have taken the time to reach back and help someone else up the ladder? How much time have you taken in the last month? The last year? We know we cannot pay it back, but we can pay it forward. Isn't that a true sign of a leader? And isn't leadership a critical element of professionalism? In the early '90s, I heard Emily Warner speak at a Ninety-Nines Section meeting. She was inspiring! At the time, she was busy working for the FAA in the 737 fleet at United Airlines. Thank goodness that she took the time to tell her story to aspiring women pilots. Because of her, many of us have followed in her footsteps.

For me, it's fearful fliers and fifth graders. I can't say no to either. I love co-chairing the Colorado Ninety-Nines Flight

Without Fear program. In eight weeks, students from all ages and walks of life transform from being really fearful of getting on a plane to being very knowledgeable about the entire experience. They know the relevance of each of the sounds the plane makes on their graduation flight. (Alright Mr. Smarty Pants Business Traveler, if you want to know what that barking noise is when an Airbus shuts down, just ask one of my students!) And 5th graders ... I will never say no to speaking about aviation to 5th graders!

I love the element of the Professional Pilot Leadership Initiative (PPLI) that has a built in pay-it-forward factor. You can't graduate until you mentor someone coming up the ladder behind you. It truly teaches a leadership element that can be easily overlooked.

One of the amazing things that happens when you share your time and knowledge with people is that somehow the universe knows what you have done and fills your heart with such joy that you feel you got the best part of the deal. I often receive postcards from past fearful fliers. I accompanied them only on their graduation flight from Denver to Salt Lake City and back. Yet the postcards come from Africa and Europe, Asia and Australia. And the notes from 5th graders that start out, "Dear Miss Pilot, Please come back soon..." Who can say no to that?

PRO 99S PROFILE: Andrea Rinebold

BY BETSY DONOVAN, International Careers Committee

US Airways First Officer Andrea Rinebold has no idea how she got into flying, only that she knew she always wanted to fly. Andrea's quest began at age 16 in Fullerton, California where she earned her private pilot certificate followed by college at Embry-Riddle Aeronautical University in Prescott, Arizona. Upon graduation, she had earned all of her basic flight ratings plus a bachelor's degree in Aeronautical Science with minors in Aviation Safety and Humanities.

Before pursuing a pilot career, Andrea accepted a position with United Space Alliance (contractor for NASA) in the Spaceflight Training Division as an Astronaut Instructor. While living in Houston, Andrea completed her CFI and decided to return to her first love of flying.

Her first flying job after flight instructing was for Mesaba Airlines where she worked for five years. Four-and-a-half years

ago she was hired by America West, which soon merged with US Airways. Her current position is First Officer on the Airbus A320.

Andrea is a member of the Orange County Chapter and has also been a mentor for two sessions of the Professional Pilot Leadership Initiative (PPLI) program.

Andrea's advice: "Take your time, enjoy the journey and don't forget to look out the window!"



Andrea Rinebold.



WASP Mary Helen Crane Foster and Adeline Ellison deplane a DC-3 at Avenger Field. The aircraft was one of 32 that flew 38 WASP to Sweetwater, Texas where the women had trained during World War II.

64 Years Later: WASP Return to Avenger Field

BY BOBBI ROE
Greater Seattle Chapter

Photographer
LILIAN DARLING HOLT
San Fernando Valley Chapter

Women Airforce
Service Pilots of
WWII gather in
Texas for their
last “official”
reunion.

The excitement began when the Women Airforce Service Pilots (WASP) arrived in Texas for their last independent WASP reunion in September. These women, who were the first females in history to be trained to fly American military aircraft, have been meeting every two years to stay in touch, have their class photos taken and do a lot of hangar flying.

They started coming together back in 1964 when WASP Marty Wiyall, also a Ninety-Nine, began missing her WASP friends. The group had lost its cohesiveness by 1951 because so many of the women became busy with their own lives. Marty arranged to have a WASP table at the 1964 Ninety-Nines Conference, contacted as many WASP as she could find, many of whom were Ninety-Nines, and the group was reborn.

The next five years were spent locating as many “lost” WASP as possible, and the women met again in 1969, this time in a full reunion of their own. This was essentially their rebirth as a group, began their biennial reunions and strengthened them for their fight for veteran’s recognition throughout the 1970s. The fact that so many WASP were Ninety-Nines helped Marty and others have a starting point to find the many WASP who had spread across the country.

As they exited taxis in Dallas, they anxiously looked for classmates and friends. WASP Betty Brown saw one of her classmates from 44-W-7. “I know you understand my desire to rub elbows with my cohorts every chance I get. I am so lonesome for WASP visiting, and there is always so much of it to catch up on.”

Many WASP had traveled long distances, but as they recovered their energy, the smiles got bigger and eyes shone in recognition of old friends. Kids of WASP (KOWs) and Friends of WASP were more evident this year, with family members accompanying their WASP mothers and sisters to experience this historic get-together. Over 100 WASP attended the three-day event that included a reception, a banquet, class photos and attended the much-anticipated fly-in to Avenger Field at Sweetwater, Texas, where the WASP underwent their training between 1943 and 1944. The women went through the same flight training there as the male cadets.

Operation Fifinella, the fly-in for September 25, generated a lot of anticipation and a lot of memories. The WASP remembered Fifinella well. Designed by Walt Disney, she was their mascot and accompanied the women proudly on their flight jackets and other apparel. They recalled their training under Jacqueline Cochran, remembered the aircraft they were trained in, and especially remembered the lifelong friends they made. Although Operation Fifinella was scheduled for early morning, instead of heading to bed the night before, the WASP gathered to talk with each other despite the upcoming 5 a.m. wakeup call.

"I've flown that route many, many times... I was the first class to arrive and graduate from Avenger. We experienced the changeover and watched the field evolve from men to women



and became the first all-women training field. It was the most exciting time of my life. I have such great memories of the town of Sweetwater and the wonderful people who were so kind to the young women there," said Helen W. Snapp, 43-W-4.

Cindy Wiesner and Susan King organized Operation Fifinella, while Lana Kraeszig recruited and coordinated volunteer pilots from all over Texas to arrive at Alliance Airport for the flight to Avenger Field. Over 32 aircraft and pilots,

Beverly Dietrich is reunited with her WASP class portrait.

"I have such great memories of the town of Sweetwater and the wonderful people who were so kind to the young women there."

– Helen Snapp



WASP Bee Falk Haydu ready to enter the B-25 bomber at Avenger Field.



WASP Vice President Dawn Seymour, Dorothy Swain Lewis and WASP President Jan Goodrum admire the gift of a glass bowl designed and made by WASP Florence "Shutsy" Reynolds.

Below, Nadine Canfield Nagle proudly wears the WASP uniform.



including Ninety-Nines Bonnie Lowes, Karen Sparks, Debbie Dewey and Lana Kraeszig, were assembled and waiting, and with assignments in hand, the WASP boarded buses amid a flurry of media attention.

The excitement level rose as they walked to their aircraft and climbed in. Some WASP had bigger challenges such as getting into a B-25 or AT-6. The DC-3, experimental, twins and single engine aircraft were all there. Flight time to Avenger Field was between one and two hours.

Lana had obtained donations to help with fuel costs for the B-25, which ran \$35,000, while \$2,000 was donated to help with the fuel for the DC-3.

Touchdown followed with more media cameras capturing the historic day when the WASP returned to Avenger Field. They were saluted and escorted by USAF officers currently serving at Dyess Air Force Base in Abilene.

They were excited to visit the newly-restored wishing well next to a bronze sculpture of a Women Airforce Service Pilot created by WASP Dorothy Swain Lewis, Class 44-W-5. The sculpture, life-sized and the first

of her memorials, honors the 38 Women Airforce Service Pilots who died serving their country. Two walls with engraved names of the 1,074 women pilots who received their WASP silver wings stand next to the wishing well.

They then enjoyed a tour of the National WASP WWII Museum along with a flag ceremony complete with a B-1 fly-by salute. A luncheon and program followed featuring speeches by Lt. Colonel Laurel 'Buff' Burkel and Major Bridget M. 'Tank' McNamara.

"The sense of history permeated every detail of that day in Sweetwater, from the Link Trainer to the antique hangar walls of that hallowed building, now a museum in their honor. Avenger Field has been part of Ninety-Nines lore for decades, and it was humbling to be among those women who paved the way for those of us who have followed along, knowing they each did what they could to keep our country free in a time of great crisis," said Ninety-Nines International President Susan Larson. "It was even more humbling to be asked to offer a toast to the WASP as President of The Ninety-Nines. It was my first official act, and to stand in front of those women and offer our thanks as women pilots and Americans was truly the greatest honor."

The aircraft were on the field waiting to return the WASP to Alliance Airport. After arriving at the hotel, they again headed right to the WASP hospitality suite, being sure not to miss one minute of visiting with friends. Florence "Shutsy" Reynolds (44-W-5) was heard to say, "I'm overwhelmed. It's all going in slow motion. We're getting into our 80s and 90s, but I feel 20 or 30 until I look in the mirror and my grandmother looks back at me."

The Class Dinner Party was held on Friday night, with the always-fun class photos being taken. The WASP are classified by numbers and a letter. The first two numbers refer to the year of the graduating class, the "W" refers to "woman pilot," and the last number indicates the order of the graduating class in a given year.

On the next day's agenda was a trip to Texas Woman's University (TWU) in Denton, Texas where Ninety-Nine Kate Landdeck, a WASP Friend and Reunion Chair, had a special event planned for them. They were given the chance to find their own historical records stored there. TWU makes WASP records available to researchers, media and the public. The Military Women Aviators Organization (WMA) hosted a luncheon featuring WMA President Barbara Bell, Captain USN (retired).

Kate was especially appreciative of the help provided by the United States Air Force Reserve that brought in 86 people — 80 of them women — to assist with everything from transportation and medical needs to photography and anything that needed to be done. “We simply could not have done it without them,” she said.

The banquet Saturday night saw many WASP in their dress blues and over 300 people in attendance. Major Nicole M.E. Malachowski, USAF and Ninety-Nine, spoke about “Closing the Gap.” She was the first female Thunderbird pilot and is a White House Fellow in Washington, D.C. serving as a legislative fellow representing the U.S. Air Force. Trish Beckman, USNR, delivered the newflash that Jackie Cochran, director of the WASP, and Dawn Rochow Seymour, Class 43-W-5 and also a Ninety-Nine, have been chosen for induction into the 2009 Women In Aviation Pioneer Hall of Fame this coming February in Atlanta, Georgia.

Before departing on Sunday, the WASP gathered for a good-bye at the Hangar Flying Breakfast hosted by WAI. The traditional passing of the mike from WASP to WASP gave each the opportunity to share their thoughts and stories.

Although this is the last independent reunion, we know that the WASP will continue their sisterhood. While their non-profit corporation is being dissolved, the Wingtip to Wingtip Association has been formed to promote the history of the WASP and coordinate future non-official reunions and gatherings. Albert “Chig” Lewis, son of WASP Dorothy Swain Lewis, is president and treasurer. Kate Landdeck is vice



The WASP were honored at a luncheon in Hangar One, home of the National WASP WWII Museum at Avenger Field in Sweetwater, Texas.

president and secretary, and WASP Nell “Mickey” Bright is director and WASP advisor.

Their smiles and hugs told it all. These women who had proudly served their country during WWII were passing the baton to the women who will carry their message forward.

For more information about the fly-in to Sweetwater, visit Operationfifinella.org. We appreciate their providing additional information about the event.



WASP Betty Strohfus, Betty Jo Streff Reed, Bernice ‘Bee’ Falk Haydu and Dorothy Smith Lucas participate in a panel discussion at the Frontiers of Flight Museum.



Lucy Young with her VC-1 TA-4J.

A Quiet Revolution

BY LANE WALLACE
Guest Author

Women fly fighter jets, command space shuttles and fly in precision formation with the Thunderbirds. Once thought of as impossible achievements for women, young girls today view them as normal, everyday things.

It was the simple, declarative tone of the statement that caught me. I'd volunteered to judge applications for the Ninety-Nines' Amelia Earhart Memorial Scholarship Fund, so I was spending a Saturday reading applicant essays. Read 10 or 20 pilot essays over a couple of hours, all from creative, motivated and deserving candidates who have wonderful career ambitions, and both your eyesight and your ability to distinguish between them begin to blur. But then I opened the application of a college sophomore named Patricia, who said she wanted a scholarship to help her get a degree in Aeronautical Technology. Nothing all that unusual there. It was the *reason* she wanted the degree that stopped me. It was, she said, so she could pursue her dream to "fly fighter jets and serve my country."

If the sentence had been part of a young man's scholarship application, the dream would have sounded almost passé. Untold thousands of young men, over the past 70 years, have pursued a goal of serving their country and flying fighter planes. But for a young *woman* to list serving her country and being a fighter pilot as her career goal as if it were a normal and everyday thing for a young woman to want to do? When did *that* happen?

It's not like I've been in a cave the past 20 years. I know women are now allowed to fly fighter jets. Two are even current members of the Air Force Thunderbirds demonstration team. Women also command the space shuttle and do a whole lot of other things that used to be off-limits. It's not the *possibility* of those things that stunned me. It's the fact that somewhere in the process, at some time I couldn't even put my finger on, young girls entering the world had evidently begun thinking of those accomplishments as normal, everyday things.

How could I even explain to a young woman like Patricia how remarkable her matter-of-fact attitude about her career possibilities is? How just 60 years ago, a woman named Barbara London, who was rated in almost every single airplane the military flew during World War II, was forbidden to fly any of them once the Air Force was formed, simply because she was a woman? That they let her wear her wings but never let her fly, even though she stayed in the service for another 20 years, hoping for the chance?

How 40 years ago, the first woman to run the Boston Marathon had to mask the fact that she was a woman in order to enter? How 35 years ago, newspaper classifieds still listed

jobs for men and women in separate sections? That it was just 30 years ago that the Air Force graduated its first 10 women pilots — in any kind of plane? And that even when I learned to fly, women were still *forbidden* to fly fighter jets on combat missions?

More than likely, she'd respond the same way I did when my mother used to tell me about having a washing machine with a hand-cranked wringer on top, or an operator-directed telephone line. Which is to say, with some level of sideshow curiosity or interest but no ability to relate.

Of course, that's the goal of anyone who's worked to expand the horizons of their race, gender, class or any other restricted group. That one day, their children, or their children's children, won't even quite believe them, that access was ever an unattainable pipe dream.

But when and how does that change occur? The one sure thing that can be said about change, whether it's on a personal or societal level, is that it's hard. Even when we *want* to change, resistance from inertia, habit or comfort with known patterns can be surprisingly strong. If it weren't, we'd all quickly and easily dump our bad habits, alter our annoying personality characteristics, straighten out our emotional baggage and be in whatever physical shape we wanted to be.

It's ironic, when you think about it. According to Darwin, adaptability and change are the

very traits that allow us to survive. And yet we humans, in our lofty place at the top of the food chain, often resist change until it's inevitable, or the alternatives become even more painful or uncomfortable to contemplate.

But the other thing that can be said about change is that when it *does* happen, it generally occurs in such small increments that it's almost indiscernible until some big watershed event happens. Then we suddenly become aware of the sea change that was really developing all along. When, exactly, does winter turn to spring, or a baby develop the necessary motor skills to walk? Not in any single moment you can point to, even though there might be a particular moment when you notice the change has occurred.

So it is with societies, as well. Women were officially *allowed* to fly military aircraft starting in 1974 and fighter jets in combat roles starting in 1993. But that's not when girls began to imagine those career options as normal, everyday events. And even those initial policy shifts didn't just happen.

The entry of women into combat flying was certainly aided by the first Gulf War, where women distinguished themselves in combat arenas even though they weren't officially in combat units. But women wouldn't have been in a position to prove themselves in those roles if it weren't for the scores of women who came before them and moved the line just a little bit closer

In 1980, naval officer Lucy Young became the first woman to qualify in Naval Air Combat Maneuvering. She never got to fly in a combat unit, but she and women like her moved the front line 10 yards further up the beach.



SSgt Kristi Machado

Ninety-Nine Samantha Weeks with fellow Thunderbird pilot T. Dyon Douglas. Samantha is the second woman selected to fly with the prestigious Thunderbird squadron.

to the tipping point. Women like Barbara London. Women like London's daughter Terry, who became the first woman pilot hired by Western Airlines by submitting her résumé repeatedly throughout the early 1970s even though the airline kept telling her they weren't hiring women. According to her mother, she'd reply that they'd have to eventually, and she wanted her résumé to be on top when they did. Women like Lucy Young, a naval officer who, in 1980, became the first woman to qualify in Naval Air Combat Maneuvering and who persevered determinedly enough to finally win a slot as an ACM instructor. She never got to fly in a combat unit, but she and women like her moved the front line 10 yards further up the beach.

The point is, change doesn't just happen. It takes work. But looking at the scholarship applications, another point occurred to me as well. Those of us who were ever denied access, had to fight for basic respect or opportunity, or were the first to break through a barrier, will never have the relaxed attitude about our opportunities or accomplishments that the women who follow us will, or might.

In the late 1980s, a friend of mine became an airline pilot and captain. She regularly endured comments from passengers like, "Oh, look. The pilot has a secretary." Or, "You mean *you're* flying us? Do you have a license?" And on the frequency, anonymous taunts of "Another empty kitchen!" when she'd call in to report. And that's not even getting into inappropriate cockpit behavior from some of the men she flew with. Put up with that every day, and you get a bit of an edge that never really goes away.

Oh, we mellow with age, gain confidence in our experience and get comfortable enough in our own skin to stop worrying about it all so much. But the defenses are still there beneath the surface, ready to jump out if challenged, almost as if it's ingrained muscle memory from some of the struggles we went through to get here.

But the women who grew up even 10 or 15 years behind us don't have that muscle memory. So they can walk through doors with a quiet and relaxed sense of self and freedom that I both envy and find stun-

ning — and exhilarating — to behold.

When I was in Africa last summer, three out of the five pilots I flew with were women. All of them were 12-15 years younger than I. And to watch them work was like watching Tiger Woods play golf — grace in motion with amazingly effective results.

They were all strong, capable and confident women. You have to be, to take on flying relief supplies in Africa. But they had nothing to prove and no chip on the shoulder. No edge. They were working not only in a male-dominated field but in very male-dominated countries. But their strongest weapon was their very confidence. Enough confidence that they didn't have to command through confrontation or an overt show of toughness or authority.

I watched Lauren Stroschin, Air Serv International's chief pilot in Abeche, Chad, disarm male passengers, literally and figuratively, through teasing and humor. "Jeez, you think you're going to be cold? Come on, it's 100 degrees out here," she joked with one man who was reluctant to open up his double layer of jackets for her. "Hey, maybe you've got something in there for me," she said to another man in asking him to open his hand luggage. The men laughed and complied, their egos intact and the situation under control.

In the Congo, I watched Cindy Silong, five feet tall at best, get the compliance of even armed soldiers through a similar mix of smiles and ease. "Hey, Jamba, man," she'd grin, giving the accompanying waggle of the thumb and pinky. The locals would grin and their defensiveness would drop 10 notches. You could see it happen.

Now, granted, some of that could have been the particular personalities of the women involved. Or the result of having lived in and learned how to cope with African cultures, where swaggering or confrontation with officials is rarely the most effective approach. And, granted, a pilot's uniform in Africa is such an intimidating status symbol that it immediately confers a certain amount of authority and respect on any person who wears it.

But even in private conversations with these women, I didn't get edgy tales of battles fought to get where they were.

They'd worked hard and endured a few jerks along the way, as any working person has. They also were aware that there weren't all that many women doing what they were, even now. But the bottom line was, they *expected* to be hired and respected because that had been their experience. And that expectation gave them an ability to employ a disarming and effective approach that I'm not sure I could or would have had at their age.

That doesn't mean I think it's all a big happy ending and we can now stop working on advancing opportunities or attitudes. But clearly, there *has* been progress. Not just the big progress we've consciously fought for, but a consequent, if quiet, sea change that's every bit as revolutionary as the first woman getting her fighter wings.

As an editor friend of mine with a 22-year-old daughter told me with a shrug, "Race and gender just aren't as big an issue for her generation as they are for ours."

How did a shift that big happen? Like any change. Slowly. Painfully. Imperceptibly. Not without setbacks and not without effort or cost. If young women don't see the barriers so sharply today, it's not because they magically disappeared. It's because women who came before them worked so hard to chip away at those barriers—each new wave making a little more progress than the last.

I look at Patricia's application and her simple description of her aspirations, as well as the seemingly boundless ambitions of all the other scholarship applicants, and I feel a wonderful combination of hope and joy in my heart. Maybe you *can* change the world after all. Just not easily, and not in one generation.

I wish this new generation of amazing women abundant luck and joy in their travels and careers. I rejoice in their expanded visions and horizons. But I also hope when all those 19-year-olds eventually step into their first fighter jet, race plane, airline cockpit or spaceship that they take just a moment to remember, and thank, all the other talented and courageous women in history and the world who made that achievement possible.

— *Courtesy flyingmag.com*

Check Ride-itis

BY MICHELLE HOVEY
Fort Worth Chapter

Recently, there has been a discussion on the Pro99s Network about “check ride-itis” and how to deal with that very real fear that affects many of us as a check ride looms. While this particular discussion was on the Pro99s network, it is a topic that is pertinent to all of us. All Ninety-Nines are welcome and encouraged to join any of the three online forums. Michelle’s posting is a good example of the kind of helpful information and support that is shared via The Ninety-Nines online networking and the benefit that can be gained by belonging to them. Whether we are private pilots adding a rating or professional pilots undergoing repeat check rides, Michelle’s experience and advice work.

I wanted to comment on training and check ride issues. I was certainly one to let my nerves get the best of me. I failed my private check ride on nervousness alone, had several interviews go bad when I got to the simulator portion and failed another airline check ride. How I got over check ride-itis seems backwards, but it worked for me. I was a junior ATR captain at the time, and the training department was looking for junior ATR captains with teaching skills. So I submitted my resume, interviewed and was hired. I would like to share what I learned in my year there.

Although I knew I wasn’t the best pilot to be tortured in the simulator, I certainly wasn’t the worst.

FAA people are like everyone else, they forget calls, mess up an approach and forget things just like the rest of us.

Real pro senior captains take their time during a check ride. They don’t rush the calls, they could eat their lunch while performing a V₁ cut, they are almost relaxed!

After training many airline pilots in the ATR simulator, I decided a successful check ride is part preparation and mostly self-talk. If you go into a check ride feeling confident and knowing you wouldn’t have been signed off unless someone thought you were ready to take a check ride, you will be okay. Here are the tips I gave my students for the lesson before the check ride:

1. Review a few highlights of the check ride the night before, then put away the book and go do something mindless (watch a movie, read a magazine, etc).
2. Fly exactly the way you have been flying the past few days because that’s why you were signed off for the check ride (*Do not* try anything new the day of your check ride).
3. Get a good night’s sleep (see #1 above) and eat a good break-



Michelle Hovey.

fast (just like your mother told you).

4. Don’t think about taking the check ride when you are there. You are there to fly, you know how to fly, just show them what you have already done a thousand times before. Remember that check airman and the FAA are people too, so don’t get down on yourself for not performing a maneuver exactly as you wanted to.
5. Don’t announce your mistake. The examiner could be looking the other way when you lose too much altitude or gain too much airspeed. So if you are off, get right back where you need to be and bite your tongue if you have to. Good judgment is everything in flying. If all is going well and you are a little out of limits but get right back, I think most examiners will look the other way.
6. If the check ride is still going on, you are probably fine. The morbid truth is, the more successful maneuvers you can check off, the less you will have to do if you fail the check ride. Just keep flying the airplane and keep your mind on what you are doing. Many people taking check rides hold themselves to a higher standard than the examiner does — really!
7. *Do not rush!* If everyone is ready but you are not, take the extra few seconds to do everything as you have during your training.

With all of that said, you may run into a situation where you are having a bad day, got the examiner no one wants to get or feel like the check ride is unfair. That is why having the Pro 99s or being involved in the PPLI is such an important part of your flying career to get help when you need it from those who have been there. There are many ways to get through a failed check ride, failed training or the many other issues that can come up in a career, but you need someone who has been down that road to help. Networking is so important in this line of work. There are many women in The Ninety-Nines who are more than willing to help. All you have to do is ask!

When Fran's older brother decided to learn to fly and bought an airplane, her mother sat her down and told her, "Girls just don't do that, girls don't fly and don't go with your brother — ever." And she didn't fly, at least not then.



Fran, right, with her friend Sally Jo Rossi climbing trees in South Hampton, Long Island, New York.

Since joining The Ninety-Nines in December of 1995, International Director Fran Strubeck has been an enthusiastic participant in the organization. "After attending my first Section Meeting in Santa Maria, California, I was hooked and inspired by the achievements of its pilots and the goals of the organization." Fran lives in Arizona and is active in Tucson Chapter activities but maintains her loyalty to the Imperial SoLo Chapter that originally mentored her. From 2004-2007, she was a Trustee and Treasurer of the Endowment Fund.

Aviation has not always been at the forefront of Fran's interests. She wanted to be, and did become, a teacher following in her mother's footsteps, but she does remember being fascinated with Amelia Earhart when she was in the fourth grade. A couple of years later when her older brother decided to learn to fly and bought an airplane, her mother sat her down and told her, "Girls just don't do that, girls don't fly and don't go with your brother — ever." And she didn't fly, at least not then.

Her father was a physician and the most important person in the world to her. He was quiet, intelligent, fair-minded and felt that everyone deserved the utmost respect until proven differently and then needed forgiveness. He was involved with sports and had a sport of the season for each of his four children. Fran has two older brothers and a fraternal twin sister. Her father believed that, if kept busy, they would stay out of trouble.

"Competition was in our blood, it was the way we were raised," and it instilled in Fran the belief that she could accomplish whatever she determined was important. For example, she and her brother were National Sailboat champions in the Comet class, she participated in saddle horse competitions and ice-skated in competitions and performances. Fran credits the deep love her parents felt for each other as providing a stable basis for her life.

During the time Fran's three sons were growing up, she took a leave from teaching. However, it didn't mean that she was no longer involved in the community. She had a co-op child care program with several other mothers, was the Waterfront Director and on the committee to counsel first offenders, develop performance plans to keep them out of jail and to keep them



International Director Fran Strubeck.

Despite a First "Sheer Terror," Fran an Avid Flyer and

from getting the "label." Eventually she volunteered at the Catholic school in town, which led to her involvement with computers.

AT&T donated several computers to the school, but there was no one with the knowledge to make use of them, so they just sat idle. Finally, Fran took one home over Christmas vacation, and her sons taught her how to use it. When she took it back to the school after vacation, the head of the school asked her if she would like to go for



Flight That Was Fran Strubek Became and Ninety-Nine

some in-depth training. Of course she would, it was just the kind of challenge that intrigued her. She wrote the curriculum, taught it and was hired by the public school system as math and technology coordinator for the elementary and junior high schools.

In 1991, the world took a difficult turn for Fran Strubek. She was battling ovarian cancer, her husband died, two sons went off to college and her favorite dog died. Fran has a very upbeat

and competitive response to life, so she returned to her teaching job knowing that she could deal with the situation. What she didn't realize was just how much all of these losses had affected her — that is, until she ran into a friend at the store and immediately burst into tears. At that moment she knew she had to add something positive to her life. This first positive step was finding a second job close to home as a dispatcher for a flight school in New Jersey in the evenings. This filled up the quiet times and added interest.

A couple of years later she met Vern Strubeck, a doctor with the Public Health Service, when he came into the flight school to take lessons. He complained so much to Fran that he “hated New York” until she had had enough. She told him he needed to get out and see things. “I have a friend . . .” She did not want to be with him by herself and arranged a dinner out that included her grown son, her friend and Vern. The night of the event, her friend called and said she was sick, her son decided to go out with his friends and Fran ended up alone with Vern. They had a wonderful time, and a few months later he said he would like to have somebody to fly with and put \$1,000 on the books at the flight school for her to start lessons.

“My first flight was one of sheer terror. I had a young CFI who thought that, since I worked at the flight school as a dispatcher, I knew more about small planes than I did. We flew out to the practice area, and he promptly turned the plane into a 60 degree bank to the left. I thought I was going to break through the side of the plane and slide off the wing never to be heard from again. Panic set in big time. Before I knew it, he flipped the plane to the right in another 60 degree bank. I grabbed desperately for dear life at the first thing I could reach, which just happened to be his leg, and didn't let go until we were straight and level again. I know he showed me other maneuvers, but to this day I don't remember anything until we were on the approach to land.

“He said to me, ‘Take the controls, you are going to land the plane.’ I was speechless but did what I was told; I didn't want to give in to the panic. As we came over the threshold, my mother instincts took over. I raised my right arm, placed it securely across his chest to keep him safe on impact. When I did this I also let go of the controls. He landed the airplane and taxied in silence to the tie downs. Believe me, I have never been so relieved as when the engine noise stopped. I sat slumped in the seat being very thankful to be on the ground once again and safe.”



*Fran in 1996 with her
PA28-180.*

“We flew out to the practice area, and he promptly turned the plane into a 60 degree bank to the left. I thought I was going to break through the side of the plane and slide off the wing never to be heard from again.”

"My CFI opened the door, got out of the plane, walked about 30 yards away and then started back to the plane again. I noticed that his face was quite red, but I dismissed this. I was still numb from my first experience in a small plane and trying to collect myself. I felt like rubber ready to melt. The CFI got back in the plane. Very calmly, but emphatically, he said, 'I have one thing to say to you. You are not my mother. Don't you ever (he raised his hand as I had done and placed it across my chest) do this again, you could have killed both of us.' What a beginning! It took a long time to get past that first flight, but I was determined that if other people could do this, I could too."

In January of 1995, Fran and Vern were married. Two months later he was transferred to El Centro, California to work with the Division of Immigration Health Care Services. By December of 1995, they both received their private certificates at Jackie Cochran Airport within one hour of each other. Both have their own planes, Fran's is a 1970 Cherokee 180 in which she did her training, and Vern's was a Rockwell Commander (later traded for a Beechcraft Debonair) in which both received their high performance endorsements.

Her first passenger was her son Robert when she gave him a Christmas present to play golf at the Rams Head Golf Course in Borrego, California. He was home from college for Christmas of 1995. "I told him we would have to fly there to play. Up until

then he didn't want to go in my airplane, let alone fly with his new pilot mother. In minutes, he disappeared and came back with his clubs in hand saying, 'I'm ready!' What a great day that was. It was beautiful and a perfect day for both of us."

It was also about this time that Fran began her independent computer consulting business to local California firms, an enterprise that eventually led her to proprietary software training for several companies. Not long after this, her husband was transferred to the East Coast for two more years, and Fran found herself traveling around the country at least 75 percent of the time training sales personnel. The turning point for Fran came when she returned home from being on the road one night, was so tired that she got off on the wrong floor and terrified the woman in the apartment she tried to enter. She decided it was time to quit.

In 1999, Fran and Vern moved into the home they had built in Tucson and proceeded into the next phase of their lives. Vern, as Fran put it, "failed retirement" and went to work as a physician for the prison complex in Florence, Arizona.

During the 1999 Fall Southwest Section meeting in Park City, Utah, Fran was introduced to Jan McConnell of the Imperial SoLo Chapter who wanted to fly in the Palms to Pines air race the following summer. It sounded like an opportunity to do something different and to satisfy her perpetual yearning to go fast. "Before the

meeting was over, a West Coast pilot and an East Coast pilot were committed to join each other in entering our first air race. What a thrill and what an education it was for us. We even came home with a trophy. It happened to be the 34th running of that race; we came in 34th and were 'honored' with a trophy for that connection. Obviously, there was a lot to learn!"

But the learning didn't stop there. Many of us wonder what we would do should something go wrong with our planes, and for Fran, such an instance proved that she had the "right stuff."

"I was flying our Beech Debonair, which I had been checked out in the week before, home from a trip to California. Fifteen miles from landing at our home base at Marana Regional Airport in Tucson, I powered back and the windshield suddenly was a dark amber color and I couldn't see much of anything. My husband was co-pilot and was quite unnerved by what was going on. I told him not to worry, I was doing fine and I will land this thing just fine. I set up for a normal approach, kept my cool even though each time I reduced power the windshield became a bit darker. In my mind, I was prepared to land the plane wherever it wanted to go if we lost power completely. Luckily, we had a left downwind to runway 12, and I was able to see the airport out the side window.

"When I turned on final, it was a different story. Again, training always pays, I had no problem putting her down on the runway by just watching the edge of the runway. The cockpit had been very quiet. We parked the plane, and I turned to my husband and asked what happened. He said that he thought the oil on the windshield most likely came from the propeller. Later, we found out from the mechanic that an O-ring had broken, and indeed we lost most of the oil lubricating the propeller."

With a new instrument ticket in her pocket (July 2008), two air races under her belt, no one would ever guess how frightening International Director Fran Strubeck's introduction to flying actually was. According to Fran, who has no intention of stopping flying any day soon, "The day I can't roll my airplane out to the runway is the day I quit flying."



Fran and her husband Vern with their Rockwell Commander 6211V at Imperial County Airport, Imperial, California, 1996.

Welcome New Ninety-Nines Members!

NEW MEMBERS

Alaska Chapter

LOCHNER, Sarah Anne (Academic)

Antelope Valley Chapter

BIVIANO, Zanya

Arizona Sundance Chapter

ORLETSKY, Pamela

Arkansas Chapter

TATE, Carrie Siefert (FWP)

Austrian Section

CEPON, Cornelia

EISENHARDT, Ulrike

FROHLICH, Andrea

KRAMREITER, Silvia

KURZMANN, Silvia

Bay Cities Chapter

WHITMILL, Amber Lee (FWP)

British Section

NICHOLSON, Sharon

Central Pennsylvania Chapter

KELLNER, Darlene D.

BLOODSWORTH, Kristen (FWP)

Chicago Area Chapter

ZDEBSKI, Susan M. (FWP)

HOYT, Elaine

Colorado Chapter

HERRIN, Charity Joy (Academic)

Connecticut Chapter

TURECEK, Lisa R. (FWP)

GREENLEAF, Vikki

Dallas Chapter

MEZIERE, Rachael C. (FWP)

Devils Tower Chapter

ANDERSON, Anna

Eastern New England Chapter

SNOW, Judith Sommer

Eastern Pennsylvania Chapter

BOLDUC, Susan

Florida Spaceport Chapter

SOBALA, Patti J.

Florida Suncoast Chapter

MCMANUS, Kathryn C.

Georgia Chapter

CALHOUN, Sarah (FWP)

Greater Cincinnati Chapter

BYERS, Julie

Greater Cincinnati Chapter

CARLSON, Kristen

GALLAGHER, Rachel (Academic)

Greater St. Louis Chapter

STORM, Patricia (FWP)

Hampton Roads Chapter

CAMP, Jennifer B. (Academic)

Hi-Desert Chapter

FORSYTHE, Patti M.

Houston Chapter

ZEIGLER, Syble

India Section

SRIKURUWAL, Pornthip

Indiana Chapter

HINES, Peggy (FWP)

GARDNER, Dawn

Indiana Dunes Chapter

MILLER, Sarah Brooke (FWP)

Intermountain Chapter

HARTZELL, Anne (FWP)

Katahdin Wings Chapter

HARTE, Constance E.

Keystone Chapter

MISKA, Jennifer A.

Kitty Hawk Chapter

GRAY DRISCOLL, Janice Dee

BLACKBURN, Jennifer (FWP)

LEE, Laura Elizabeth (Academic)

LEE, Suzanne M. (Academic)

Las Vegas Valley Chapter

HUGHES, Kimber Lee

Long Beach Chapter

CORREA, Tawny Rose (FWP)

Maple Leaf Chapter

MAHON, Jessica Buscher

Members at Large

SANCHEZ, Consuelo

BLAIGNAN, Nicole (FWP)

AUBRIET, Corine

BESSE, Liliane

Mexico Section

LEIPOLD DE LA LANZA, Genoveva Ma.

Michigan Chapter

NEUVILLE, Victoria

ANDREWS, Deborah

Minnesota Chapter

MILLER, Jessica Ann (Academic)

New Orleans Chapter

PARTIMBENE, Marla

North Jersey Chapter

FRESE, Laura

PRAIRIE, Colleen (FWP)

Northwoods Chapter

FLESHER, Elizabeth Dona

Oklahoma Chapter

FRANKLIN-GILLILLAND, Ruth

Old Dominion Chapter

LISLE, Rachel

Orange County Chapter

VANDELAAR, Nicole Lee

DONOHUE, Ann-France (FWP)

BROCKMAN, Leslie (FWP)

Penn-Jersey Chapter

GALAYDA, Judith Ann (Academic)

Phoenix Chapter

THIAS, Rachel (FWP)

Pikes Peak Chapter

MICELI, Jamie (FWP)

Reno Area Chapter

HOKE, Janice

Reno High Sierra Chapter

CROYLE, Diana S.

TURK, Christina

San Diego Chapter

RAMM, Tracy

CAMPBELL, Deanne

San Gabriel Valley Chapter

PURVIS ROBERTS, Kathleen L.

MONTOYA-TAYLOR, Brittany (FWP)

Santa Barbara Chapter

RODRIGUEZ, Anita

Santa Clara Valley Chapter

NELSON, Kristina Tina

SABOL, Brittany (FWP)

Sedona Red Rockettes Chapter

KOCI, Melissa (FWP)

CROWELL, Jacie Ann

Sugarloaf Chapter

RUSH, Alice (FWP)

COOPER, Wendy (FWP)

Tennessee Chapter

JUDD, Samantha E. (FWP)

Tucson Chapter

PRISUTA, Melanie Sue

Tulsa Chapter

LOVELL, Donna

Utah Chapter

CRACE, Ashley Renee (FWP)

DAVIES, Jessi

Ventura County Chapter

MORTAROTTI, Tammy (FWP)

ROMERO, Rosalva U. (FWP)

SJOLANDER, Erika (FWP)

TAGLIAFERRI, Stephanie (FWP)

VOVERSTREET, Valerie

Washington DC Chapter

ZEDAN, Summer W. (FWP)

Wichita Falls Chapter

ECHOLS, Charlotte

Wisconsin Chapter

HICKMAN, Tina (FWP)

TURNER, Angela (FWP)

TAYLOR, Rebekah Lou (FWP)

SEDERQUIST, Ann (FWP)

ROEDER, Judy Lynn (FWP)

CONWAY, GERALYN Kay Geri

LANG, Heather G. (FWP)

RETURNING MEMBERS

India Section

ABDULALI, Sumaira

New Zealand Section

CAMPBELL, Joan Anne

North Central Section

MOEHLE, Colleen M.

Northwest Section

LONGRIDGE, Gretchen Cecilia

Southeast Section

MARKOW, Tanya Thais

Washington DC Chapter

REINERS, Julia Eleanor

Wichita Falls Chapter

KLEIN, Dianna Hoover

Wisconsin Chapter

BARTA, Terese Marie



Celebrating Amelia Earhart's 111th birthday and the restoration of her birthplace home are, from left sitting, International President Pat Prentiss, Jenni Woods and Janet Yoder; standing, Ann Shaneyfelt, AEBM Chairman Carole Sutton, Jan Coyle and the late Sondra Ridgeway.

Refurbishment of the AEBM Takes Flight

BY CAROLE SUTTON
Nebraska Chapter

*A*melia Earhart's 111th birthday was celebrated in a very special way on July 24. The Amelia Earhart Birthplace Museum was chosen by the Hampton Hotels 2008 Save-A-Landmark program, this year honoring "Legends," and was awarded a donation of \$20,000. On the morning of Amelia's birthday, 40 people from the local Kansas and Missouri Hampton Inns gathered to help with restoring the Museum. Improvements included a new roof, Lexan protective covering for the outside of the two stained glass windows, supplies including paint, cleaning supplies and landscaping materials, and meals for the volunteers.

The day started very early. At 3:30 a.m., a large white media truck pulled up in front of the Museum and began to raise and adjust the satellite dishes. The media was arranged by Hampton Inn and the agency of Cohn and Wolfe. At 5:30, the media crew from Georgia and California arrived to set up their studio in the parlor. The first live broadcast to the East Coast was at 6:10. Thirty-one TV stations signed on to air the broadcasts, and the last was completed by 11:30 a.m.

In the meantime, volunteers assembled by 7 a.m. The signing of waivers, passing out T-shirts, caps and supplies were followed by a catered breakfast under a large tent across from the Museum.

Team captains were assigned to different tasks. Captains included Ninety-Nines Carole Sutton, Janet Yoder, Ann Shaneyfelt

and Sondra Ridgeway. The volunteers were divided into groups. The white lattice fence at the back of the house was scraped and painted. The trim of the north and east porches was painted, along with the metal roof on the front porch. A power washer was used to clean the outside of the house. K&L Landscaping supervised the trimming and planting of bushes, edging and mulching.

During this time, volunteers were busy washing windows, wiping down and waxing woodwork on the inside of the house. Pat Carrigan, Trustee, made numerous trips to Carrigan Lumber to replenish supplies. The new roof and stained glass covering were completed by contractors.

At 11:30, everyone convened at the front of the house for the official program, including a welcome given by Mary Ann

Estees, mayor of Atchison and caterer of the event; the history of the Museum by Lou Foudray, curator; a thank-you by Carole Sutton, Chairman of the Trustees for the Museum; and a thank-you by Pat Prentiss, Ninety-Nines International President.

The check for \$20,000 was presented by Judy Christa-Cathey, vice president of Hampton Inns. On hand to receive the check were Carole Sutton, Carolyn Mohler, Janet Yoder, Mark Windsor, Lou Foudray and Pat Prentiss.

Those attending included Ninety-Nines, neighbors, dignitaries, Hampton Inn volunteers and other Friends of Amelia.

After a hard morning's work, they all enjoyed lunch and birthday cake in Amelia's honor. What a great day it was in Atchison!



Volunteers from the local Kansas and Missouri Hampton Inns paint the north porch of the Amelia Earhart Birthplace Museum.

RATINGS & WINGS

RATINGS

Lindsey Bell – Seaplane
Ventura County Chapter

Carolyn Biter – Instrument
Florida Spaceport Chapter

Hillary Carl – Private Pilot
Connecticut Chapter

**Lisa Erickson – Commercial with
Seaplane add-on**
Orange County Chapter

Christa Houser – IFR
Old Dominion Chapter

**Tina Hyder – Commercial, Single and
Multiengine with Instrument
Privileges**
Minnesota Chapter

**Katelyn Kearney – Private, Land and
Seaplane**
Central New York Chapter

Kate Keough – Private Pilot
Katahdin Wings Chapter

Kris Johnson – Seaplane
Connecticut Chapter

Laure Montandon – Private Pilot
Colorado Chapter

Sam O'Brien – Private Pilot
San Diego Chapter

Nancy Ramseyer – Private Pilot
Connecticut Chapter

Natasha Stenbock – Private Pilot
San Diego Chapter

Jenna Wells – CFII
Santa Barbara Chapter

FIRST SOLO

Kate Stein
Wisconsin Chapter

Amber Whitmill
Bay Cities Chapter

PROFESSIONAL RATINGS

Lisa Berlin – B737 type rating
Ambassador Chapter

**Laurence Bonneau – B737-800 type
rating**
Greater Seattle Chapter

Nanette "Nan" Gaylord – Master CFI
Tulsa Chapter

WINGS

Linda Mathias – Phase XI
Hampton Roads Chapter

LETTERS

TLC FOR OUR OLDER MEMBERS

I have been a Ninety-Nine since 1976. During this time I have met many wonderful women as members and pilots of this organization. As I get closer to the "golden years" that some members already occupy, I realize how important it is to keep in touch with our older members.

Recently, Vi Blowers-Stamm (All-Ohio) was in a car accident and is now recovering and living in a retirement community. She has only a few family members to keep in touch with her. What would really make her day would be to hear from other Ninety-Nines that she has met in her longtime membership, Powder Puff Derbies and other flying events.

So I am asking to please send her a card and consider others who are in this same situation. Wouldn't it be great to have just a section in the 99 News about members that need a little TLC or note from other members? You can contact Vi at Trinity Community of Beavercreek, 3218 Indian Ripple Road, Apt 067, PO Box B-3, Dayton, Ohio 45440

*Beverley Hirzel
All-Ohio Chapter*

GETTING TO KNOW YOU

Congratulations on another beautiful issue of the 99 News! I was especially pleased to see each of you recognized for your hard work in putting out a great magazine every two months. I'm glad that I and the other members got a chance to see all the volunteers who are behind this effort. It's a tremendous amount of work, and you do a wonderful job!

*Jenny Beatty
Reno High Sierra Chapter*

FLY AROUND THE WORLD WITH TWO NINETY-NINES

For real-time flying excitement, join Ninety-Nines Carol Ann Garratt and Carol Foy as they attempt a world record. Most likely departure dates will be between November 28 and December 12 for their flight around the world in a Mooney, and you can follow their adventure at alsworldflight.com.

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JOAN MACE INDUCTED INTO FLIGHT INSTRUCTOR HALL OF FAME

Joan Mace, All-Ohio Chapter, was inducted into the 2008 National Flight Instructor Hall of Fame. The induction was held on October 24 at the EAA AirVenture Museum in Oshkosh, Wisconsin.

The National Association of Flight Instructors sponsors the National Flight Instructor Hall of Fame, which is on permanent display at EAA's AirVenture Museum in Oshkosh. Its purpose is to recognize those individuals who have made significant regional or national level contributions to aviation education and flight instruction while reflecting credit upon themselves and their profession. It highlights the important role flight instructors play as a foundation for the safety of the entire national air transportation system.

Each year, an inductee is selected and honored during the annual Halls of Fame banquet held at the EAA Aviation Center in Oshkosh.

— Connie Tobias

BETTY HADDEN MOSELEY INDUCTED INTO KENTUCKY AVIATION HALL OF FAME

Betty Hadden Moseley, Kentucky Bluegrass Chapter member and an advocate for women pilots and private aviation safety, was inducted into Kentucky's Aviation Hall of Fame on November 1, 2008.

Her first solo was in 1968, and her instrument rating followed as she prepared to fly in the Powder Puff Derby. During a race in the early 1970s, she came to the rescue of a competing pilot, disregarding her own chances in the race for the safety of other pilots. The Federal Aviation Association (FAA) took note, and Moseley was appointed an accident prevention counselor as well as a member of the Women's Advisory Committee on Aviation.

— Kentucky Aviation Hall of Fame



Betty Hadden Moseley.

CORRECTIONS

In the September/October issue, we incorrectly spelled the name of Diane Myer on page 17. Our apologies, Diane.

We also had a mix-up in the Ratings section where we listed Kathryn Salm as achieving a Goodyear Blimp captain upgrade. Actually, Kristen Davis of the Orange County Chapter received the upgrade, while it was Kathryn who sent in the good news about Kristen. Congratulations Captain Davis!

The International Forest of Friendship article contained several inaccuracies: Jackie Waide is deceased; Mr. Woods is Robert not John; and it is the Alameda County Chapter not Alameda Chapter.



Dorothy Rungeling with Snowbird Captain Marco Rusconi.

DOROTHY RUNGELING SALUTED BY SNOWBIRDS

The Canadian Aerobatic Team, the Snowbirds, recently surprised Dorothy Rungeling, 97, during an appearance at Welland, Ontario for the city's 150th anniversary. Over 5,000 people attended the air show while an announcer described the aerobatic maneuvers. The surprise came when he announced, "This is the Heart formation, and it is dedicated to Dorothy Rungeling for the work she has done in aviation."

A surprise indeed, says Dorothy, a First Canadian Chapter member. "I nearly fell off the bleachers. What an honor!"

— Dorothy Berthelet

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Sarah Lochner, age 17, PIC in the Cessna 310 enroute to St. Louis with her grandfather and younger sister.

At 14, Sarah Lochner asked her grandfather to teach her to fly. She soloed in three of his airplanes at 16, received her private pilot land, sea and multi-engine ratings at 17 and recently was PIC in a cross-country trip taking her grandpa to his annual Army reunion.

Old Flyers Fade Away While New Flyers Shape the Future

BY DICK LOCHNER, Guest Author

While old flyers fade away, the new flyers are certainly breaking new ground and shaping the future of aviation. Member Sarah Lochner went to her grandpa when she was 14 years old and stated, very matter-of-factly, that she wanted to become an airline pilot.

After a very thorough conversation about the long road to the left seat of a 747, she began her flight training in earnest a month before her 15th birthday. On her 16th birthday, she soloed in three of her grandpa's airplanes: an Aeronca Champ, a Cessna 172 and a Mor2. She has tenaciously pursued flying at every opportunity, working around the airport to earn money for her flying time. She also applied for and received one of The Ninety-Nines scholarships.

Since the FAA does not allow a person to become a private pilot until the age of 17, Sarah enrolled in the Instrument Ground School course at the University of Alaska and passed her FAA written ex-

amination for the Instrument rating while building time and waiting for the day she turned 17. Since she had an entire year to wait to become a private pilot, she pursued training on floats and in multi-engine operations concurrent with her single engine land training.

All of her hard work and dedication paid off on August 26, her 17th birthday. By prior arrangement, the FAA Inspector who gave her the check-ride for single engine land terminated the ride at an airport 60 miles from her home base, issued her a private pilot certificate with an airplane single engine land rating and then proceeded to a nearby lake and gave her a check-ride in a float-equipped Piper Pacer. She had her private pilot certificate for only about three hours when the FAA took it away from her — but then replaced it with a certificate for a single engine land and sea rating.

Four days later, she passed her multi-engine check-ride and was issued a multi-engine rating. Three days after receiving

her multi-engine rating, she took off as pilot in command in grandpa's Cessna 310, with grandpa and her young sister Regina as passengers headed for St. Louis, Missouri for her grandpa's reunion with old Army buddies. Dick Lochner had flown his aircraft to 11 previous reunions, but this time he got to ride and let his granddaughter do the flying. On the way to St. Louis, they visited relatives and friends in Grand Prairie, Alberta, Canada; Billings, Montana; Casper, Wyoming; and Faith, South Dakota.

Sarah's goal is to have her commercial instrument rating by the time she is 18 and then pursue her flight instructor and rotorcraft helicopter ratings. And, by the way, she also intends to get her driver's license when she turns 18.

The attendees at grandpa's reunion thoroughly enjoyed meeting her and hope that Grandpa Lochner will let her fly him to future reunions. The Alaska Ninety-Nines wish her all the best in her flying career.

EAA/AirVenture Oshkosh 2008

BY RITA ADAMS
99s Coordinator
EAA/AirVenture Oshkosh

This was a special year for women pilots at Oshkosh. The Ninety-Nines joined with EAA in the Women-Venture program promoting aviation to women. EAA had a huge logbook available for all women pilots to sign. Every Ninety-Nine who stopped at The 99s Tent was given a sticker to wear, exclaiming, "I am a PILOT. I am a 99." The stickers were received with much enthusiasm and worn proudly on fronts and backs of shirts, on hats, on backpacks. On Friday morning a group photo of all women pilots, reaching an estimated count of 1,000, was taken at AeroShell Square (see article below).

There was a large attendance at the annual Ninety-Nines Breakfast at The 99s Tent on Thursday morning. Aviation books and Ninety-Nines jewelry were some of the raffle prizes.

The sad note to the week was the passing of Ninety-Nine Margaret Ringenberg to New Horizons. Margaret was always at Oshkosh representing the WASP, promoting her life story books and inspiring young girls through the Women Soar program. We were honored to have the WASP use The



Henry Holden

This year at Oshkosh, 21 Ninety-Nines and 16 Future Women Pilots joined The Ninety-Nines. Above, Ninety-Nines talk with visitors at The 99s Tent.

99s Tent as a base of operation this year.

Sign ups of Ninety-Nines and Future Women Pilots exceeded other years: 21 Ninety-Nines and 16 FWP's joined, including three French pilots, one German, one British and one Canadian. We truly reach out to the entire world at Oshkosh.

International Treasurer Kris Irvin-Herron represented the International Board

as she spent most of the week volunteering at the Tent. My thanks to the many volunteers who helped make the week so successful.

2009 Conference bookmarks were distributed to promote the big event in Chicago hosted by the North Central Section. Next year come to Chicago and then to Oshkosh for the best in aviation!

Women Pilots Rule AeroShell Square

At 10:30 a.m. on August 1 in AeroShell Square, the complexion of EAA AirVenture 2008 changed to pink. Anyone in the vicinity found their way blocked by a sea of pink-shirted women. An estimated 1,000 women pilots turned up to be seen and photographed in an effort to set a record for the largest gathering of women pilots in one place at one time, ever.

Elissa Lines, Vice President of Development for EAA, said, "We hope the sheer number of us gathered here today will inspire other women and girls

to take a chance on aviation or even just to try out flying for fun, or more."

So, who was there? 99 Julie Clark, Debbie Rihn-Harvey, Jill Long, 99 Jacquie Warda and 99 Patty Wagstaff, all air show greats, stood shoulder-to-shoulder with Women Airforce Service Pilots who ferried WWII aircraft and trained cadets in the 1940s, as well as engineers, such as Anna Mracek-Dietrich (Terraflugia) and educators, including 99 Dr. Peggy Chabrian, President of Women in Aviation, International.

Where did they come from? All

over the U.S., and from abroad, too. Ninety-Nine Michelle Bassanesi, a flight instructor, flew in from Rome, Italy, where she teaches, just to be counted, and 99 Denise Waters, an A&P mechanic and constant volunteer in the EAA KidVenture tent, came to honor the spirit that drove her to build a Wheeler Express with her father.

And what did they prove? That women who fly, and several who build, come to EAA AirVenture, and in numbers that can influence the next generation of general aviation pilots.

— EAA

Long-Term Dedication

BY JUDY WAYMAN
Tennessee Chapter

For years, Evelyn Bryan Johnson and Genie Rae O'Kelley have told members of the Tennessee Chapter of The Ninety-Nines about going once a year to the University of Tennessee to help instruct an aerospace workshop for teachers. Having once been a teacher myself, it was time to find out what these lucky teachers were experiencing.

The University of Tennessee Aerospace Education Teacher Workshop is funded and sponsored by the Tennessee Department of Transportation, Office of Aeronautics; NASA; the Civil Air Patrol; and the University of Tennessee College of Education. It is a three-week course to encourage 20 teachers, grades K-12, to incorporate many of the aspects of aerospace, which is now the fourth largest industry in the United States, into their teaching.

In Tennessee, there are three additional aerospace workshops and advanced aerospace workshops that are conducted at East Tennessee State University, Middle Tennessee State University and the University of Memphis. Each teacher in continuing education receives college credit and a scholarship of about \$1,000.

On July 10, and for the past 17 years of the UT workshop, Genie Rae has taught "Fundamentals of Flight" to prepare the teachers for their first three hours of flight with CAP pilots. She is well qualified after 40 years of teaching in different settings. For some 30 years, she was a CFI, almost 20 years of which she owned a flight school and accumulated about 20,000 flying hours.

In 1986, she was only the third woman to win the National Flight Instructor of the Year Award. Teaching aerospace subjects comes naturally and lovingly to Genie Rae. Even though her days as a pilot have ended



Genie Ray O'Kelley, standing, and Evelyn Bryan Johnson.

due to vision problems, she is still an active Ninety-Nine, teaches courses in aviation and remains active in her community.

On July 11, Evelyn Bryan Johnson joined Genie Rae at the University of Tennessee for the teachers' aerospace workshop introduction to "Women in Aviation." Genie Rae gave a historical account of the involvement of women in aviation, beginning with their early participation in air racing, the formation of The Ninety-Nines with emphasis on aviation safety, the influence of the WASP in World War II and the development of transcontinental air races and scholarships for women. Finally, she told several stories about famous women pilots, together with some of her adventures from 25 years of air racing.

Genie Rae served on the Air Race Classic (ARC) Board of Directors for 12 years, and for three years she was the ARC president. Also, she has taught many WINGS programs and was elected twice to The Ninety-Nines Board of Trustees of the Amelia Earhart Scholarship Fund. Both Genie Rae and Evelyn served as Accident Prevention Counselors and Designated Flight Examiners for many years.

Genie Rae introduced her best friend, Evelyn Bryan Johnson, by telling about their first meeting in the 1960s. Genie Rae was landing at the airport in Morristown,

Tennessee on her first solo cross-country flight. Just off the approach end of the runway, there was "Mama Bird" Evelyn, anxiously looking to the skies as one of her students was making his first solo flight. Her love of her students, as well as everyone else, endears her to your heart.

Evelyn's induction into the National Aviation Hall of Fame in Dayton, Ohio last year, with introduction by Genie Rae, was shown to the teachers. Evelyn has more flying hours (58,000) than any other living pilot, most of which she earned as a CFI and as an FAA-Designated Examiner (having given 9,000 flight tests). Evelyn was a CFI from 1952 until 2006, and in 1979, she was the second woman to receive the National Flight Instructor of the Year award. Evelyn was also a schoolteacher, having graduated from Tennessee Wesleyan College in 1929.

Evelyn's unique sense of humor entertained the aerospace students with tales of operating the Morristown, Tennessee airport for the last 54 years. With no plans to retire, she says, "When I get old enough I will retire; I am just 98." There were other tales: giving Senator Howard Baker his flight test, 29 years as a Cessna dealer and rescuing a man from a helicopter accident (for which she received the Carnegie Hero Bronze Medal of Courage for saving the man's life).

Her many achievements include induction into six different halls of fame, serving on the Tennessee Aeronautics Commission for 18 years and as commissioner for four years, working with the Civil Air Patrol, participation in early Powder Puff derbies and in one international air race from Washington to Havana, Cuba. Evelyn also taught aeronautics at East Tennessee State University for 15 years. She can list some 50-odd awards she has won and says, "I am just blown away each time I receive one." She is most proud of her 1977 induction into the Hamblen County Woman Hall of Fame in Morristown for having been chosen an outstanding role model for girls.

I left that day wanting to share my experience, the excitement and positive flow of energy from Evelyn and Genie Rae. I saw how a person's passion for life can keep you living a wonderful and fulfilling life no matter your age.

SAN DIEGO CHAPTER

At our last meeting we welcomed two new certificated pilots to the San Diego Chapter, Natasha Stenbock and Sam O'Brien. Both were formerly Future Woman Pilot members of the Chapter. Our new private pilots were presented with gold 99s wings pins by Connie Charles to be a visible memento of their achievement of "earning their wings." Sam is already hard at work and halfway through her instrument rating, which she hopes to finish well before the end of the year. Her next goal is her commercial certificate. Natasha is very excited about aerobatics and is hoping to find some spare time in between her weather broadcasts on KFMB-TV to find a CFI she can go inverted with soon.

Scholarships Available

The Chapter will be awarding the Darlene Kelly Advanced Certificate/Rating Flight Training Scholarship, a \$2,000 award to help fund training for the instrument, commercial, multi-engine or flight instructor certificate. Applicant must be a female San Diego County resident, have a current medical and a private pilot certificate. The completed Advanced Ratings/Licenses Application must be postmarked no later than December 31.

Also to be awarded is the Chapter's Marian R. DeLano Memorial Flight Scholarship, \$1,000 to help fund flight training. Applicant must be a female, have solo sign-off and written test passed for private pilot license or, if a student pilot, be an FWP member of The Ninety-Nines, and if a certificated pilot, be a member of a Chapter of the Southwest Section. The scholarship is good for one rating or certificate only. Air Transport Rating not eligible. The completed application must be submitted by January 31.

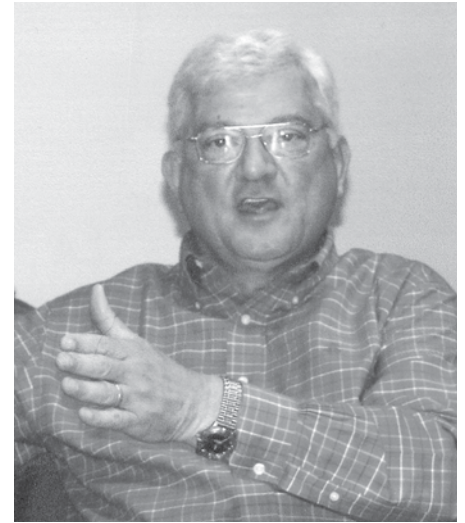
— Dorothy Norkus

INDIANA DUNES CHAPTER

Indiana District Four State Representative Ed Soliday recently spoke to the Indiana Dunes Chapter.

At 19 he learned to fly and started his own charter service. At 21 he joined United Airlines. Ed requested military leave from United to fly attack helicopters in the Vietnam War. He has received the Distinguished Flying Cross, two Bronze Stars, the Purple Heart, the Bendix Trophy for his contribution to the development of Ground Proximity Warning System and the Laura Tabor Barbour Medal for the development of Flight Operations Quality Assurance Systems (Flight data recorder monitoring systems). During 9/11 he was instrumental in helping to get all United Airlines aircraft back on the ground.

As an elected official he feels that the safety of the airlines and security of



Ed Soliday

our country should be a state and national priority.

— Christine Murdock

NEW ENGLAND AND NEW YORK/ NEW JERSEY SECTIONS

Twelve Ninety-Nines from the New England and New York/New Jersey Sections gathered at Old Rhinebeck Aerodome in Kingston, New York for a day honoring Women in Aviation.

Before the scheduled air show, the Aerodome announcer spent about 10 minutes telling the public about The Ninety-Nines and our mission.

We all enjoyed the day, including the museum and air show.

— Karen Tierney

WEST CANADA SECTION



Madaline 'Lindy' Boyes, left, Aloha Chapter, and Wendy Boyes, Governor, West Canada Section. The long lost cousins first met in 1997 at the Ninety-Nines International Conference in Portland, Maine and reunited again this year at the Conference in Anchorage.

GEORGIA CHAPTER

The Georgia Chapter celebrated 75 years of being an active Chapter with a BBQ and a presentation by our local FAAST representative on September 27 at Falcon Field in Peachtree City, Georgia. The group enjoyed good food, conversation and a few low passes in formation by some of the local pilots.

Tim Perez, our local FAAST representative, educated us about the importance of safety during every flight and challenged us to think about whether we believe we act as “professional” pilots each day. Considering the gas crisis in Atlanta for automotive fuel, we were happy that several members attended who had to drive 40-plus miles. The group consisted of 10 members (four of whom have recently relocated to Georgia) and two guests from the local field.

— Susan Delgado



From left, front row, Susan Delgado, Yasmina Soria, Susan Kimmel, Tim Perez (FAAST speaker). Back row, Jean Harris, Penny Jo Wyatt, Janice Pelletti, Guest, Guest, Beth Powell, Cindy Massey, Pauline Mallary, Lisa Corcoran.



From left, Priscilla Barbee, Mary Alice Tidwell, Janet Koonce and Betty Jones represented the Purple Sage Chapter at the South Central Section Meeting in September.

PURPLE SAGE CHAPTER

In August, the Purple Sage Chapter stuffed brightly colored cloth bags with goodies to be sent to Amarillo, Texas for the September 12-14 South Central Section Meeting. We discussed who would go to represent our Chapter, and it turned out that four were planning to go.

On Friday morning, Janet Koonce, Mary Alice Tidwell, Betty Jones and Priscilla Barbee set out from Midland, Texas in Janet's pickup, in the rain, bound for Amarillo in our western attire. We arrived at the Ambassador Hotel to find a wonderful reception from the hosts, the South Central Section. These gals are good!

We had the best time eating steak, eating BBQ, eating and eating. In between eating, we managed to go to Palo Duro Canyon and to River Breaks Ranch where we bet funny money on riderless racing horses. The funny money won could be used at the gift shop. Several of us attended the FINA-CAF Airshow at Midland International Airport in September. Priscilla Barbee was honored to attend that Saturday as the guest of her neighbor, a World War II Veteran. He was in Special Forces.

— Priscilla Barbee

ORANGE COUNTY CHAPTER

Emi Kennedy was recognized as our Chapter's Pilot of the Year for 2008 and was awarded her trophy at the banquet held at the Newport Beach Golf Club in July. Over the last year, Emi's accomplishments included passing her ATP checkride just two weeks before the birth of her son Ryan.

In September, 20 of our Chapter members and their families enjoyed an End of Summer barbecue at beautiful Dana Point Harbor. It was a great opportunity for us to get together and share stories of summer adventures while enjoying an array of tasty barbecued food, salads and other dishes and, of course, a lovely sunset.

— Carol Anne Bennett



Enjoying the End of Summer barbecue are, from left, back row standing, Kim Ernst, Brenda Jackson, Carol Bennett, Andrea Rinebold, Dustin Rinebold, Helen Cranz, Stephen Bennett, Vicky Anderson, Scot Kennedy. Front row kneeling, Diane Titterington-Machado, Shannon Peich, Colleen Handrahan, Kelley Gorman, Patty Murray, Emi and Ryan Kennedy.



Participating in September's fly-out are Jonnie Landis, Joyce McDonald and her 49½ Chuck, Sandy Storhok, Bill Lane (our designated instructor), and standing behind the plane is Gary Bills, 49½ of Sandi Bills.

EASTERN IDAHO CHAPTER

The Eastern Idaho Chapter and some of their 49½s held their summer meeting/fly-in/mountain flying experience at the Flying B Resort Ranch on the Middle Fork of the Salmon River in September. We flew, hiked, fished and let the mountains take the stress away. As we departed the Flying B to return to our "other lives," we stopped in Challis to rearrange loads.

We did manage a planning meeting on Saturday evening after one of the Flying B's fabulous feeds. After flying over the Howe "international" airstrip, we concluded that more rocks are definitely needed to mark the runway. It's still a challenge to see from more than a half mile out.

— Sandi Bills

NEW HORIZONS

JANET DIETRICH Bay Cities Chapter

Professional pilot Janet Dietrich flew to new horizons on June 5, 2008 at the age of 81. Her identical twin, Marion, passed away in 1974. Both women were avid pilots, but their career ambitions differed. Marion became a writer, and Jan was a professional pilot at a time when the opportunities for women were far less abundant than today. Janet was a member of The Ninety-Nines until 1987.

Jan and Marion learned to fly at Minden, Nevada and San Jose and Oakland, California as members of the University of California Flying Club. Both women served as President of the UC Flying Club. Both women joined the Bay Cities Chapter in July 1947. They entered the Chico-San Mateo Race in 1947 and won. Jan was Chairwoman of the Bay Cities Chapter from January to August 1950 (taking over from Mayetta Behringer), and was hostess to our 18th anniversary celebration, securing Col. Roger G. Williams for a speaker.

The twins entered the 1951 AWTAR and placed second; they also flew the 1952 AWTAR. That same year Janet won the Amelia Earhart Memorial Scholarship Award. In 1956, Jan transferred to the Los Angeles Chapter and returned to the Bay Cities Chapter in 1966. Jan was an instructor at the Thermal Air Base.

In 1960, she held the ATR rating and was Chief Pilot for Skyways, Inc. at Van Nuys. Then in 1961, in Albuquerque, New Mexico, Jacqueline Cochran arranged for several



#8 Sept. 1947 - Start of the Chico-San Mateo Race. Dietrich twins (who won), Gerry Mickelsen, Ruth Rueckert and Rita Hart, co-pilot for Gerry (partly hidden).

women pilots to be tested as potential astronauts — both Jan and Marion passed and were hailed as the first Astronaut Twins. Thirteen women, in total, passed the tests given at the Aero-Space Medical Section of the Lovelace Foundation.

In Janet's file at the 99s Museum of Women Pilots, there is an interesting article that appears to have been published in *Parade* in the early 1970s. The focus of the article was that the U.S. airlines were lagging behind because they still hadn't hired any women pilots. Janet did work for World Airways for a time, but they would allow her to fly only military charters. She filed a sex-discrimination suit against the company. Of Janet, the article states: "Now a co-pilot for a commuter carrier, Golden Pacific Airlines, which serves

18 stations in the West, Jan wants women pilots who can land planes safely to land good jobs, too. The only woman pilot in the U.S. with an airline-type rating as a captain on a four-engine jet, Jan has been a corporation pilot for Litton Industries, Kern County and other industrial accounts.

Summarizing her complaint against major airlines, she said, "Women pilots in this country find it almost impossible to get the background and training to qualify for commercial flying. Most doors are slammed shut to them, and there's never been a program for women pilots. It's about time we did something about this."

It must have been both frustrating and rewarding for Janet to see women hired at the airlines soon afterwards.

Longtime members of the Bay Cities Chapter were saddened to hear the news of Janet's passing. Jeanne Williams said, "I was fortunate to have known both Jan and her sister — and my late husband knew and was very fond of them both. I do know that he dated at least one of them at some point!"

I met up with Linda McKenzie, Jan's niece, at Oshkosh. She said that many gentlemen chased after Jan, but she never settled down because the potential spouses expected her to give up flying.

Sadly, due to health complications, Jan had stopped flying for quite some time before her death. But in her years of flying, she had the perseverance to go after her dreams.

— Laura Smith

NEW HORIZONS

MARY B. HANSEN

Women Airforce Service Pilot

Mary was born in Durham, North Carolina in 1923 and later moved to Birmingham, Alabama. Being interested in art, she attended night classes at Birmingham University. Her brother, who was in the Air Force, encouraged Mary to learn how to fly. When she heard about the WASP, she immediately decided to sign up and get her pilot certificate.

Unable to start WASP training because she was too young at the time, Mary tagged along with some family and friends going to Sweetwater, Texas. She got a job at the field, and when the age limit was dropped, Mary signed up and was accepted. She went through training and received her wings. She was transferred to different bases and wound up at Freeman Field in Indiana where she was assigned as a test pilot.

In late 1944, the war was wearing down, and the WASP were discharged. She met her husband Vic, and in 1956 they were married and traveled around the world. After 30 year of working, she retired in 1980.

— Ginger Larmon
(from the *Daily Breeze*)

BETTY E. KASNER ROGERS

Northwest Section

Betty E. Kasner Rogers passed away on August 12, 2008 in Portland, Oregon at 81. Betty was born January 22, 1927, in Morris, Minnesota and moved to Portland, Oregon as a child. A past Governor of the Northwest Section, she was the first professional female parachutist in Oregon, with a front page newspaper article about her 1947 jump appearing in the *Oregonian*. She was also a female pylon racer and cross country racer between 1947 and 1950. In 1949, she married Guilford Wikander, owner of Wik's Air Service based at Hillsboro Airport in Hillsboro, Oregon. He died in 1962.

She married Winston Rogers in 1972; he died in 1975. She graduated from Portland State University in 1981 and from Portland Community College in 1997.

—Carroll Wikander, Betty's son



Betty Kasner Rogers, right, shown with Ruth Wikander, her sister-in-law and sister Ninety-Nine who died in 1968. They are standing by a Vultee BT-13 Valiant which was a basic trainer aircraft during WWII.

KATHY SANGER

Finger Lakes Chapter

Kathy Sanger flew on to New Horizons on Saturday, July 26, 2008. In 2003, Kathy earned her private pilot certificate at 54. She was determined to accomplish this even after surviving a form of cancer.

Kathy received the Amelia Earhart Scholarship in 2006 to work towards her instrument rating. She was very close to accomplishing this goal when cancer struck again. Kathy was an active member of the Finger Lakes Chapter. She had a very positive attitude and was always willing to help out.

She was a member of Williamson Flying Club, Williamson, New York, and she served as secretary of that organization from 2003 through 2005. Several events sponsored by The Ninety-Nines were held at the Williamson-Sodus Airport, and Kathy was an integral part of those events. Most recently, she served as Finger Lakes Chapter's Co-Secretary. She also served as a member of the New York/New Jersey Section Nominating Committee from 2006 to 2008.

Kathy is survived by her partner, Kathy McGonigal. She enjoyed singing, camping, hiking, gardening, flying and being with friends. She lived life fully as pilot, computer instructor, longtime member of the Rochester Community Chorus and dear friend. She is sorely missed. Fly on, Kathy.

— Frances Englund

MARGARET STANNAH

Florida Spaceport Chapter

Margaret Stannah, longtime member, flew to New Horizons on September 29, 2008.

Margaret participated in many air races in the 1950s and 1960s. Later she piloted Christian relief missions to Central and South America bringing medicine, supplies and spiritual comfort to the Indian cultures there. In 1980, at age 66, she piloted a plane with Jerri Cobb, test pilot and later astronaut candidate, in a flight across the Andes to Columbia, a place where few pilots dare to cross in light aircraft.

— Bobbi Lasher

WILLIAM J. FISHER

49½ of Diane E. Fisher

Long Island Chapter

Bill Fisher, 72, flew to New Horizons on January 17, 2008, in Saint Cloud, Florida.

He was born in Philadelphia, Pennsylvania on February 4, 1936. Bill served his country proudly in the Army's 82nd Airborne as a paratrooper. He retired from Pan American Airlines after 25 years, and during his career he flew DC-8s, Boeing 727s and 747s. Bill and Diane also owned and operated a fixed base general aviation facility at New York's Islip MacArthur Airport.

He was a great asset to the Long Island Ninety-Nines, helping for 32 years with many events.

— Diane Fisher



WASP Share Memories, Renew Friendships at Reunion



WASP Suzanne Parish, North Central Section 99, with WASP Betty J. Brown, Katahdin Wings 99.



WASP Nadine Canfield Nagle stands with a portrait of Fifinella, the WASP mascot designed by Walt Disney. To her left is 99 Becky Howell, South Central Section, a group of military aviators, Becky Sparks, Lauren Clancy and 99 Wally Funk, Fort Worth Chapter, in the back row far right. Photo by Amy G. Strebe.



WASP Lucile Wise, center, with Ninety-Nines Valerie Thal-Slocum, Memphis Chapter, and Debby Dewey, Brazos River Chapter.



WASP Jan Wood, San Fernando Valley Chapter 99, finishes signing an airplane door that will be displayed at the National WASP WWII Museum at Avenger Field.



WASP Frances Rohrer Sargent, Florida Goldcoast Chapter, locates her name on one of two walls that are engraved with names of the 1,074 women pilots who received their WASP silver wings.



Trish Beckman, USN Commander Ret.; WASP Lorraine Rodgers; Barbara Bell, Captain USN Ret. and president of the Woman Military Aviators (WMA); and Diana Davis at the WMA luncheon honoring the WASP.