

# 99 News

The Official Magazine of the International Organization of Women Pilots

January/February 2009





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](mailto: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

*Connie Tobias, pilot-  
ing the original 1910  
Blériot, goes back  
in history as famous  
aviatrix Harriet Qui-  
mby, who was the first  
licensed woman pilot  
in the United States  
and the first woman to  
solo across the English  
Channel. Connie also  
made aviation history  
herself as the first, and  
so far only, woman to  
fly controlled sus-  
tained flight in the  
notoriously challeng-  
ing 1903 Wright Flyer.  
Only five pilots, in  
addition to Orville and  
Wilbur, have succeed-  
ed in flying this craft.*

*Photo by Blair Conrad*

# PERPETUAL CALENDAR

## FEBRUARY

- 1** **Due Date for 99 News submissions** for March/April 2009 issue.
- 26-28** **Women in Aviation, International Conference**, Atlanta Hyatt Regency, Atlanta, Georgia. Visit [wai.org](http://wai.org).

## MARCH

- 14-29** **Incredible India Tour** for Ninety-Nines, sponsored by India Section. For information go to [99sindiatur.com](http://99sindiatur.com). Contact Chanda/Sue at [chanda99tour@gmail.com](mailto:chanda99tour@gmail.com).
- 15** **Antelope Valley 99s Famous & Fun St. Patrick's Poker Run & BBQ**, Lancaster, California, W.J. Fox Airport, 9 a.m. to 1 p.m. BBQ tickets should be purchased before March 12. Day of event, BBQ tickets sold based on available food (we sell out!). Contact: phone Elle, 661-256-4357; email [auburnaviatrix@pobox.com](mailto:auburnaviatrix@pobox.com), or visit [freewebs.com/av99s/](http://freewebs.com/av99s/).
- 20-21** **Spring International Board Meeting**, Headquarters, Oklahoma City, Oklahoma. Travel dates March 19 and 22.
- 27-29** **North Central Section Spring Meeting**, Milwaukee, Wisconsin. Contact Christy Stark, [ccstark55@hotmail.com](mailto:ccstark55@hotmail.com).

## APRIL

- 1** **Due Date for 99 News submissions** for May/June 2009 issue.
- 19** **75th Anniversary Celebration of Chicago Area Chapter**, Glenview, Illinois at Bravo! Cucina Italiano, 11 a.m. to 1:30 p.m. Contact: Elizabeth Hitchcock, [elizabeth@alumniupenn.edu](mailto:elizabeth@alumniupenn.edu).
- 21-26** **Sun 'n Fun**, Lakeland, Florida.
- 30 - May 3** **Southeast Section Spring Meeting**, Pensacola Beach, Florida. Contact Corbi Bulluck at [mcbulluck@aol.com](mailto:mcbulluck@aol.com).

## MAY

- 1-3** **Southwest Section Spring Meeting**, Glendale, Arizona. Hosted by the Phoenix Chapter. Visit [phx99s.org](http://phx99s.org).
- 15-17** **South Central Section Spring Meeting**, Pecan Plantation, Granbury, Texas. Hosted by the Brazos River Chapter. Contact: Lana Kraeszig, [hiflyn99@charter.net](mailto:hiflyn99@charter.net).

## 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.
- 27-Aug 2** **EAA/AirVenture**, Oshkosh, Wisconsin. The annual 99s Breakfast will be held on Thursday, July 30 at the 99s Tent.
- 31** **Deadline for submitting Professional Pilot Leadership Initiatives (PPLI) application.** [www.ninety-nines.org/careers/mentoring.html](http://www.ninety-nines.org/careers/mentoring.html).

## SEPTEMBER

- 25-27** **Southwest Section Fall Meeting**, Grass Valley, California. Hosted by the Sutter Buttes Chapter.

## CORRECTION

In the November/December issue, Bonnie Lewis's name was misspelled in the article about the Women Airforce Service Pilots reunion. Bonnie was one of The Ninety-Nines pilots who flew the WASP to Avenger Field. Also, the cost of the gas for the B25 was \$3,500. Most of the donations were procured by Susan King of Wings of Dreams in Florida and Cindy Weisner, daughter of Sylvia Burrell.

## HEADQUARTERS NOTAM

Effective January 1, 2009, due to the increased costs of postage and changes to package mailing regulations from the US Postal Service, Headquarters must change its mailing procedures.

We will continue to send up to 10 pounds of membership materials to members as needed for recruiting. These packages, however, will now be mailed parcel post. Let us know at least

three weeks in advance of the upcoming event to allow adequate time for the Postal Service to deliver. If the materials are needed sooner, the requestor will need to pay the difference between the cost of the priority package and a parcel post package.

The Headquarters staff would be very appreciative of any additional donations to offset the costs of mailing these packages.

# 99 News

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

January/February 2009

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

## 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](http://ninety-nines.org) and click on 99 News magazine. Submissions should be emailed to [news@ninety-nines.org](mailto:news@ninety-nines.org). If you have any questions, please email us at [news@ninety-nines.org](mailto:news@ninety-nines.org).

### PHOTOS

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

## STATEMENT OF EDITORIAL POLICY

*The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc.*

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

The Ninety-Nines, Inc. does not warrant, guarantee or endorse any specific product or service that is advertised in its printed or online catalogue or magazine.

The Publishing Committee and the Publisher reserve the right to reject any material submitted for publication. Copy submitted for publication shall become the property of The Ninety-Nines and shall not be returned.

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Chicago — host to the 2009 International Conference.

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Connie Tobias as Harriet Quimby with the Collings Foundation's Blériot in Stow, Massachusetts.

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Nancy-Bird Walton at  
last September's naming  
ceremony where Qantas  
Airlines officially named  
an Airbus A380 after  
Nancy-Bird.



# President's Message

BY SUSAN LARSON, International President

Inspired. It's how we feel when we are in the company of others who have achieved greatness and are still humble or when we admire God's creations on Earth when we fly.

I had the joy of watching Emily Howell Warner, Eileen Collins and Patty Wagstaff honored in November for their achievements in aviation at a fund-raising gala in Denver, each one of them inspiring. Eileen was the first woman to have piloted the space shuttle, Patty became the first female U.S. National Aerobatic Champion and Eileen was the first woman both hired and flying for a U.S. scheduled air carrier. These achievements put them into a unique class of women who are not only ground-breaking but also extremely admirable. That each is delightfully down to earth yet one with the skies only makes them that much more inspiring.

Also in November, the Santa Clara Valley Chapter chaired the 99s booth at AOPA Expo in San Jose, California. Penny Blake organized the volunteers and supervised the setup and teardown of our booth while Sue Ballew handled the plans for the breakfast. Max Trescott, named 2008 CFI of the Year by the FAA, was the featured speaker while 70 Ninety-Nines enjoyed their morning meal.

Invariably a lot of planning goes into our trade show appearances, and you are each invited to participate at the Women in Aviation conference February 26-28 in Atlanta, Georgia. That trade booth is a busy place and the need for staffing immense. We sign up more new members, invariably career-oriented, at this venue than any other. Further information will be available in the monthly Dispatch and on the eNetworks.

In addition to attending the Denver gala and the AOPA Expo, I met Captain Karen Lee, recipient of the Katherine Wright Award given in Arlington, Virginia at the National Aeronautic Association's fall awards banquet. This award was

established in 1981 by the Gates Learjet Corporation and is given to a woman who has contributed to the success of others, or made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time. Named in honor of Orville and Wilbur Wright's sister, Katherine, it is awarded jointly by The Ninety-Nines and NAA. Captain Lee was chosen by a committee composed of 99s and NAA leaders for "her steadfast vision in pioneering UPS Airlines' leading, globally recognized, research and implementation of ADS-B technology that is transforming the national air transportation system."

Also at that event, 99 Julie Clark was honored with the Katherine and Marjorie Stinson Award for her "determination, enthusiasm and professional accomplishments as an airline pilot and air show performer that have provided inspiration and motivation to many women aspiring to a career in aviation." It was the greatest pleasure to meet these women and extend our congratulations.

I will never forget November 2008 as I had the opportunity to once again spend time with my family in San Jose, but this was the last time I would see my father, Charles Larson. He died just a few days later at the age of 82, doing what he loved, playing golf. I am lucky to not only have had a strong bond with my father, but also to have spent time with him almost every day until he retired from the family business in 1992. Thank you to all who sent a card, made a phone call or sent prayers. It was my father who provided my personal inspiration to fly. He stopped piloting by 1960, but he understood my love of the skies and the challenge associated with mastering the machinery. He will fly with me forever.

I wish each of you a Happy New Year, good health and a continuing love affair with the skies. May 2009 be your best year ever!



*Patty Wagstaff, Emily Howell Warner and Eileen Collins were honored in November.*

I had the joy of watching Emily Howell Warner, Eileen Collins and Patty Wagstaff honored in November for their achievements in aviation at a fund-raising gala in Denver, each one of them inspiring.



*Margaret Rothermel, Emily Howell Warner, Anne Luce and Susan Larson.*



— \$1 Million  
 — \$800,000  
 — \$600,000  
 — \$400,000  
 — \$200,000  
 — \$0

*The Endowment Fund, almost halfway to its goal, needs your continuing support.*

# How Firm is Our Foundation? A Look at The 99s Endowment Fund

BY NANCY ALDRICH, San Antonio Chapter

I am proud to be a Ninety-Nine! I love The Ninety-Nines and thank them for all the camaraderie and support I have received over the years. That is why I want The Ninety-Nines to be around for our children and grandchildren to benefit from and enjoy. This is a great organization and deserves our loyalty and support.

As Ninety-Nines, we have built a beautiful superstructure. First is our membership. We are a group of amazingly powerful and exciting women achievers. We have the 99s Museum of Women Pilots, a great place to go and learn about our history and research the history of aviation. We have the Amelia Earhart Birthplace Museum in Atchison. What an exciting place to visit. We have the Amelia Earhart Memorial Scholarship Fund that continues to help women from around the world achieve their goals. The four "wings" of our superstructure are substantial and impressive. However, we have not paid enough attention to our foundation.

The financial foundation of The Ninety-Nines is the Endowment Fund. We are always short of operating funds at our Headquarters; we have very little money for repairs or everyday expenses. We are constantly debating raising the dues on

members. Financially, we have nothing to fall back on. Our foundation is weak and needs attention.

The Endowment Fund is set up so that no monies can be withdrawn until the principal reaches \$1 million. At this time, we are at about \$400,000. When the principal reaches \$1 million, the income earned by the protected capital will be allocated for the perpetuation and advancement of the goals of The Ninety-Nines.

Each of the Trusts is structured individually, and the monies cannot overlap. The Museum money must be used to support the museum; the Birthplace money must be used to support the birthplace; the Scholarship money can be used to fund only scholarships, but all of that is dependent upon the organization, The Ninety-Nines, being financially sound. That is what makes the Endowment Fund so important. It is our financial foundation! We must reach our goal of \$1 million before the Fund can help support the organization.

There are many ways you can contribute to the Endowment Fund. The easiest way is to simply write a check and send it to the Treasurer. Another way is to encourage your Chapter to include the

Fund in their annual contributions. Use [goodsearch.com](http://goodsearch.com) each time you search on your computer, and we will receive a steady income. Set up a regular monthly donation on one of your credit cards. Include the Endowment Fund in your estate planning. There are many ways to support The Ninety-Nines Endowment Fund. The important thing is that each of us does something to achieve our goal.

We want The Ninety-Nines to stand proudly for many years and continue supporting women pilots around the world. Help us make sure The Ninety-Nines is built on a firm and solid foundation by contributing generously to the Endowment Fund today!

## An Easy Way to Help...

*The Endowment Fund was featured as the Charity of the Day on GoodSearch.com and GoodShop.com on January 16.*

*Every time you use GoodSearch.com or do your online shopping through GoodShop.com, the Endowment Fund receives a donation (and you don't pay a penny extra). Hundreds of great stores including Amazon, Best Buy, Macys and others have teamed up with GoodShop, and you'll be supporting us every time you place an order!*



# PILOT CAREERS: Commitments

BY DONNA MILLER  
International Careers Committee

*"Do or do not. There is no try." –Yoda*

A brand new year is here. The fresh calendar is on the wall or we have a crisp, new journal with pages to fill. What will those pages say? Are you planning to get a new rating this year? Go for a new job? Get current or, better yet, stay current? Is anything holding you back?

Every outcome is a combination of an event and a response. We wake up every morning and it begins. We have a list of things we *should* get done. At the end of the day we look at the list. How many of them *actually* got done?

In reality, we have made choices. In our overextended lives, it's easy to say, "I should." I should make time to study for the written or the check ride. We should get together soon. I should get some exercise. What if you replace "should" or "have to" with "choose to"? Doesn't that change the way you look at things? "I choose to prepare for the written." And, instead of adding it to your to-do list, you incorporate it into your schedule. And now you have made a commitment to yourself.

Here's the thing about commitments. When we make a commitment, we give our word. That is a very powerful thing. It is trust. Not keeping our word gives away that power and begins to erode our trust in ourselves. When you do what you say, what you say becomes reality. That's important, so here it is again:

When you do what you say, what you say becomes reality. Your word is law.

So back to your new calendar: Here is a chance to reevaluate your goals. What do you want to accomplish this year? Take time to de-commit to things that are distracting you from your goals like negativity and non-supportive relationships, and re-commit to things that support your goals such as healthy lifestyle choices. Commit to yourself. Keep your word to yourself. Do what you say you will do.

It sounds simple. It is simple, but not easy. For example, it's simple to run a marathon. You get up every morning and run six miles to train, and on the weekends, you run twelve. That is simple, but not easy. That's where your commitment to yourself comes in. It has been said that the bigger the "why," the easier the "how." Look at your goals: Why do you want to accomplish them? If it's a big enough "why," you'll figure out the "how." If you are passionate about your goals and they are your dreams, you will find a way to make them come true. Didn't we do that when we got our private pilot certificates? We committed to ourselves. We didn't put flight training on our to-do lists. We scheduled our training and committed to being there! We scraped together the money because it was that important to us. We can do that again.

Have a great year.

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## PRO 99s PROFILE: Leja Noe

BY BETSY DONOVAN, International Careers Committee

Captain Leja Noe's flying career began at the controls of her father's Cessna 172 in the Seattle, Washington area. Encouraged by her dad to take an Air Force ROTC cadet scholarship, Leja embarked on her burgeoning military aviation career. But before competing for a pilot slot, Leja obtained her private pilot certificate on her own to ensure that it was the right career choice. It was.

When her mother was diagnosed with Alzheimer's disease, Leja made the tough decision to separate from the Air Force, becoming a civilian. Keeping her dream close at hand, she worked at local FBOs and in flight operations management with various airlines while completing her flight training.

A captain at Mesa Airlines on the Canadair Regional Jet for four and half years, Leja holds an Airline Transport certificate. She's been a Ninety-Nine for five years and belongs to the Greater



Seattle Chapter. Leja is also the Professional Pilot Leadership Initiative (PPLI) Team Leader.

Leja's advice to others: "Follow all of your passions; it may just make you uniquely qualified to the perfect job. Give back. Let others learn from your experiences whether good or bad and put first things first."

# Chicago 2009!



BY REBECCA S. DUGGAN  
Michigan Chapter

Ahhh, Chicago, the Windy City — my kind of town! There are few cities like Chicago and no better city to host the 2009 Ninety-Nines International Conference. Not only is Chicago the place to experience some of the best shopping, sightseeing, museums, nightlife, sports and Broadway shows in North America, but it is also where the first Ninety-Nines Conference was held. Chicago is rich in culture and history.

Situated along the west coast of Lake Michigan, Chicago's scenic skyline is a symbol of the American Dream. It started as a small trading post and grew into one of the largest cities of international trade and commerce in the United States and is home to many firsts. Chicago is home of the country's first skyscraper and the birthplace of the refrigerator, the radio and the television remote control. It is

also home of the famous Sears Tower, the tallest building in the U.S. and fifth tallest in the world.

You'll never get bored in Chicago — there's too much to see and do. Whether you're into sports, history, shopping, art, music, culture, nature, science or food, Chicago has something for you (Choosechicago.com).

If you're a shopper, then Chicago is your kind of town. Many people call Chicago the shopping mecca of North America; if you can't find it in Chicago, they probably don't make it. The 460 stores of the Magnificent Mile along Michigan Avenue, where our Conference hotel is located, offer everything for the bargain shopper to the shopper looking for that one-of-a-kind item. Nearby Oak Street draws shoppers from all over the world to its European-style atmosphere and

sophistication, and it is home to many of the world's exclusive boutiques and salons. The tourist shopper looking for a unique gift or souvenir will love the shops on Navy Pier, accessible by free trolley from our hotel. While there, enjoy taking photos from the Ferris Wheel and challenge yourself on the Wave Swinger ride!

Chicago's famed theater district is a major draw for visitors. Chicago is home to the historic "Majestic Theater" (Bank of America Theater), "Oriental Theater" (Ford Center for the Performing Arts) and "Cadillac Palace Theater," which have been venues for Broadway hits like *Wicked*, *The Producers*, *Mamma Mia!* and Disney's *The Lion King*. And Chicago's own Oprah Winfrey presents *The Color Purple*.

Many people visit Chicago to experience the nightlife. It is home to some of the finest restaurants and nightclubs in the

world, and some of the best are in walking distance of the Conference hotel. Just up the street is the John Hancock Center. A reasonable lunch can be enjoyed with a marvelous 80-mile view from the 95<sup>th</sup> floor (Signature Room.com).

**Getting to Chicago is easy!** Chicago's O'Hare International Airport, one of the largest airports in the country, is only 15 miles northwest of our downtown Conference hotel, and Midway Airport is only 12 miles southwest of the hotel. If you're flying commercially, these two airports are host to major airlines with daily domestic and international flights.

Transportation from both airports is easy and inexpensive using Chicago's superior subway system for about \$2 one way. The subway is safe, and there's a Red Line Grand Avenue Station just two blocks from the conference hotel. A shuttle van also serves our hotel; look up advance purchase and "pair/share" discounts (airportexpress.com).

If you're flying your private plane to the Conference, Lansing Municipal Airport (KIGQ) is ideal. It is just a short distance south of downtown Chicago. Ground transportation to and from the hotel is available for those attending the Conference. You can get all the airport information you need at [lansingmunicipal.com](http://lansingmunicipal.com).

You also have the option of traveling to Chicago by train or bus. Both Amtrak and Greyhound Bus stations are about two miles from the Conference hotel. Amtrak national rail trains arrive and depart daily from two major Chicago stations with service from most of the continental United States. The two rail stations connect both the national train lines and the Chicago Metra Rail service, streamlining your commute to and from the Conference hotel. Check [metrarail.com](http://metrarail.com) and [Amtrak.com](http://Amtrak.com) for schedules and prices.

Driving to the Conference is a great option, especially if you're planning to go to Oshkosh afterwards. Parking in downtown Chicago can be very costly. The hotel parking is over \$40 per day, while parking garages a few blocks away charge \$21 per day. Better yet, we've made arrangements with Lansing Airport to allow free parking for cars, RVs and campers during the Conference. The North Central Section

will also provide ground transportation from KIGQ to the hotel during prearranged times. And don't forget our post-Conference bus trip to Oshkosh and EAA ([ncs99s.org](http://ncs99s.org)) and plan to depart Chicago on July 29 after that wonderful experience.

**Getting around Chicago is even easier!** Chicago has a great mass transit system which includes subways, the world-famous elevated system and buses that will take you to almost any area you'd want to go in the city. A subway station is only 0.2 miles from the hotel. Union Station (Amtrak and Metra) is only 1.9 miles from the hotel. A water taxi runs between Union Station and Michigan Avenue for \$2. For a \$10 cab fare, you can get nearly anywhere downtown from the hotel ([chicagomarriottdowntown.com](http://chicagomarriottdowntown.com)). A \$5 day pass for unlimited rides by bus or train can be purchased at airports or in advance online ([transitchicago.com](http://transitchicago.com), click travel/fares, then Visitor Passes).

Walking in Chicago is very common. The tourist areas of Chicago are very safe to walk during both day and nighttime hours. Many people in downtown Chicago

walk to get around.

To reach many of the most popular destinations, we have chartered school buses on Thursday just for our attendees. The buses will take you to the Art Museum, Millennium Park, Adler Planetarium, Shedd Aquarium, Field Museum and Museum of Science and Industry. Use a Go Chicago card for entrance, deals and savings that day and others ([gochicago-card.com](http://gochicago-card.com)).

There's also the option of a horse-drawn carriage to just about any downtown destination for about \$40 per half hour for a carriage of one to four people. And for other unique rides, tours by bike and Segway are close to us ([bobbysbikehike.com](http://bobbysbikehike.com), [citysegwaytours.com](http://citysegwaytours.com)). Chicago was just voted the best bicycling city in the country!

**Why Wings to the Windy City?** Chicago has so much to offer, it was an easy decision for the North Central Section to choose the city to host The Ninety-Nines 2009 International Conference. Chicago is my kind of town and can be your kind of town, too, in July 2009!



Enjoying the view of Chicago's Navy Pier are, from left, front row, Joan Kerwin and Rita Adams, Conference Co-Chairmen. Back row, Bobbi Roe, Conference Co-Chairman Ellen O'Hara, International President Susan Larson, Shelley Ventura, Donna Klein and Cynthia Madsen.



## 2009 Registration Information

The 99s International Conference  
Marriott Chicago Downtown Magnificent Mile  
Chicago, IL  
July 22-26, 2009

### CONFERENCE SCHEDULE

#### Wednesday, July 22

12:00 pm - 4:00 pm  
12:00 pm - 4:00 pm  
12:00 pm - 4:00 pm  
1:00 pm - 4:00 pm  
6:00 pm - 10:00 pm

Registration  
Hospitality  
Fly Market  
Pre-Conference BOD Meeting  
Odyssey Dinner Cruise

5th Floor  
Presidential Suite  
Denver/Houston, 5th Floor  
Kane, 3rd Floor  
Departs Navy Pier

#### Thursday, July 23

8:00 am - 4:00 pm  
9:00 am - 4:00 pm  
9:00 am - 4:00 pm  
9:00 am - 4:00 pm  
9:45 am - 11:30 am  
1:00 pm - 3:00 pm  
4:00 pm - 5:30 pm  
6:30 pm - 8:30 pm  
6:30 pm - 8:30 pm  
6:30 pm - 8:30 pm

Registration and Credentials  
Hospitality  
Fly Market  
Museum Bus (runs every 30 minutes)  
Architectural Boat Tour  
Tea with Amelia at the Drake  
Comm Session for all 99s  
Registration  
Hospitality  
Fly Market

5th Floor  
Presidential Suite  
Denver/Houston, 5th Floor  
Hotel Door  
Walk or Taxi south of bridge  
Palm Court Room, Drake Hotel  
Kane/McHenry, 3rd Floor  
5th Floor  
Presidential Suite  
Denver/Houston, 5th Floor

#### Friday, July 24

7:00 am - 7:45 am  
7:00 am - 7:45 am  
8:00 am - 12:00 pm  
12:15 pm - 1:00 pm  
1:00 pm - 3:00 pm  
3:00 pm - 4:00 pm  
4:00 pm - 7:00 pm  
4:00 pm - 7:00 pm

Registration and Credentials  
Breakfast  
Annual Business Meeting  
AEMSf Reception  
AEMSf Awards Luncheon  
AWTAR Reunion  
Hospitality  
Fly Market

5th Floor  
Foyer and Chicago Ballroom E, 5th Floor  
Chicago Ballroom ABCD, 5th Floor  
Foyer, 5th Floor  
Chicago Ballroom ABCDE, 5th Floor  
Presidential Suite  
Presidential Suite  
Denver/Houston, 5th Floor

#### Saturday, July 25

9:00 am - 12:00 pm  
9:00 am - 1:00 pm  
9:00 am - 1:00 pm  
9:00 am - 1:00 pm  
12:30 pm - 1:30 pm  
1:00 pm - 4:00 pm  
1:00 pm - 4:00 pm  
1:45 pm - 3:30 pm  
6:00 pm - 7:00 pm  
7:00 pm - 9:00 pm

Post-Conference BOD Meeting  
Hospitality  
Fly Market  
Seminars  
Governor's Luncheon  
AEMSf Trustees Meeting  
Endowment Fund Meeting  
Architectural Boat Tour  
No-Host Reception  
Annual Awards Banquet

Kane/McHenry, 3rd Floor  
Presidential Suite  
Denver/Houston, 5th Floor  
Cook and Dupage, 3rd Floor  
Northwestern/Ohio State, 6th Floor  
McHenry, 3rd Floor  
Printer's Row, 2nd Floor  
Walk or Taxi south of bridge  
Foyer, 5th Floor  
Chicago Ballroom ABCD, 5th Floor

#### Sunday, July 26

2:00 pm

Departure of Post-Conference Tour to Oshkosh

# 2009 Registration Information

The 99s International Conference  
Marriott Chicago Downtown Magnificent Mile  
Chicago, IL  
July 22-26, 2009

**PLEASE PRINT CLEARLY** Online registration available at [www.ncs99s.org](http://www.ncs99s.org)

## Your Information

First name \_\_\_\_\_ Last Name \_\_\_\_\_  
Name on Badge \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State/Province \_\_\_\_\_  
Zip/Postal Code \_\_\_\_\_ Country \_\_\_\_\_  
Phone \_\_\_\_\_  
E-Mail \_\_\_\_\_  
Chapter \_\_\_\_\_ Section \_\_\_\_\_  
**49 1/2 or Guest Name for badge** \_\_\_\_\_

Please check all that apply:

- |  |   |
|--|---|
| <input type="checkbox"/> First International Meeting         | <input type="checkbox"/> Chapter Chair                      |
| <input type="checkbox"/> Section Officer                     | <input type="checkbox"/> Future Woman Pilot                 |
| <input type="checkbox"/> Trust Board: Position/Trust _____   | <input type="checkbox"/> International Committee: _____     |
| <input type="checkbox"/> International Board: Position _____ | <input type="checkbox"/> Past Int'l President: Years _____  |
| <input type="checkbox"/> Current Governor: Years _____       | <input type="checkbox"/> Past Governor: Section/Years _____ |
| <input type="checkbox"/> 2009 AE Scholarship Winner          | <input type="checkbox"/> Past AE Scholarship Winner         |
| <input type="checkbox"/> WASP                                | <input type="checkbox"/> AWTAR Alumna                       |

## Arrival Info:

Date of Arrival: \_\_\_\_\_ ETA: \_\_\_\_\_ Date of Departure: \_\_\_\_\_ ETD: \_\_\_\_\_

☐ Via Private Aircraft to Lansing (IGQ) ☐ I am the PIC

Type of Aircraft \_\_\_\_\_ Registration# N-\_\_\_\_\_

# of Passengers \_\_\_\_\_ Passenger Name(s): \_\_\_\_\_

☐ Driving private vehicle    Need Parking at Lansing Airport? ☐ Automobile ☐ RV / Motor home

*Transportation between Lansing IGQ and the Conference Hotel provided by North Central Section*

☐ Via Commercial Airline to \_\_\_\_\_ ☐ Via Bus or Train ☐ Planning to rent a car

*Transportation to Conference Hotel is on your own. See [www.ncs99s.org](http://www.ncs99s.org) for options.*

## Hotel Information

Marriott Chicago Downtown Magnificent Mile  
540 North Michigan Avenue  
Chicago, IL 60611  
800-228-9290 or 312-836-0100  
Group Code: NNT  
Marriott Event Housing Coordinator: Daniele McCafferty



**Conference Registration Fees**

*Full Conference Registration includes: Friday Breakfast, Friday AEMSF Scholarship Luncheon, Saturday Awards Banquet, access to Fly Market, Hospitality Suite, Seminars and museum bus.*

Early Registration - postmarked by March 15, 2009 \_\_\_\_\_ @ \$ 295.00 = \$ \_\_\_\_\_

On-Time Registration - postmarked by May 15, 2009 \_\_\_\_\_ @ \$ 325.00 = \$ \_\_\_\_\_

Late Registration - meals not guaranteed after July 15, 2009 \_\_\_\_\_ @ \$ 360.00 = \$ \_\_\_\_\_

**One-day Registration:**

Wednesday (Must register to participate in tours/hospitality) \_\_\_\_\_ @ \$ 35.00 = \$ \_\_\_\_\_

Thursday (Must register to participate in tours/hospitality) \_\_\_\_\_ @ \$ 35.00 = \$ \_\_\_\_\_

Friday (Amenities and AE Luncheon) \_\_\_\_\_ @ \$ 150.00 = \$ \_\_\_\_\_

Saturday (Amenities and Awards Dinner) \_\_\_\_\_ @ \$ 150.00 = \$ \_\_\_\_\_

**Non-99 Guest Tickets**

Full Guest Registration \_\_\_\_\_ @ \$ 245.00 = \$ \_\_\_\_\_

*Same as 99 Full Registration except does not include handouts or printed registration materials.*

Friday Breakfast (Meal Only) \_\_\_\_\_ @ \$ 50.00 = \$ \_\_\_\_\_

Friday AEMSF Scholarship Luncheon (Meal only) \_\_\_\_\_ @ \$ 85.00 = \$ \_\_\_\_\_

Saturday Awards Banquet Dinner (Meal Only) \_\_\_\_\_ @ \$ 120.00 = \$ \_\_\_\_\_

**Meal Selections****AEMSF Luncheon**

Chicken Parmesan

YOU

☐

Guest

☐**Awards Banquet**

Grecian Chicken

YOU

☐

Guest

☐

Seared Salmon

☐☐

Prairie Grove Pork Porterhouse

☐☐

Vegetarian – Eggplant Parmesan Lasagna

☐☐

Vegetarian Paella

☐☐**OPTIONAL TOURS/EVENTS**

Odyssey Dinner Cruise \_\_\_\_\_ @ \$ 150.00 = \$ \_\_\_\_\_

Museum Bus - Non-registered guests \_\_\_\_\_ @ \$ 5.00 = \$ \_\_\_\_\_

Oshkosh Tour Bus \_\_\_\_\_ @ \$ 150.00 = \$ \_\_\_\_\_

Architectural Boat Tour - Thursday \_\_\_\_\_ @ \$ 35.00 = \$ \_\_\_\_\_

Architectural Boat Tour - Saturday \_\_\_\_\_ @ \$ 35.00 = \$ \_\_\_\_\_

Tea with Amelia at the Drake (includes lunch) \_\_\_\_\_ @ \$ 52.00 = \$ \_\_\_\_\_

**Fly Market Tables - per table**

Please direct Fly Market questions to Dee Nusbaum at flymarket@ncs99s.org

Outside Vendors \_\_\_\_\_ @ \$ 50.00 = \$ \_\_\_\_\_

Ninety-Nines \_\_\_\_\_ @ \$ 30.00 = \$ \_\_\_\_\_

**Total:**

\$ \_\_\_\_\_

**Please return completed registrations with payment to the address listed below. Make checks payable to '2009 99s International Conference'. Credit card payments accepted via Paypal to 'treasurer@ncs99s.org'. You ARE NOT registered until payment is received!!!**



Ninety-Nines International Registration 2009

Attn: Sheryl Rains, Registration Chairman

PO Box 74, Bark River, MI 49807

E-mail: reg@ncs99s.org

**Registration Cancellation/Refund Policy**

Cancellation is by writing only (postal service or e-mail) to the above address.

Cancellations received on or before July 1 - full refund less \$50.

Cancellations after July 1 will be refunded on a discretionary basis.

# 2009 Conference Tour Options

**Odyssey Dinner Cruise:** Put on your favorite outfit and dancing shoes and be ready to enjoy the elegance and fun of the Odyssey, one of the most luxurious ships on the waters. Select your table in the climate-controlled dining room on our private Ninety-Nines deck where your wait staff will treat you like royalty.

You will be presented with a menu of freshly prepared appetizers, entrees and desserts. After dinner you can shake and twist to our live band or move to the observation deck to enjoy the fantastic Chicago skyline.

The Odyssey provides a distinctive atmosphere reminiscent of classic ocean liners (no shorts or jeans). Passengers may visit the Captain's bridge anytime during the cruise. The cruise will conclude with a fireworks display over the backdrop of the Chicago skyline. This is a wonderful introduction to Chicago and your 2009 Conference. You will be taken by bus to the Odyssey and return. \$150.



Cynthia Madsen

City of Chicago/Javel M. Kimble



**Architectural Boat Tour:** This 90-minute cruise of the historic Chicago River is one of the most popular river tours offered. You will see some of the most prominent historical and modern landmarks of modern American architecture. A professional guide will recount the dramatic story of Chicago's rise from the Great Fire of 1871 to become the home of the skyscraper and the cradle of modern American architecture. En route you will see buildings by world-famous architects including Mies van der Rohe, Skidmore Owings & Merrill, and Helmut Jahn. This tour is offered twice, once on Thursday and once on Saturday and is located only two blocks away. A short taxi ride can be taken to the exact boat level for those unable to walk. \$35.

**Tea with Amelia:** Amelia's back in town and invites you to tea with her at the Drake Hotel! That's the location of the first convention of The Ninety-Nines in Chicago in 1930. Did she have tea in the Palm Court where you will enjoy the elegant surroundings in one of Chicago's historic hotels? Ask her! Amelia will walk among the tables as you enjoy your lovely lunch of sandwiches, scones and cakes. She is prepared to answer your other queries, and you'll be amazed to discover new vignettes about her life and experiences.

The Drake Hotel is easy to reach by a 10-minute walk or a short bus or taxi ride. It has a rich history and is a significant part of the history of The Ninety-Nines. The Drake was founded in 1920, and having tea at the Drake was an essential thing to do for visitors, nobles and celebrities to Chicago including Charles Lindberg and our very own AE. Scenes from many movies have been filmed from this landmark hotel. Available Thursday at 1 p.m. \$52.



The Drake Hotel

City of Chicago/Peter J. Schulz



**Museums, Bus Only:** To offer the most flexibility to our members, on Thursday we will provide buses running a specified circuit from the Marriott to and from the Art Institute, Millennium Plaza, Museum complex of the famous Field Museum, Shedd Aquarium, Adler Planetarium and Museum of Science and Industry. Attendees will purchase their own entrance tickets. See [gohicagocard.com](http://gohicagocard.com) for entrance and other savings.



## Post Conference Tour: Oshkosh '09, July 26-28



For one week every summer, Oshkosh becomes the world's busiest airport and the most popular destination for aviation enthusiasts. With its relatively close proximity to Chicago, we could not hold our Conference without including this unique and exciting aviation experience.

Exhibitors from all over the world showcase their new innovations as well as their tried and true products. Seminars, workshops and entertainment for every imaginable aviation subject are included in your daily entrance fee. The daily air show is second to none, with world-class aerobatic stars like Ninety-Nines Patty Wagstaff and Julie Clark and a Warbird spectacular that cannot be missed. And then there are the showplanes, thousands of them, antiques, classics, homebuilts, Warbirds, rotorcraft, ultralights — you name it, and it is probably at Oshkosh! For more information on 2009 AirVenture and to purchase advance daily passes, visit [airventure.org](http://airventure.org).

**Day One:** Your trip to 2009 AirVenture Oshkosh will start on Sunday, July 26

when at 2 p.m. you board a chartered bus at the Conference hotel. You will travel 180 miles north to the Heidel House Resort, one-half hour away from Oshkosh. Located on Green Lake in Wisconsin, the resort hosts three restaurants, indoor and outdoor pools, sauna, game room and a fitness room, making it a perfect place to relax after all the excitement of Oshkosh. Spacious rooms have two queen-size beds and many amenities. Rollaway beds are also available. Rooms at our group rate of \$259 are limited, so to avoid disappointment, we recommend that attendees make their lodging reservation early. Call 800-444-2812 and tell them you are with The Ninety-Nines.

**Day Two:** At 8:30 a.m., our bus will transport you from the Heidel House to the front gate of AirVenture where all the wonders of Oshkosh await you. You may purchase your tickets online in advance to save time and money or upon arrival at the site. Be sure to bring sunglasses and sunscreen and wear comfortable clothes and shoes. The day is yours to attend seminars,

exhibits, the flight line, entertainment and the air show and even hangar fly with other pilots. The bus will pick you up for the return to the Heidel House at the conclusion of the daily air show.

**Day Three:** One day at AirVenture is simply not enough, so after checking out of the hotel, the bus will again take you to the front gate bright and early. After another day of aviation excitement, you'll board the bus at 3 p.m. to head back to the Chicago area. As there is no guarantee on traffic conditions, we do not recommend booking a flight out on Tuesday evening. Arrangements have been made with Four Points Hotel near O'Hare for that night at a group rate of \$115 double. There is free shuttle service to O'Hare provided by the hotel. Contact Four Points O'Hare at 847-671-6000 and tell them you are with The Ninety-Nines.

There are a limited number of rooms available at The Heidel House. All hotel reservations are made directly by you with the hotels. Bus transportation is paid with Conference registration.

# Welcome New Ninety-Nines Members!

## NEW MEMBERS

Alaska Chapter  
**ADAMSON, Holly (FWP)**  
**VALAAS, Laura**  
Austin Chapter  
**LOUD, Angela (FWP)**  
Bay Cities Chapter  
**ONG, Karen M.**  
**EDMOND, Michelle (FWP)**  
Blue Ridge Chapter  
**HAMBY MERRILL, Virginia**  
British Columbia Coast Chapter  
**PANG, Cindy**  
Carolinas Chapter  
**HOPKINS, Kaitlyn (FWP)**  
Central New York Chapter  
**KEARNEY, Ashley (FWP)**  
**KEARNEY, Jennifer (FWP)**  
Chicago Area Chapter  
**PINTA, Jennifer M.**  
Colorado Chapter  
**TAUSCHER, Rebekah (FWP)**  
Connecticut Chapter  
**KOSCIUSKO, Kim**  
Delaware Chapter  
**CRUGNALE, Christine (FWP)**  
Eastern New England Chapter  
**GONDELA, Sarah (Academic)**  
**GILLIS, Patricia Anne Trish**  
Eastern Pennsylvania Chapter  
**GRAHAM, Nicole (FWP)**  
Embry-Riddle Daytona Chapter  
**SMITH, Brittany (Academic)**  
First Canadian Chapter  
**MARASCO, Auriol**  
**HENRY, Laureen L. (Academic)**  
Florida Suncoast Chapter  
**WIEPRZKOWSKI, Sandy (FWP)**  
Fort Worth Chapter  
**DICKEY, Linda K.**  
Fresno Chapter  
**BAZACOS, Theresa Terri**  
Georgia Chapter  
**SMITH, Lynn (FWP)**  
Greater Seattle Chapter  
**GALLAGHER, Naomi (FWP)**  
**GILMOUR, Heather (FWP)**  
**WILCOX, Alysha Starr (Academic)**  
Hampton Roads Chapter  
**STEVENS, Sarah Jane**  
**KERLER, Kyra**  
**CONRAD, Laurie A. (FWP)**  
**PIERCE, Cello (FWP)**  
Houston Chapter  
**ROTH, Vicki Benton**  
Idaho Chapter  
**BRADSHAW, Heather J. (FWP)**  
Indiana Chapter  
**PILLAI, Veena**  
Inland Empire Chapter  
**GOULD, Courtney (Academic)**  
**TAIT, Cindy**  
Iowa Chapter  
**MCGEE, Deb (FWP)**  
**DOUGHERTY, Elizabeth Irene (FWP)**  
Kitty Hawk Chapter  
**PRIDGEN, Henrietta (FWP)**  
Las Vegas Valley Chapter  
**FLANAGAN, Laura**  
Los Angeles Palms Chapter  
**DILEO, Sarah (Academic)**  
Maryland Chapter  
**WEHRLIN, Robin (FWP)**  
**MCWILLIAMS, Taylor (FWP)**  
Mat-Su Valley Chapter  
**DALE, Jane L.**  
Michigan Chapter North  
**UNGER, Mary E.**  
Michigan Chapter  
**MASON, Christine (FWP)**  
Minnesota Chapter  
**STEFFENSON, Valarae (FWP)**  
**SCOTT, Kerry L.**  
Mississippi Chapter  
**GIBSON Mary Jeanne**  
Monterey Bay Chapter  
**DOWNING, Pam (FWP)**  
Nebraska Chapter  
**HIGGINS, Cristi (FWP)**  
New Orleans Chapter  
**HAYS, Dawn**  
Northwoods Chapter  
**BROSEMER, Kathleen M.**  
**MCKIDDIE, Pat (FWP)**  
Oklahoma Chapter  
**WINKELS, Natalie Marie**  
**DOEDEN, Micah Dawn (Academic)**  
Palomar Chapter  
**ZWANG, Diana (FWP)**  
Paradise Coast Chapter  
**NASH, Debora (FWP)**  
**FRIEDMAN, Marilyn**  
Phoenix Chapter  
**MENCEL, Cindy**  
**BOGAERT, Elke Alexandra Renata**  
**Marcellina (FWP)**  
Pikes Peak Chapter  
**VILCHIS, Deborah Michelle**  
Rio Colorado Chapter  
**MENDES, Danielle**  
**SCHMITT, Lark**  
Sacramento Valley Chapter  
**GAGNON, Jackie (FWP)**  
San Diego Chapter  
**ZANGA, Catherine**  
**SMITH, Elizabeth Ann Liz (FWP)**  
San Fernando Valley Chapter  
**BROWNSON, Deborah**  
**LANG, Heather (FWP)**

San Gabriel Valley Chapter  
**PARENT, Pauline Marie**  
San Luis Obispo Co. Chapter  
**LUCAS, Jolie**  
**HOFFMAN, Kelly Marie (Academic)**  
Santa Barbara Chapter  
**BOWEN, Julia (FWP)**  
Santa Clara Valley Chapter



*Julia Bowen, Santa Barbara Chapter.*

**CURRY, Leigh W.**  
**REICH, Monica**  
**BARKER, Alison**  
Santa Rosa Chapter  
**CHAMBERS, Penny Mabe**  
Arabian Section  
**FARZAD, Zahra**  
**BRAUMAN, Melissa**  
**PAUL, Annie**  
**AITCHISON, Danielle**  
**HALL, Kim**  
German Section  
**HAAS, Gudrun**  
Sutter Buttes Chapter  
**KRAEMER, Jessica (FWP)**  
Tennessee Chapter  
**LOCKERT, Christine**  
**MABBITT, Sheila D. (Academic)**  
Tucson Chapter  
**DORFMAN, Jennifer (FWP)**  
Tulsa Chapter  
**BHAT, Supriya M. (FWP)**  
Ventura County Chapter  
**HICKS, Kate (FWP)**  
**BLANCHARD-CONNELL, Susan (FWP)**  
**WADE, S. Blade**  
**MASON, Rowena**  
Western Washington Chapter  
**UNDERWOOD, Rebecca L. Becky (FWP)**  
Women With Wings Chapter  
**TIPTON, Cindy**



# When Opportunity Knocks, What Do YOU Do?

*Connie Tobias, currently an Airbus 330-300 pilot, uses a different set of skills to fly the 1902 Wright Glider.*

BY ANN LEWIS COOPER  
Guest Author

When opportunity knocked for Connie Tobias, she opened the door on a career that would encompass flying a wide range of aircraft, including the 1903 Wright Flyer.

Each of us has someone to thank for having inspired us to dream, urged us to succeed. Perhaps it was a family member whose advice struck a responsive chord at a crucial time or a teacher whose vitality was contagious and whose guidance was valuable. An acquaintance, who developed into a lasting friend, might have provided an opening that we subsequently turned into an accomplishment. We owe debts of gratitude to others who have made differences in our lives and, for those of us who have chosen the air as our primary element, perhaps it was a host of such “someones,” many helping hands who provided a push to make our dreams reality.

In a story of outstanding achievement, Captain Connie Tobias has *you* to thank. Connie, who has logged more than 21,000 flight hours, who has piloted more than 1,000 trans-Atlantic

crossings, who has flown more than 60 different aircraft and who has been an airline pilot for over a quarter century and a captain for a decade, is openly appreciative for the gift of flight she credits to you, the members of The Ninety-Nines.

It takes more than an opening to achieve success. An untapped opportunity is useless. When faced with choices, Connie Tobias is living proof of having chanced, having molded opportunities into achievement. It is significant that she recognized them and pursued a path of excellence that stands her in good stead to this day. With thanks to members of The Ninety-Nines, Connie remembers your mentoring, your support and your inspiration.

In the 1970s, Connie needed encouragement to come her way. She wrote, “In 1976, Joan Mace, who is richly deserving of her recent honor of being inducted into the 2008 National

Flight Instructor Hall of Fame, was more than a positive influence in my life. Just as she has for so many, Joan introduced me to The Ninety-Nines and, shortly thereafter, I scraped together enough money to join. Joan knew I had aspirations of becoming an airline pilot, and soon that was no secret to my new friends among women pilots. It astounded me that women who didn't even know me would be so encouraging. Many of them were in no position to pursue the very dreams of an airline career that I harbored, yet they rallied around me with unsolicited words of moral support, such as, 'You can do this!' and 'Go get them!' There have been times throughout my career I revisited the resounding echoes of their positive reinforcement — because I needed to. They gave me a gift!

"So many Ninety-Nines shared their knowledge, their air racing feats and their passion and enthusiasm for flight. I have never forgotten their words. In the early 1970s, it had been a pipe dream for a woman to aspire to reach the cockpits of U.S. airlines, yet so many women rallied around and believed in a young woman who might one day wear the four stripes of captain.

"Their moral support was freely and unselfishly given. Their encouragement resounded in my memory during times of challenge or turmoil and during wonderful times of joy. We are all heir to the glorious courage, perseverance and spirit of so many pioneer women pilots such as Harriet Quimby, Bessie Coleman and Amelia Earhart, but influence and inspiration comes in a variety of forms."

It was in the 1970s that Connie enrolled in Ohio University in Athens, Ohio, where a "Can Do Spirit" prevailed. Even today her alma mater's motto is "Discover Your Promise." As was possible for Connie, today's undergraduates can select courses in Aviation Management, Aviation Technology and Flight.

Having charted her course, Connie worked hard and graduated Summa Cum Laude. In 1977, she was the Outstanding Aviation Student of the Year; in 1978 she earned her Bachelor of Science in Aviation and, within the next few years, completed the Masters Degree coursework in Engineering.

Connie has subsequently flown a wide variety of aircraft models, including: B-18, DC-3, Citabria, Bandit, Cub, 1934 E-2, Navion, Great Lakes, Pitts, T-6, P-51, Convair, T-34, Yak 52, F-4 Phantom, helicopters and many light twins. She holds type ratings in the Fokker F-28, Boeing

727, 737, 757, 767 and the Airbus-330. But, it is to Connie's credit that her claim to fame may be the aircraft she has flown that few others have even seen in the air much less been solo pilots at the controls.

As noted about her in *STARS OF THE SKY, Legends All*, "Connie can claim piloting several fascinating aircraft that make her accomplishments unique. Having logged four hours of flight in a Blériot, which gave her experience with wing warping techniques, Connie went on to fly airplanes that replicated test flights made only by the Wright Brothers themselves. She successfully flew exact replicas of the 1902 Wright Glider, the modified 1902 Wright Glider, and she trained to fly the 1905 Wright Flyer III."

Connie made aviation history as the first, and so far the only, woman to fly controlled sustained flight in the notoriously challenging 1903 Wright Flyer. Only five pilots, in addition

Connie went on to fly airplanes that replicated test flights made only by the Wright Brothers themselves.

*Connie as Harriet Quimby with the 1910 Blériot.*



*Ty Greenlees*

*Connie pilots the 1903 Wright Flyer.*



In Harriet Quimby, she met her alter-ego. Like her, Connie is a tall, slender brunette and, like her, Connie has the same daring and determination necessary to stretch her wings and achieve great things.

to Orville and Wilbur, have succeeded in flying this craft.

Because of her airline piloting and her likeness to the pioneer pilot Harriet Quimby, the first licensed woman pilot in the United States and the first woman to solo across the English Channel, Connie was invited by members of the Collings Foundation to perform as Harriet Quimby. The stated purpose of the Collings Foundation is to support transportation-related events and to present living history in an effort to encourage U.S. citizens to better understand their heritage.

As the Foundation owns a 1909 Blériot XI, they searched for a woman pilot to reenact the role of Harriet Quimby. Connie was a natural. In Harriet, she met her alter-ego. Like her, Connie is a tall, slender brunette and, like her, Connie has the same daring and determination necessary to stretch her wings and achieve great things.

Imagine the challenge to practice with gliders, ultralights and a variety of taildraggers

after having honed one's skills on modern, computerized, fly-by-wire or hydraulically-linked controls. The slight pressures required by her familiar Airbus 330/300 was in diametric opposition to the squirrely, highly responsive 1909 relic. From a set of controls that required little more than a light, positive pressure, it was Connie's challenge to relearn techniques she had worked hard to leave behind.

She said, "I traveled to Stow, Massachusetts to fly with the Collings Foundation. The Blériot was something else! For a start, there were no ailerons, no brakes, no instruments other than the rpm and oil pressure gauges, no turn and bank, no airspeed. After all we're taught today about the dangers of skidding an airplane, the best way to turn the Blériot was by flat, skidding turns. With the lifting tail surface, there is a tuck tendency to this plane in the air. And, drag? It took full power constantly to overcome the drag. The rudder was small, and there wasn't sufficient

response. I became a human trim tab.

“Actually, only one attitude struck me as safe — straight and level. It was increasingly impressive that Harriet had safely crossed the Channel in this plane. Her mastery of a machine that modern aviators struggle to get aloft secures her status as a true and fearless aviation pioneer. She must have been truly exceptional!”

Connie appeared as Harriet at an Aviation Heritage Festival at Daniel Webster College, Nashua, New Hampshire. Resplendent in a replica of Harriet’s famed purple flying suit, Connie participated in the flying tribute to aviation’s past. Her goals are education and inspiration. To further the chances for young people who, like she, have their heads and hearts in the sky, she has established The Harriet Quimby Scholarship Fund, a gift awarded to a male or female student at Ohio University who exemplifies Harriet’s attitude and drive. Having started in September 2000, Connie has repeatedly and successfully pursued motivational speaking to help fund the scholarship.

In 2002, Connie received the Medal of Merit from Ohio University and was inducted into the International Forest of Friendship. The following year, as a civilian pilot volunteer, she flew troops to and from the Middle East during the Iraq war. In 2004, when Harriet Quimby was enshrined in the National Aviation Hall of Fame, it was apropos that Connie accept the honor on behalf of Quimby. She has petitioned the Smithsonian’s National Air & Space Museum to permanently display the medallion in their exhibit to Quimby.

In 2004, thanks to her tireless effort to educate and inspire, Connie received a Certificate of Recognition from the National Aeronautic Association for her generous and continued support and, in 2006, was the first woman inducted into Ohio University’s Russ College of Engineering and Technology Academy of Distinguished Graduates, the highest honor the college can bestow.

In 2008, Connie presented her paper, *Rewriting Safety’s Future*, to the Society of Experimental Test Pilots and Test Engineers at their Safety Conference. Never one to balk at an opportunity, she completed the fixed-wing course at National Test Pilot School in October, 2008.

Demonstrating her own philosophy of recognizing and acting upon opportunities, Connie described readying for a recent transatlantic flight to Paris. “While engaging in my preflight prep, I noted further paperwork was needed.



*Ty Greenlees*

*Connie is jubilant after her historic flight in the 1903 Wright Flyer.*

Everyone was busy, so I decided to retrieve the documents myself. I donned my captain’s hat and coat and proceeded to operations, walking out the jetway and through the gate area. Almost immediately a young lady rushed up to me and breathlessly questioned, ‘Are you a pilot?’

“I replied, ‘Well, yes I am.’ She said she had wanted to be a pilot ever since she was little and proceeded to ask me rapid fire questions, which I was happy to have the time to answer. I followed up with some positive reinforcement and then, I asked her age.

“She exclaimed, ‘Five and a half!’

“It struck me. You never know who you are going to influence ... or who will influence you.”

As Captain Connie Tobias strides through airport terminals the world over, she exudes the confidence and competence she has gained and is simultaneously humbled by those who encouraged her career path through the years. She is grateful to The Ninety-Nines. She is also proof that opportunities are ours for the pursuit, if we recognize their existence. She is further proof that we can best express our gratitude for the help we’ve received by reaching out to encourage those who might need a nudge toward their futures today.

Connie is proof that opportunities are ours for the pursuit, if we recognize their existence. She is further proof that we can best express our gratitude for the help we’ve received by reaching out to encourage those today who might need a nudge toward their futures.



*Connie Tobias Archives*

*In 1990, Connie captains a B-727.*

# Ninety-Nines Elections 2009

BY ANNA TAYLOR  
Election Procedures Chairman

Ballots for the 2009 Election will be mailed by March 1, 2009 and must be returned postmarked by May 1, 2009 to be counted. Please make sure Headquarters has your current address on file. Members will be electing two Directors, two Endowment Fund Trustees, one Amelia Earhart Scholarship Trustee and two 99s Museum of Women Pilots Trustees.

Candidates are listed in postmark or timestamp order within the office sought. Also indicated are the number of positions available.

## INTERNATIONAL DIRECTORS (2)

**FRAN STRUBECK**  
Imperial So-Lo Chapter  
Southwest Section

My first year as Board of Director has just ended. It has been both challenging and rewarding. I have gained much insight to the workings of our multifaceted organization through the exposure I have had meeting Ninety-Nines from all over the U.S., Canada and abroad. What an invaluable experience it has been!

My responsibilities as a Board liaison included the Awards Committee, By-Laws/Standing Rules Committee, Chapter Chairman's Manual Review Committee, Election Procedures, Forest of Friendship, Legislation, Sun' N Fun and Trade Shows. It is heartwarming to witness the wonderful active participation of so many of our members in all phases of the operation of The Ninety-Nines. The input from them is what makes this organization so viable and so well respected in the aviation community.

I have chosen to continue with most of my Board liaison responsibilities. Added to this list is the Technology Committee. This will tap my 21 years experience with computers and technology as a business owner/consultant and computer trainer/instructor. I believe that I can continue to make a desired impact and to be an integral part of the decision making that will preserve the past and lead us into the future in good stead. This is an awesome task that can be achieved through a strong, experienced leadership.

Continuity is the key to success. I very much want to continue to share my expertise and talents for the good of The Ninety-Nines as your Director. Your vote will make this happen.



**FRANCIS H. LUCKHART**  
Tulsa Chapter  
South Central Section

I have been a 99 since 1992 and have served as South Central Section Treasurer, Vice-Governor and Governor. I also had the privilege of serving as International Director and International Secretary, both giving me first-hand experience to our ever-changing and growing organization worldwide and in the aviation communities. I feel strongly about our unique heritage and the support our organization has given and continues to give to women in all fields of aviation. The next few years will be vital to our growth, especially with our desire to increase our membership and enlarge our Headquarters building to incorporate new and needed structural improvements and expanding our Museum. One venue to concentrate on is our Endowment Fund, a source of income to provide growth and stability.

In recent years, our organization has gone through many positive changes. Although our membership has not grown tremendously in numbers, nevertheless it still remains healthy. Our financial picture is within budget, and we continue to be more and more recognized and respected by the outside world and other aviation related organizations. We are no longer the best kept secret in town.

The future of our organization depends on good leadership. It depends on our members, new and old, and it depends on the pride of ownership of our members.

I am proud to be a 99, and I welcome the opportunity to serve again as your International Director. Let us all continue to protect the aviation heritage our predecessors envisioned in 1929.



## M. CORBI BULLUCK

Kitty Hawk Chapter  
Southeast Section

The heart of The Ninety-Nines is its membership, to whom the Board of Directors must answer. As our organization moves forward, we face many challenges. I don't pretend to have all the answers, but I would like to participate in finding solutions.

I believe we must: Continue improving two-way communication between the members and the Board of Directors; Provide support to our Chapters and Sections to insure their success; Cultivate our membership throughout the world; Seek outside sources of funds to help support our organization and its resources; Continue to increase our visibility in the aviation community and in the general public; Provide experiences and opportunities that our members desire; Protect our unique aviation heritage.

I offer the following assets: enthusiasm, positive attitude, determination and a willingness to listen to others and explore new ways to accomplish the mission of The Ninety-Nines.

Currently, I am the Governor of the Southeast Section and serve as the Council of Governors Spokesperson as well as the Chairman of the International Awards Committee. I have also served as section Vice-Governor and Chapter Chairman, Vice-Chairman and Secretary. Through my involvement, I have come to understand and appreciate the complexity and scope of The Ninety-Nines.

The Ninety-Nines has enriched my life immensely. In seeking the position of Director, I offer you my desire to serve and my willingness to lead. I would appreciate your vote and hope that you will allow me the privilege of serving you as an International Director.



## TAMRA SHEFFMAN

Gold Coast Chapter  
Southeast Section

Tamra Sheffman is a commercial, instrument rated pilot with 1,700 hours and is past Chairman of the Florida Goldcoast Chapter. A co-owner of a Cessna Cardinal and a Cessna 182, she loves to fly for fun, food and proficiency.

She has organized and co-chaired various flying events such as the recent Goldcoast 99s Poker Flight and the Fly For Breast Cancer Cure. Additionally, she has participated in the Air Race Classic for the last four years (with Sonia Bortolin in 2005 and 2006, with Kristen Jurn in 2007 and 2008).

In addition to The 99s, she is involved in The Grasshoppers, a Florida flying organization, and is a member of the Florida Aero Club, The Greater Miami Aviation Association (GMAA) and AOPA.

Tamra is owner/broker of Royal Palm Realty in Miami Beach, a director of the Florida Association of REALTORS, as well as director and past president of the Miami Beach Association of REALTORS. She also serves on the Board of the Jewish Museum of Florida.

Clients describe her as an extremely hardworking, competent and caring person who inspires confidence and trust. She is ready to meet any challenge cheerfully and will see the transaction through to a successful closing.

Tamra firmly believes in The Ninety-Nines' goals of mutual support for pilots and for the advancement of aviation, including women, as well as preservation of the wonderful history of our organization. The future always brings challenges, and Tamra would be honored to work within the organization as it continues to thrive.



## ELLEN HERRING

Chicago Chapter  
North Central Section

As a member of The Ninety-Nines for almost 35 years and having been affiliated with five different Chapters, I have come to see the importance of aiding those people who need some assistance in achieving their aviation goals in life.

Being the North Central Section Amelia Earhart Scholarship Chairman since 1991, I've tried to help others live their dreams. Now I am hoping to expand my role by becoming an AE Trustee. I would like to find additional ways to reach and help student pilots, as well as make our goals better known outside The Ninety-Nines. My professional background as a systems analyst in the loan industry has given me a broad financial picture of the needs and expenses faced by people wanting an education.

Learning to fly, and then to fly professionally, is extremely costly, but is probably one of the most rewarding careers a woman can seek. Many try, but some falter. I would like to find ways for The Ninety-Nines to continue to support each New Pilot or AE Scholarship winner, especially those who might need just one extra boost when times get tough. The Ninety-Nines have been wonderful friends to me. I like being able to give back.



## ENDOWMENT FUND (2)

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### JUDITH ANNE BOLKEMA-TOKAR

North Jersey Chapter  
New York/New Jersey Section

I believe this organization must have a firm financial base, and I also believe that financial base must be The Ninety-Nines Endowment Fund. The trust has achieved recognition, validity, accountability and reliability. A small but loyal group of members, Chapters and Sections are regularly contributing to the fund.

No organization of our size can continue to function on dues alone. The Ninety-Nines Inc. ability to finance projects and operational expenses is strained beyond belief. We desperately need an alternate income. As most large institutions have accepted, an endowment fund is the answer to the income required to manage a non-profit organization.

Over the past 11 years, The Ninety-Nines Endowment Fund has raised 40 percent of the target of \$1,000,000 set by resolution of the Board of Directors in 1997. When the fund reaches \$1,000,000, all earned income will be available for use by The Ninety-Nines Inc. Board of Directors.

I worked with Doris Abbate to lay groundwork for the fund, and I served the Trust as Vice Chairman and Chairman for six years. Now, five years later, I wish to serve the Trust to help complete the job of securing a reliable alternate income for our organization.



### MARY WUNDER

Eastern Pennsylvania Chapter  
Mid-Atlantic Section

I have been a member of The 99s for 27 years and ever since I can remember we, as an organization, have been struggling with finances. I served on the Board of Directors from 1997 until 2002, and I know how our International has struggled to maintain the building and serve its members at the same time on just dues and a line of credit. I KNOW the critical importance of the Endowment Fund to the future of The Ninety-Nines.

In addition to these issues, we need to have a healthy Endowment Fund to be credible in the industry and to be able to apply for grants to help us with future projects.

In my career as an air traffic controller I have been active in air traffic management and promoted general aviation through tours of the Philadelphia Control Tower, Career Day programs and speaking engagements. As a Chapter Chairman, I was instrumental in establishing a Chapter scholarship. At the Chapter and Section level, I have been Ways and Means Chairman for many years, helping them to attain their goals. Now I am willing to help our whole organization to attain our goals of "Promoting, Providing and Preserving" through building our Endowment Fund.

I was inspired by Marilyn Copeland and all she did for the AE Birthplace Museum and hope I can do the same for the Endowment Fund.



## MUSEUM OF WOMEN PILOTS (2)

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### DYDIA DELYSER

Southwest Section

I first came to the Museum in 2005 as a scholarly researcher interested in early women pilots. At that time, the current volunteer staff members were just beginning a full-scale effort to catalog and conserve the collection, and I was pleased to be able to lend my expertise. Since then, I have served as a historical and archival advisor to the museum, as well as a volunteer helping staff the Museum's booth at WAI and presenting the Museum's collections at the Air Race Classic. I have also worked to build current collections, acquiring materials from Charter Member Ruth Nichols, which I have donated to the Museum.

I wish to bring to the Board my expertise as a scholar, experience as an archivist and connections as an agent for development: I have worked for 10 years as a university professor at Louisiana State University and have some 20 years of experience managing, cataloging, conserving and developing archival collections.

If elected, I will work to help the Museum gain grant funding to sustain and grow the collections as well as to remunerate staff, develop policies for the use of the collections and their use in scholarly and revenue-based outlets (print, film, etc.); complete the cataloging of the current collections and make finding aids available on-line; increase the Museum's web presence to draw both visitors and researchers to the collections; raise awareness of the Museum in the aviation and historical communities; and draw new collections to the Museum.



## MUSEUM OF WOMEN PILOTS (2) ...continued

### LINDA H. MARSHALL

Montana Chapter  
Northwest Section

While working on my instrument rating, I learned about The Ninety-Nines and joined the organization. At my second meeting, I became Montana Chapter Vice-Chairman. I have held either Chapter office or Committee Chairman position ever since. While working on different ratings, The Ninety-Nines were always there for me. I received an AE Scholarship for my multi-engine rating.

I have co-owned a salvage yard and a flight school, which gave me management skills. For two years as Director on the International Board, I was liaison to the 99s Museum of Women Pilots. I have a love for history and antiques. It is very important to preserve our aviation history. As a current Museum Trustee, I would like to continue working for The Ninety-Nines and women in aviation. One of my goals is to have a better museum store to increase funds for the Museum.

I would like to continue my involvement with the Museum as a Trustee. I thank you for your support.



## RATINGS & WINGS

### RATINGS

#### **Carolyn Biter – Instrument**

Florida Spaceport Chapter

#### **Kirsten Brazier – Bell 206 Moun-**

**tain Checkout**, Ambassador Chapter  
2008 AE Scholarship

#### **Serenity Enriquez – Private Pilot**

Reno High Sierra Chapter  
2008 New Pilot Award

#### **Linda Evans – Multi-engine commercial rating with instrument privileges**

Mid-Atlantic Section

#### **Jaime Gonzales – Tailwheel, Commercial Multi-engine**

New Orleans Chapter  
2008 AE Scholarship

#### **Vicki Greenleaf – Private Pilot**

Connecticut Chapter

#### **Masami Hara – Private Pilot**

San Diego Chapter

#### **Heather Jordan – ATP**

Michigan Chapter

#### **Kate Keough – Private Pilot**

Katahdin Wings Chapter

#### **Karen Ong – Private Pilot**

Bay Cities Chapter

#### **Stephanie Luongo – Private Pilot**

Reno High Sierra Chapter

#### **Laure Montandon – Private Pilot**

Colorado Chapter

#### **Britta Penca – Single-engine add-on**

Tucson Chapter

#### **Carol Stocker – Private Pilot**

Lake Erie Chapter

#### **Jenna Wells – CFII**

Santa Barbara Chapter

#### **Christy Stark – Tailwheel**

Wisconsin Chapter  
2008 AE Scholarship

### FIRST SOLO

#### **FWP Amber Whitmill**

Bay Cities Chapter

### PROFESSIONAL RATINGS

#### **Patricia Austin – Basic Ground Instructor**

Lake Erie Chapter

#### **Mary Build – SIC privileges for Part 135 Operations for Maine Aviation**

Katahdin Wings Chapter

#### **Laurence Bonneau – 737 type rat- ing and ATP**

Mid Atlantic Section

#### **Bethe Stenning, ATR42/72 check ride**

Ambassador Chapter

### WINGS

#### **Linda Mathias – Phase XI**

Hampton Roads Chapter

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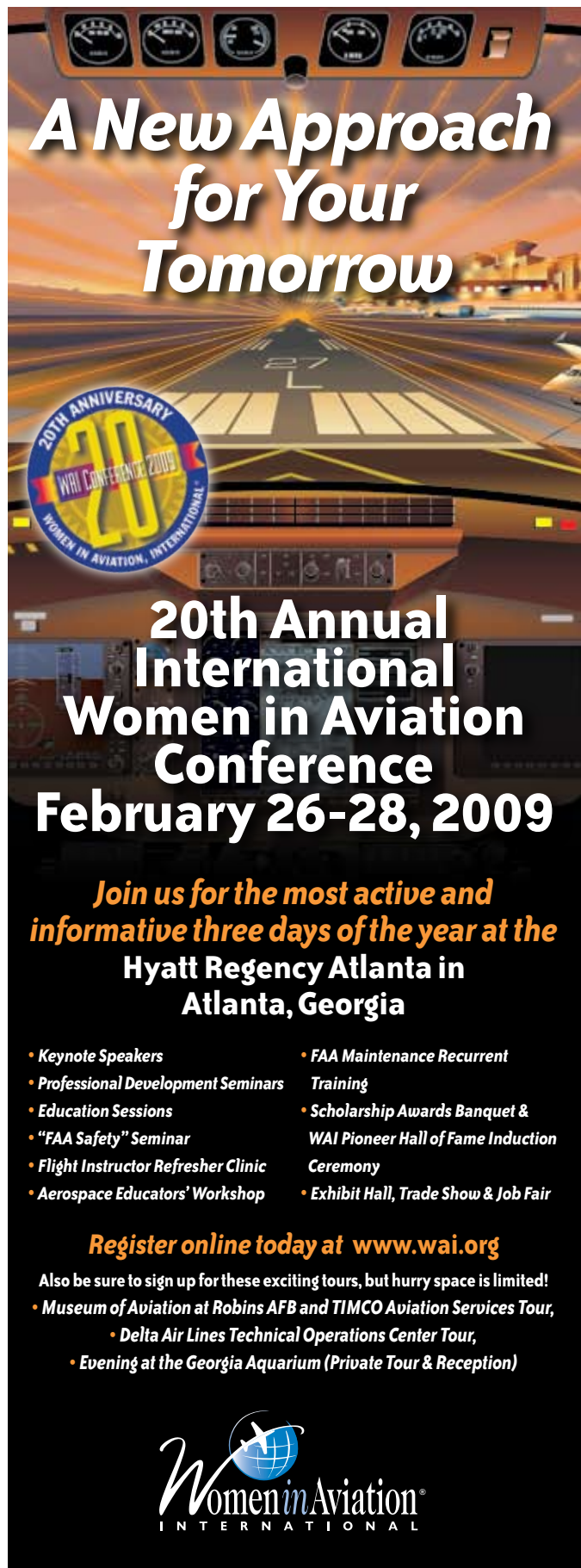


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  - Delta Air Lines Technical Operations Center Tour,
- Evening at the Georgia Aquarium (Private Tour & Reception)



## TOUCH & GO

### JULIE CLARK NAMED 2008 STINSON AWARD HONOREE

The National Aeronautic Association (NAA) honors Captain Julie Clark (retired) as the 2008 Katherine and Marjorie Stinson Award recipient

The Stinson Award was created in 1997 to honor the accomplishments of Katherine and Marjorie Stinson who were among the first 11 American women to be certified as airplane pilots through the Aero Club of America.

Julie Clark is being honored for her "determination, enthusiasm and professional accomplishments as an airline pilot and air show performer that have provided inspiration and motivation to many women aspiring to a career in aviation."

Julie's passion for flying started as a young girl. As she scraped together anything she could to build flight time, she finally was hired by Golden West Airlines, the first and only woman to be hired by them at the time. In 1977, Julie was hired by Hughes Air West (which eventually merged with Northwest Airlines) and became one of the first women to fly for a major airline. She retired from Northwest in 2003 as a captain on the Airbus 300 series

In addition, Julie has performed before millions during her 30-plus years as an air show performer, inspiring many others to learn to fly. In 2006 and 2007, she was named one of the "Living Legends of Aviation."

— National Aeronautic Association



Julie Clark.

### AIRBUS CARRIES NAME OF NANCY-BIRD WALTON

Nancy-Bird Walton, Australian Section member, now has an airliner named after her. Qantas honored Nancy and her lifetime of flying at a ceremony on September 30, 2008 at Sydney Airport, Australia. The airline's first Airbus A380 now bears her name. Nancy has been a member of The Ninety-Nines since 1937.

— Christine Robertson



Jenny Beatty

### RIO GRANDE NORTE CHAPTER

The Rio Grande Norte Chapter was chartered in October, 2003 by 13 female pilots in northern New Mexico, and we've since grown to 23 wonderful members.

We celebrate annually with a two-day event, a birthday party on Saturday that includes a briefing for a flying contest the next day. Last year we raced. This year we held an air rally where participants had to photograph checkpoints along a 250-mile route in southeastern New Mexico, land and taxi back at one airport, and try to match their pre-calculated time and fuel requirements precisely.

Susan Larson hosted our birthday party on October 18, where we all enjoyed pumpkin cake beautifully decorated by our Jacques Boyd.

The next day dawned bright and clear, perfect flying weather. Two Cessnas, a Piper Cherokee and a Beech Baron carried 13 people around the course, including a mother-daughter pair both wanting to learn to fly. Terrific tailwinds sped us along to overfly Vaughn Airport; we also visited Santa Rosa Lake, Conchas Lake and Las Vegas Airport, where the required photo was of the "wind tee." Our planes' fuel tanks topped off, we trooped over to the



Many of the 4,000 spectators present for Santa Fe's Airshow 2008 on September 20 wandered by the Rio Grande Norte 99s table, smartly set up in front of the (freshly washed) Lockheed Electra. Susan Larson, Elizabeth Hunke, Clancey Maloney and Lori Heimdahl Gibson were among The 99s working the table.

Flying Tortilla to refuel ourselves while our Rally Coordinator tallied the scores. Susan Larson and Clancey Maloney nearly tied for first place, but Susan edged ahead.

Unplanned delays on takeoff and landing were critical. It was a fun flight on a beautiful day with a terrific bunch of women!

— Elizabeth Hunke

### LAKE ERIE CHAPTER

We held our annual Pilot of the Year Banquet in October. Lynda Meeks, last year's winner, was the hostess for this year's event and received an engraved AE Medal to commemorate winning the trophy last year.

We are proud to announce that this year's winner of the Pilot of the Year Trophy is Nancy Matras. Nancy started taking flying lessons in September, 2005. In June 2006, she received a Future Woman Pilot Award from the AEMSF and earned her private certificate on December 29, 2006. She completed her first biannual flight review this summer and earned a Certificate of Achievement from an online FAA Safety Team (Wings) program. Nancy attends Chapter meetings, helps at safety seminars, fund-raisers and is the Chapter Airmarking Chairman. She helped a member study for the ground instructor rating and flew on an Angel Flight with another pilot. Her dream is to fly a Cessna to visit her children and grandchildren.

The Lake Erie Pilot of the Year Trophy was first awarded to charter member Bernice Barris in 1974 and since then has been awarded to a deserving member every year in October. The 34-year-old trophy has been refurbished a few times and nameplates have been replaced to keep it looking great. But, basically it is the same trophy and sits in a place of honor at the home of the current winner for a year until it is awarded to a new Pilot of the Year.

To earn this trophy, interested Lake Erie applicants answer questions on our achievement awards sheet, and the member with the best score is the winner for that year. This trophy has traveled many miles, even to Alaska and back.

Other members receiving awards were Carol Stocker, the Fledgling of the Year Award, and Nancy Wood, the Achievement Award.

— Evelyn Moore

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

### WASHINGTON DC CHAPTER

On November 14, we all shared a special evening at the Lockheed Martin Fighter Demonstration Facility in Arlington, Virginia to reflect on The Ninety-Nines and the history of the Washington DC Chapter.

The Chapter, chartered in 1933 only four years after The Ninety-Nines had formed, has played a key role in the growth and direction of the organization. Four of our Chapter members were Charter members of The Ninety-Nines: Nancy Hopkins Tier, Betsy Kelly Weeks, Blanche Noyes and Fay Gillis Wells. Throughout our 75-year history, 15 of our Chapter members have served as Section Governor, the first starting in 1934. Four Chapter members have served in International Officer Positions: President Blanche Noyes (1948-50), Secretary Jean Ross Howard (1949-51), Vice-President Jean Ross Howard (1951-55) and President Beverly Sharp (1998-2000).

Each of these women were pioneers in U.S. aviation and made notable contributions to The Ninety-Nines. Many of us had the good fortune to have known Fay Gillis Wells, who not only started the International Forest of Friendship (1973) but was an inspiration and motivator for our Chapter.

Needless to say, we are all very proud of our heritage, and 80 of us celebrated 21<sup>st</sup> Century style by flying the F22 Raptor and F35 Joint Strike Fighter (cockpit demonstrators, that is) in a technically interesting environment with food and drink graciously sponsored by Lockheed Martin, coordinated by Jamee McQuown, Anne Sauer and Martha Smyth. Our Mesa pilots Julia Reiners and Becky Roman-Amador handled our registration, Tham Nguyen created a time-line poster for the Chapter and Jen Edwards digitized our available scrapbooks into pdf files for future reference. Debi Katzen designed the unique and original glider invitations, and Linda Litwin had commemorative mugs made as a special remembrance for years to come.



*A photo from the Chapter archives shows, in front from left, Fay Gillis Wells and Beverley Sharp. In back are Christine Sleeper and Barbara Rohde.*



*Event organizers, from left, Laura Takacs, Linda Litwin, Debi Katzen and Beth Anderson.*

A special tribute was paid to the attending WASP and to our beloved Chair Emerita Christine Sleeper. Christine, who was accompanied by her daughter Jane and son Trey, was presented with a montage commemorating her nine years of service from 1996 to 2005.

Most impressive that evening was our recognition of the continuous thread that originally brought us together 75 years ago and our collective accomplishments as women, mothers, wives, and the many roles we play. Our membership is a reflection of the diverse opportunities available to women over the ensuing years, with the commonality of the love of flight and membership in the Washington DC Chapter.

— Pat Manos Kraemer

### SAN DIEGO CHAPTER

San Diego Chapter members were hostesses at the local AOPA Air Safety Foundation “Mastering Takeoffs & Landings” seminar in November. We greeted pilots at the door, made sure they turned in their registration cards, handed out materials and promoted our Chapter flight scholarships and spring 2009 Flying Companion Seminar.

The event attracted about 325 pilots, 25 of whom were women who are not yet Ninety-Nines but now know all about what we have to offer. The event speaker also took time out to give us a free plug, thanking us for our help as well as mentioning the flight scholarships from the organization during his presentation.

San Diego Chapter congratulates Carol White and Sam O’Brien on winning flight scholarships. Carol was the recipient of a \$1,000 award from the Coyote Country Chapter, and Sam won the Santa Barbara Ninety-Nines Joan Steinberger award. Both plan to use their scholarships for instrument flight training.

— Dorothy Norkus

### MAPLE LEAF CHAPTER

The Maple Leaf Chapter is proud to announce that Marie Spence, charter member, is the recipient of the East Canada Section Governor's Service Award. She has been a member of the Maple Leaf Chapter since its inception in 1969.

Marie became interested in aviation after spending many hours around airplanes with her husband Bob, who was licensed in 1958. Marie was licensed later that year with her private pilot certificate. In the 1960s, the Spences built an airstrip on their farmland in Muirkirk. There, Marie and her family hosted six air shows which were run by volunteers from the community. These events became so successful that on one occasion as many as 125 private planes flew onto their property as spectators on a single day.

Marie is the matriarch of a family that boasts six pilots. Her two children, Susanne and Peter, became pilots at an early age. Both Susanne and Peter are accomplished aerobatic pilots, flying at Harvard. Susanne's husband Rick and their daughter Katherine are also pilots. Marie has inspired Katie to join The Ninety-Nines, and she is presently Membership Secretary.

She has held various positions in the Maple Leaf Chap-

ter. Most recently, she has been Treasurer for the past six years. She has worked on countless Poker Runs, staffing the Chatham Airport depot. Marie has also participated in air education, including presenting the very first demonstration of the Air Bears program in the local schools.

Restoration and historical airplanes, such as the WWI Tiger Moth, WWII DeHavilland Chipmunks, which they all fly, are a passion of the Spences.

The Maple Leaf Chapter is proud of Marie's lifelong accomplishments and feels she is most deserving of the award as she has fulfilled the mission of The Ninety-Nines.

— Pat Crocker



Marie Spence.

### ALBUQUERQUE CHAPTER

Nineteen 9-year-olds gathered in the library of Governor Bent Elementary School in Albuquerque on an October afternoon for the 2008 version of our annual Third Grade FlyGirls event.

Led by four Ninety-Nines from the Albuquerque Chapter, the event was a great success. The Albuquerque Chapter is fortunate to have Michelle Davis-Judd, Pre-College Officer for NASA from the Antelope Valley Chapter, living in Albuquerque and a frequent participant in our activities. She led us in a similar event last year and taught us the ropes.

Leading the event this year were Greta Moore, Barbara Fricke, Cindy Aspden and Kathy Hancock. Greta told about her years as an Army helicopter pilot and showed pictures of herself flying all over the world in the service. The pockets of her flight suit, which held all of her emergency gear, prompted many questions.

Barbara presented a slideshow of her wide range of interests in aviation: piloting her hot air balloon, Sandia Sunrise; participating in (and winning) gas balloon races here and abroad, and flying a single engine airplane. She also explained the physics of flight.

Cindy wowed the girls by telling them about her experiences as a captain for JetBlue Airlines. She showed them her charm bracelet holding a charm from every country to which she has flown. Her picture of her jet amazed them.

Kathy, who is a technology teacher at Governor Bent, shared a scrapbook of her steps through the process of becoming a private pilot. She also showed the contents of her flight bag and led an activity that explained the Bernoulli Principle.

During our fun afternoon, the girls assembled airplanes, planned a flight, flew a cross-country flight and held air races. The group had snacks while they listened to Ninety-Nines share more experiences and asked some really great questions. The event ended with trophies for winners of the cross-country and distance races, door prizes and gathering for a group picture.

— Kathy Hancock

### PHOENIX CHAPTER

As you are bidding and planning for your vacations in 2009, the Phoenix Chapter would like to remind you of the Spring Southwest Section Meeting in Phoenix (Glendale) Arizona on April 30-May 3. We are putting together some great tours and have enlisted fabulous speakers to entertain and educate.

Please join us for this fun-filled weekend in the desert. The temperatures should be perfect, and we are looking forward to hosting our sisters in aviation. Please join us in celebrating our legacy. For more information, please visit [sws-phx09.ninetynines.net](http://sws-phx09.ninetynines.net) or go to [phx99s.org](http://phx99s.org) and link to SWS Spring Mtg. You can also call me at 775-233-2682. See you this spring.

— Traci C. Leider

### OREGON PINES CHAPTER

In October, the Oregon Pines Chapter presented a Flying Companion Seminar at the Monmouth Library following the Pinch Hitter curriculum developed by the Air Safety Foundation. Eight Chapter members talked about different phases of the course to 45 people in attendance.

Chapter Chair Debra Plymate welcomed everyone with introductions and background on The Ninety-Nines. Beverly Clark discussed the importance of preparation and demonstrated a thorough walk around of the aircraft. Kim Lansdon presented the basics of aerodynamics with the help of a small model. Linda Leach presented an overview of navigation instruments. After handing out sectionals to the group, Judy Yerian taught the group chart reading.

Following a break for coffee and cookies provided by Sandi Archer, Debra gave a brief introduction to the use of VORs, and Marilyn Husser gave pointers on the use of the GPS. Trish Hanna went over emergency communications procedures both on the use and tuning of radio instruments in the aircraft. Finally, Linda Raney's rendition of procedures for approach and landing using the model plane was both informative and entertaining.

After a question/answer time, Debra finished the morning with closing remarks and a thank-you to the group for coming. Following the seminar, participants took introductory flights in the flight simulator at the Independence Airport, owned/operated by EAA Chapter 292. The simulator was made available



*Kelly Matthews gets hands-on experience flying the EAA simulator.*

to graduates of the seminar by Chuck West, EAA member and husband of one of the participants.

The Oregon Pines Chapter was pleased to see several young women interested in learning to fly or already taking lessons. Also, several pilots who came with spouses told us they were pleased with the refresher on basics. This Chapter plans to hold more Flying Companion seminars locally, and we plan to make our presentation available to other flying organizations should they wish to have a companion course as part of their event. What a great way to get The Ninety-Nines better known.

— Trish Hanna, Debra Plymate and Marilyn Husse

### OKLAHOMA CHAPTER

On November 14, Wyvema Startz and Ann Pogson visited the Sooner Aviation Club at the University of Oklahoma. Ann was invited as the guest speaker for their monthly meeting to tell about her career as a woman in aviation and about The Ninety-Nines. Wyvema went as support and photographer.

The student members were very interested in learning how Ann became a professional pilot and what life is like being a woman airline pilot. They were also interested in the scholarship and networking opportunities provided by The Ninety-Nines. Little did the members know that we had a surprise for them. At the meeting, we presented them with a \$900 check from the Oklahoma Chapter to help them pay for the Region VI NIFA registration fees. They were very surprised and pleased with the donation from the Chapter.

While they didn't do as well at NIFA as they had anticipated, they felt they learned a lot and look forward to hosting the competition in Norman, Oklahoma next year. They asked that the Chapter assist them in hosting and hope they can count on our members for judging. Overall, it was a big success, and Wy and Ann came home inspired and motivated.

— Wyvema Startz and Ann Pogson

### CHICAGO AREA CHAPTER

October 4, 2008 was a beautiful "student solo" day for flying in the Chicago area and also a perfect day for the Chicago Area Chapter's Poker Run. Open to all flyers in the area, participants were given slightly over a week to pick up their cards from four area airports and then meet on the 4<sup>th</sup> at Lansing Municipal Airport (also the GA airport of entry for the 2009 International Conference in Chicago) for their final card and scoring.

Over good food at Shannon's Landing Restaurant, players had a great time opening their multi-colored cards to discover their hands, deciding whether to purchase an extra card for a better chance at cash prizes and watching the scoreboard in constant motion.

Cash prizes for the top three hands went to Ellen Herring, Cynthia Madsen and Grant Prellwitz, while prizes generously donated by AOPA, Sporty's, Jeppesen, Shannon's Landing and the Aviation Speakers Bureau made for a wonderful array of door prizes. Two donations (a women's aviation watch and a captain's flight bag) were placed in a special raffle, bringing in some unexpected revenue for the Chapter. Thanks to everyone who made the event a success.

— Leslie Prellwitz

### NORTHWOODS CHAPTER

Northwoods 99s — get your passports ready. We have two new members from Sault Ste. Marie, Michigan and a new member from Canada. Yes, our Northwoods Chapter has gone International! Check out our website and November newsletter at northwoods99s.org to learn more. After chartering our Chapter two years ago, we are now up to 19 active members.

We had a very busy summer. We airmarked two of our Northwoods airports, KSAW and KESC. You can see these compass roses on approach, and do they look great! In August, two of our members went to Alaska for this year's International Conference. Sheryl Rains accepted her AE ATP Scholarship, and Lynn Sykes received recognition for completing and earning her Commercial rating. We are proud of our scholarship recipients for their wonderful accomplishments.

In October, three of our members attended the North Central Section meeting in Newark, Ohio. Not only did they work with the Chicago Chapter assisting with the planning for the International Conference to be held in Chicago next July, but they found time to have some fun at Longenberger Baskets. I think they even have "basket fever" now, after having had the opportunity to make their very own woven baskets.

— Dee Dreger



Northwoods Chapter members complete the airmarking at KESC.

### NEW ORLEANS CHAPTER

The New Orleans Chapter sponsored a Toy Lift to benefit the Metropolitan Women's Shelter on December 6.

Santa, 49½ Bruce Goodbee, flew in with toys collected by the Chapter. Other Chapter members also flew in to Slidell where representatives of the shelter received the toys collected from around the New Orleans area. A youth choir was on hand singing Christmas carols, and Chapter members provided hot cocoa and Christmas cookies. Our Chapter also continued the celebration with our spirited Christmas party and gift exchange at the home of Vickie Goodbee.



From left, Tennessee Chapter members Jan Kuban, Jean Hammer, Adele McDonald, Judy Wilson, Evelyn Bryan Johnson, Martha Miller, Sherry Rhodes, Judy Wayman.

### TENNESSEE CHAPTER

The Tennessee Chapter had the honor of helping Evelyn Bryan Johnson celebrate yet another milestone in her life, her 99<sup>th</sup> birthday on November 4, 2008. For a person who has been a member of The Ninety-Nines since 1947, has more flight hours than anyone, has been inducted into many Halls of Fame, just a one-day birthday celebration was not enough.

We began the weekend with a luncheon at Justin's in Morristown, Tennessee.

Larry Mullins of the Tennessee Commission on Aeronautics brought greetings from Governor Phil Bredesen. Several past students told their favorite "Evelyn" stories.

The captain of the commercial flight to the event made his usual announcements, and Evelyn recognized his voice as that of a former student. She sent a message to him asking if he was indeed that student. He confirmed he was and announced that his first flight instructor was aboard. When the plane arrived at the destination, Evelyn was surprised with a red carpet and flowers compliments of her student, now a captain.

The second part of the day was a fly-in at the Morristown Airport. Not many people braved the winds, but lots of people drove to the event to enjoy the birthday cake, which had a radial engine with wooden propeller and roses on top. Right on schedule, Frank Wilson made his way with a banner above that said "Happy 99<sup>th</sup> to our 99 Evelyn Johnson." He flew the banner all the way from Knoxville in that wind.

Evelyn attends the First Baptist Church in Morristown, so early Sunday morning Chapter members went with her to church services and then back to the airport for a luncheon. It was a very special time for our Chapter, and everyone helped make it a great time.

After two days celebrating with this special woman, we were already planning next year's party. Imagine a 100-year-old Ninety-Nine!

— Martha Miller

## ELIAV ARBEL

### Israeli Section

The Israeli Section announces with great regret that member Eliav Arbel, 30, flew on to New Horizons on October 24, 2008 when her Cessna 172 went down in a field near Moshav Batzrah in the Sharon region.

Eliav held a commercial pilot license and was working on her CFI. She worked as flight dispatcher and piloted sightseeing flights for F.N. Aviation at Herzliya Airport and also flew traffic reporting flights for a local radio station. She had also worked as a youth counselor at Sde Boker Field School.

Eliav's many friends have begun a memorial scrapbook for her in the office of F.N. Aviation, and anyone who wishes to contribute a picture or note in her memory is invited to do so.

Arbel leaves behind her father Gidi and two brothers, 32-year-old Nitai and 24-year-old Yonatan, as well as her sister Shaked, 17.

We will all miss her ready smile and warm and generous nature, and mourn a bright future in aviation cut short. Rest in peace, Eliav, queen of the sky.

— Barbara Colorni



*Eliav Arbel.*

## MABEL ANESI BLAKELY

### Wyoming Chapter

Mable Anesi Blakely, Life Member of The Ninety-Nines, recently passed on to New Horizons.

Her first flying experience was in 1945 in San Fernando Valley when she answered a newspaper ad: "Learn to fly with Pacific Pilots." She was employed as a watchmaker in Los Angeles and had weekends free. Those 30 minutes of instruction a week in a 65 hp Taylorcraft was an exhilarating experience for her. Mabel's first solo flight was in a 75 hp Aeronca Champ.

She moved back to Wyoming in 1946, married in 1947 and then "settled down" until her husband, a building contractor, needed an airplane for his business. Mabel then had the opportunity to start flying again after 16 years. She attained her private pilot certificate in their Cherokee 160. It was the proudest day of her life.

AOPA held a 180 Course in Lander that summer, and she met Velda Benn, a CFI from the Washington DC, Chapter, who told her about The Ninety-Nines. Mabel joined the South Dakota Chapter just two months after their charter. Then, with the help of Nikki Weaver, whom she met at an AOPA 360 Course, helped organize the Wyoming Chapter and became its first Chairman. Their charter was presented on April 23, 1965.

— *Biographical information from The Ninety-Nines, Yesterday-Today-Tomorrow*

## EDNA H. BISHOP

### Mississippi Chapter

Ninety-Nines Life Member and Women Airforce Service Pilot Edna H. Bishop of Hattiesburg, Mississippi passed on to New Horizons October 5, 2008.

She first became interested in flying when she was six-years-old and a plane landed in the pasture behind her parents' house. She knew then that she wanted to be a pilot. As a young woman, Edna took flying lessons in Bishop, California. She was able to fly solo after only seven hours of lessons.

She learned about the WASP while waiting for a job interview with a shipbuilding business. The woman sitting next to her in the waiting room was reading a newspaper about the newly organized WASP. Edna made up her mind to join the WASP and acquired the 200 minimum hours of flight experience required.

In 1944, while Edna was at Liberty Field in Hinesville, Georgia, she met her husband, James, who was also a pilot. They were married in December, 1944 and had four children.

After her youngest daughter entered fifth grade, Edna returned to college and earned a master's degree in psychology at the University of Southern Mississippi. She then worked in public schools for many years as a psychometrist.

— *Information from University of Southern Mississippi Collection*

## ELEANOR A. LILIENTHAL

### Nebraska Chapter

Eleanor A. Lilienthal, 79 of Doniphan, Nebraska, passed away July 12, 2007. Eleanor was born April 3, 1928 in Ong, Nebraska, graduated from Ong High School in 1945 and attended Luther College in Wahoo, Nebraska.

In June 1963, Eleanor received her private pilot certificate. She was an avid pilot and a 34-year member of The Ninety-Nines. Eleanor served as Chairman of the Nebraska Chapter for four years and spent many years developing materials to publicize The Ninety-Nines at both the Chapter and International levels. Most of her flying was done from Hastings, York, or Grand Island, Nebraska where her husband was the flight service operator for eight years. Eleanor was very proud of her Nebraska auto license plate "I M A 99" which was shown in *Professional Pilot* magazine.

Eleanor was a 50-year member of the Doniphan United Methodist Church, serving in various community and church groups.

Survivors include her beloved husband Ron Lilienthal, daughter Cheri, two sons Max and Jeffrey England, nine grandchildren and four great-grandchildren.

Eleanor will be remembered as a positive model by her friends and family and all others whose lives she touched.

—Linda Sutton

## **SONDRA RIDGEWAY** **Northeast Kansas Chapter**

The Northeast Kansas Ninety-Nines are very sad to report that our charter member Sondra Ridgeway passed away October 20, 2008 after cancer surgery.

Sondra married Dale Ridgeway on March 14, 1952 and had four children. In 1961, Dale started taking flying lessons and bought a new Cessna Skyhawk along with two tickets — flying lessons for both his brother Leslie and Sondra. That was the beginning of Sondra's flying career, and what a career it was.

She earned her private pilot certificate in 1965. She held commercial, instrument, multiengine, CFI instrument and multiengine and ATP ratings with over 5,200 hours flown. Sondra was one of fewer than 1,000 women pilots in the world with these ratings.

She was a captain at Commuter Airline and an FAA inspector, and along with Dale she was the owner/operator of Blue Sky of Topeka, a 135 air charter service they ran for 26 years, retiring in 2003.

Sondra started the Petticoat Pilots in 1965 in Topeka Kansas with four other ladies. It later became the Northeast



*Sondra Ridgeway.*

Kansas Chapter of The Ninety-Nines. From 1967 on, she held every Chapter office and committee position.

She recently "retired" from the position of Chairman of the Board of the Amelia Earhart Birthplace Museum. She spent many hours working on restoration and endowment for the museum. Under her capable hands, and with the help of her husband of 56 years, the AEBM has become a source of pride in the city of Atchison as well as for The Ninety-Nines. Another of her most enjoyable activities was portraying Amelia Earhart to students when she spoke at schools.

While planning The Ninety-Nines 2002 Kansas City International Conference, Marilyn Copeland, our Chairman, was tragically taken from us. Sondra stepped in, headed up the project, and through many hours of hard work and talented leadership, guided us to a successful Conference.

The Ninety-Nines were a large part of Sondra's life — really, her extended family. She earned first place in the Sky Lady Derby in 1970 and flew in the Powder Puff Derby in the late 1970s. For years Sondra judged for the National Inter-Collegiate Flying Association contests. She was the "expert" in the Chapter for laying out a compass rose and, under Sondra's direction, our Chapter completed many airmarkings.

In addition to her role in The Ninety-Nines, Sondra served as chairman of the Metropolitan Topeka Airport Authority. During her tenure, they built the new airport terminal at Forbes Field in Topeka, Kansas.

Memorial contributions may be made to the Amelia Earhart Museum, 223 North Terrace Street, Atchison, KS, 66002.

— Ann Shaneyfelt

## **LORRAINE RAYMOND** **Delaware Chapter**

Lorraine Sammons Raymond, age 86, of Wilmington, Delaware, died on November 15, 2008 at Methodist Country House, her home since 2003. The daughter of Harry W. and Eulah Jackson Sammons, she was a native of Springfield, Illinois. She attended the University of Illinois, where she studied bacteriology and was a member of the independent social group Alceste. She was married in 1943 to Richard L. Raymond at the San Marcos, Texas, Army Air Base. She was a dedicated homemaker for her family and served as secretary/treasurer of Groundwater Environmental Consultants, Inc.

Lorraine was captivated at age eight by over 30 flights in her grandfather Roscoe Barb's open cockpit Swallow biplane. She was at last able to obtain her pilot certificate the same year as her husband in 1977. They enjoyed many flights over 25 years. A memorial service was held on Saturday, November 22, 2008 at the Methodist Country House. Graveside services were at Oak Ridge Cemetery in Springfield on November 24.

Memorial contributions may be made to The Wesley Foundation, University of Illinois, 1203 West Green Street, Urbana,

IL 61801, or to the 99s Museum of Women Pilots, 4300 Amelia Earhart Dr., Oklahoma City, OK 73159.

— Conley L. Edwards

## **LUETTA WHITE** **Iowa Chapter**

Luetta White, born March 19, 1921, flew to New Horizons on November 21, 2008.

Luetta was a longtime member of The Ninety-Nines and the Iowa Chapter. For many years, she was a volunteer timer for the Air Race Classic and timed the 2008 stop at Mason City, Iowa.

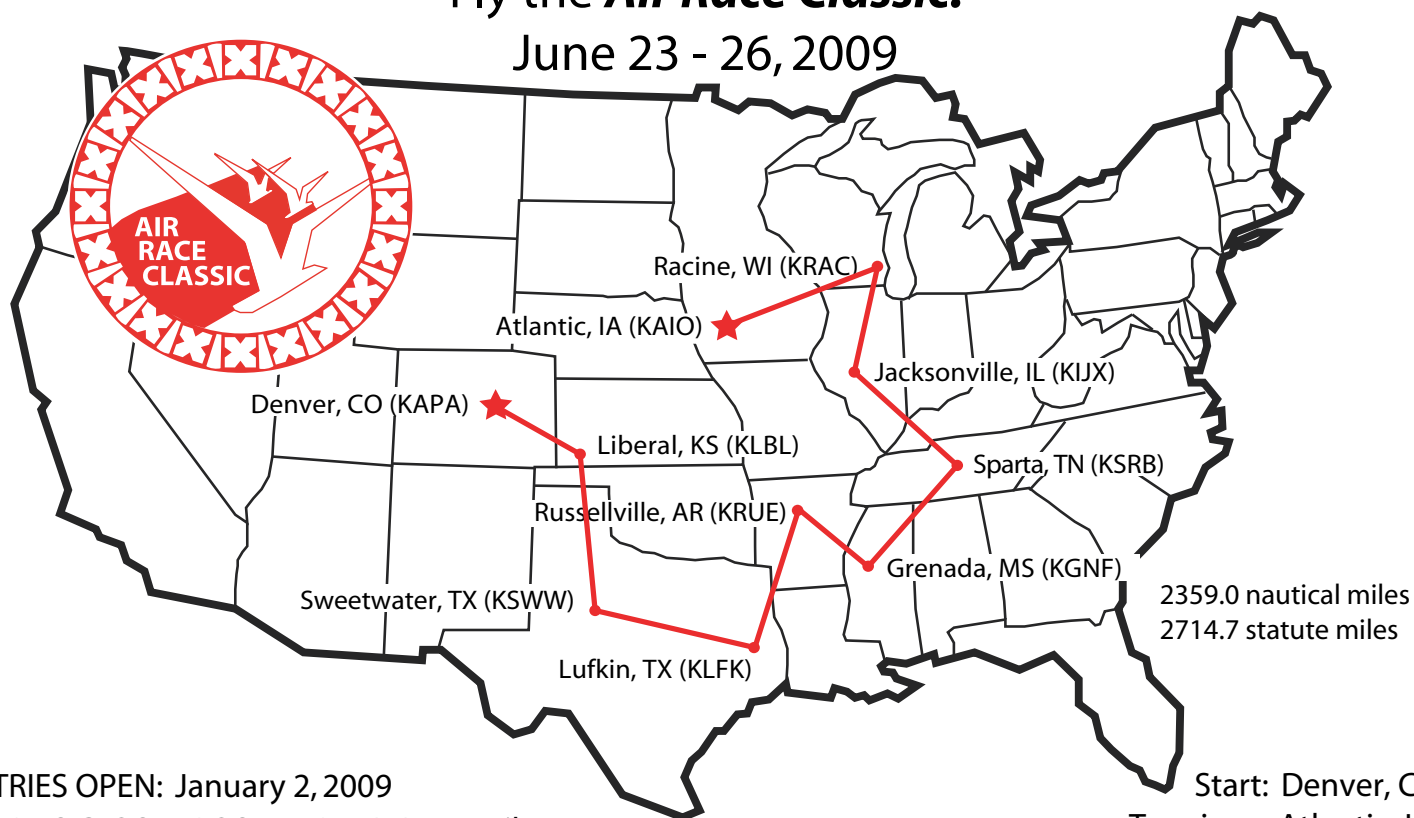
Luetta and her husband James were members of the International Flying Farmers Organization. She worked at the Davis County ASCS office for 36 years before retiring in 1986. Although Luetta had not been currently flying for the past few years, she still attended Chapter functions and meetings. The Iowa Chapter extends their sympathy to Luetta's son Larry and his family.

— Elaine Fitch

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