

99 News

The Official Magazine of the International Organization of Women Pilots

May/June 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

Online Form:

**ninety-nines.org/
99newsreports.html**

Please indicate the name and location of the event, the contact name and the phone/fax/email.

On the Cover

Katie Bosman, who flies a Pilatus PC-12 during her corporate flying job, was entranced by the sleek, low-wing Experimental Arion Lightning, so much so that she applied for a position, and was hired, as a test pilot at Jabiru USA Sport Aircraft at KSYI in Shelbyville, Tennessee.

Her first flight in the Lightning was both a thrill and an eye-opener, she said. "Flying the Lightning has refined the stick-and-rudder skills I've always had to a level that I've never experienced before."

Katie flies and works on both the Jabiru (shown on the cover) and Lightning, sister light-sport aircraft.

Photo by Ben Krotje

PERPETUAL CALENDAR

JUNE

19-21 International Forest of Friendship, Atchison, Kansas. Theme for 2009 is *Discovery through Flight – Advancing the frontiers of aviation and aerospace*. Visit ifof.org.

JULY

17-18 Amelia Earhart Festival, Atchison, Kansas. The Amelia Earhart Birthplace Museum will be open from 10 a.m. until 4 p.m. Check the Atchison Tourism site for a complete schedule: atchisonkansas.net.

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.

AUGUST

14-15 40th Annual Palms to Pines Air Race, Santa Monica, California to Bend, Oregon. Celebrate the 40th year of this popular race. Send \$10 for race kit to Claire Walters, 13026 Psomas Way, Mar Vista, CA 90066, 310-397-2731. Visit palmstopines.org.

20-23 Northwest Section Annual Meeting, Vancouver, Washington at the Vancouver Hilton. Jointly hosted by the Columbia Cascade Chapter and the Oregon Pines Chapter. Contact Kim Lansdon, klandsdon9658@msn.com.

SEPTEMBER

1 Due Date for 99 News submissions for October/November/December 2009 issue.

4-6

Aviation and Women in Europe Annual Conference, Ferrara, Italy, in collaboration with 2009 AirVenture Ferrara, 37th Italian EAA Chapter National Fly-in. Book before July 1 to receive the Early Bird Booking Special Rate. Visit aweu.org for more information.

25-27

Southwest Section Fall Meeting, Grass Valley, California. Hosted by the Sutter Buttes Chapter.

OCTOBER

9-11

Mid-Atlantic Section Fall Meeting, Stonewall Jackson Hotel and Conference Center, Staunton, Virginia. Hosted by Virginia and Shenandoah Valley Chapters. Contact Sharon Blodinger, email w4npx2@earthlink.net.

18-11

Silver Wings Convention and Powder Puff Derby Reunion, Oakland Airport Hilton. Come and celebrate the annual gathering of these two groups. Tour the wine country, the USS Hornet and the Oakland Aviation Museum. Contact Barbara Evans, 925-687-1912, quailr@aol.com, or Lindy Boyes, 925-943-2435, lindy@silcon.com.

29-31

Board of Directors Fall Meeting, Oklahoma City, Oklahoma. Contact: Headquarters.

NOVEMBER

5-7

AOPA Aviation Summit, Tampa, Florida. Experience everything general aviation has to offer. This event has something for everyone. Visit aopa.org/summit.

DECEMBER

1

Due Date for 99 News submissions for January/February/March 2010 issue.

DEADLINE FOR CHANGES TO THE ANNUAL BUSINESS MEETING AGENDA

The Ninety-Nines utilizes a Reference Committee at the Annual Business Meeting as authorized in the Standing Rules. All resolutions, main motions and proposed changes to the Annual Business Meeting Agenda must be submitted to the Reference Committee no later than Thursday, July 23, 2009 at 6 p.m. for consideration.

Any delegate attending the Annual Meeting may submit items to the Reference Committee. With the Committee members' knowledge of the history and documents of The Ninety-Nines, the Reference Committee shall review all submissions for completeness, form duplication and conflict with current corporate documents and shall determine the order of presentation in the Agenda. The Reference Committee contact is Charli Lamb, Fort Worth Chapter, South Central Section, charlilamb@sbcglobal.net.

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THE NINETY-NINES MISSION STATEMENT

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

EDITORIAL AND PHOTO GUIDELINES

ARTICLES

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

PHOTOS

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

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.

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Art by Judi Geer Kellas will be on display at the 99s Museum of Women Pilots from November 7 through December 5.



A view from the rear deck of the Odyssey shows a glimpse of the Chicago waterfront that Ninety-Nines can explore during the 2009 International Conference.

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President's Message

BY SUSAN LARSON, International President

As I read about members losing their jobs and being furloughed in these difficult economic conditions, my heart goes out to each of you who have accomplished so much only to find your dreams put on hold. This would be an excellent time to take advantage of our Professional Pilot Leadership Initiative (PPLI), developed to provide highly motivated 99s with the tools to develop their careers and leadership abilities.

This is also an excellent time to sign up with one or more of our three networks: 99s Network, Pro 99s and the Flight Training Forum. The support and community that each of these networks provides is invaluable, no matter where your interests lie with respect to aviation. Even if you aren't a regular contributor, you will have access to the most current issues and events within the organization, read messages regarding hiring, jobs and work issues, or learn from other members' experiences. See page 20 for a series of recent interchanges about radio communications.

Our newest Section, chartered on April 8, is the French Section with Governor Isabelle Bazin at the controls. Isabelle has 18-month old twins who first took flight with her in March. Her son fell asleep, but daughter Charlotte stayed alert, thoroughly enjoying every moment of the new experience. It looks like we have another 99 in the making. We wish the new Section much success, and I look forward to attending their formal chartering this summer.

We are blessed with a hard-working and committed Board of Directors, recently exemplified by Director Virginia Harmer. Not long ago, the tenant of our original headquarters relinquished their lease agreement, leaving the furnishings in final payment. Virginia and her husband Dennis drove their RV from California to Oklahoma City to have a convenient place to stay while they sorted through and moved the most desirable office furnishings that remained. They rearranged the storage spaces at headquarters,



French Section Governor Isabelle Bazin with her 18-month old twins.



Susan Larson with FWP applicant Sunny Lee.

created a homogeneous space to file all past-member records, found ways to make the existing space far more efficient and made it all look good, too. The return trip involved a 24-hour delay in Tucumcari due to snow. Talk about commitment!

Overall, The 99s balance sheet is in excellent condition with millions in assets (two museums, the scholarship fund, endowment fund and Headquarters building) and no debt. However, the loss of tenant revenue will have a negative impact on the Headquarter's budget. To reduce any budget shortfall until we acquire a new tenant, the *99 News* will be produced quarterly instead of bimonthly. When a new tenant is located and revenues restored, we will resume bi-monthly publication of the magazine. Although we hope this happens soon, until it does, further reductions need to be considered to avoid a significant negative cash flow in the operations.

One of the most enjoyable aspects of serving as your President is meeting prospective and new members. Our trade show booth in Atlanta at Women in Aviation garnered 18 new members and deepened relationships with Georgia-based members and a team of young women from Embry Riddle who volunteered to work in our booth. Southeast Section Governor Corbi Bulluck worked from opening to closing every day, and trade show coordinator Fran Strubeck had the booth set up, stocked, staffed and disassembled. For me, the highlight was signing up WASP Pearl Judd from Southern California, who was ecstatic about finally joining The 99s. While Pearl was filling out the application form, Sunny Lee, an Embry Riddle student and FWP applicant, struck up a conversation with her and found her first role model within The 99s. The range of ages and backgrounds exemplified by these women reflects our diverse membership, with the joy of flight the common bond.

With Spring Section meetings completed, delegate slips and amendments to bylaws and standing rules mailed to Chapter Chairmen and Section Governors, it's time to turn our attention to the annual Conference. The North Central Section welcomes you all to Chicago and hopes you will take advantage of the never-before offered opportunity to combine the annual Conference with a trip to EAA's AirVenture in Oshkosh. See you in Chicago.

Use GoodSearch.com to Support the Endowment Fund at No Cost to You

BARBARA STRACHAN, CHAIRMAN
Ninety-Nines Endowment Fund

In this day and age when people are watching their pennies, many organizations are looking for donations. What's great is the Ninety-Nines Endowment Fund has a way for you to support them, and you don't have to write a check, put your hand in your pocket or curtail your flying in order to accomplish this.

Maybe you are wondering how this is possible? The answer is Goodsearch and Goodshop.

GoodSearch.com is a search engine that donates half its revenue, about a penny per search, to the charities that its users designate. You use it just as you would any search engine, and it's powered by Yahoo! so you get great results. GoodShop.com is an on-line shopping mall that donates a percentage of each purchase to your favorite cause. Its network consists of over 100 great stores, includ-

ing The Gap, Best Buy, Barnes and Noble and services such as Travelocity, Expedia, Comcast and Enterprise.

GoodShop.com has teamed up with GoodSearch.com so that every time you place an order, you'll be supporting the Ninety-Nines Endowment Fund. How can you help? Just go to GoodSearch.com and be sure to enter Ninety-Nines Endowment Fund as the charity you want to support (actually if you type in "99s" it will fill it in for you).

Please, be sure to spread the word to your family and friends, because if 500 people use GoodSearch as their search engine four times a day, it will generate \$7,000 a year for our cause. So, if our membership (5,000 people four times a day = \$70,000 per year) used it in addition to their friends and families, we could meet our goal pretty quickly without taking one penny out of our individual pockets!

LETTERS

NANCY-BIRD ARTICLE REVIVES EXCITEMENT ABOUT AVIATION

I just wanted to write to tell you and everyone who works on the *99 News* magazine how much I appreciate all your hard work.

I am a corporate pilot, and in these bad economic times, it's refreshing to still have a publication that I can get something positive out of — with flying in general and women pilots. The recent article about Nancy-Bird Walton was wonderful, and it made me excited about aviation AND women pilots all over again and made me glad I am a pilot AND a 99.

I also understand the time and research that must go into the magazine and the articles and want to thank all the people who make it happen. With this economy I understand that time and money are precious, but these women are still willing to give their time and resources to make this happen and I just want to say thank you. Keep up the good work!

— Jill Smith
Monterey Bay Chapter

Write to Your Legislator in Support of the FAA Reauthorization Act of 2009

BY JOAN KERWIN
International Chairman

"Though the mills of the gods grind slowly..." (Freiderich Von Logau) there is no time to spare. "The Federal Aviation Administration Reauthorization Act of 2009 would authorize nearly \$70 billion for the agency for four years without creating new aviation user fees." (AOPA Pilot, April, 2009.)

The good news: NO USER FEES. The bad news: Higher fuel taxes.

In the House, H.R. 915 was introduced by Transportation Committee Chairman James Oberstar (D-Minn) and Aviation Subcommittee Chairman Jerry Costello (D-IL), but it has a long way to go for approval. Once approved by the Transportation Committee and other hearings are held, the full House must vote on it and then send it to the Senate.

As I said earlier, there is no time to spare, although the time for all the hearings will seem interminable. Write to your Congressmen and Senators now with your thoughts on the legislation and inquire about their opinions. Remember, you must write as an individual, not as a Ninety-Nine, be respectful and request a reply. Email if you must, write if you can. Make yourself known as a pilot who will be affected by the outcome.

WRITE ON!

99 NEWS SCHEDULE TO CHANGE

As you read on the previous page in Susan Larson's President's Message, the *99 News* will temporarily be published quarterly instead of bi-monthly starting with the next issue. The tenant of the original headquarters that The Ninety-Nines leases out has moved, leaving the organization without that revenue. Until the operational cash flow is restored, the magazine will be published in July 2009, October 2009, January 2010 and April 2010.

Deadlines for material are:

- June 1, 2009 for the July-September issue.
- September 1, 2009 for the October-December issue.
- December 1, 2009 for the January-March issue.
- March 1, 2010 for the April-June issue.



PILOT CAREERS: Taking Stock

BY DONNA MILLER
International Careers Committee

"Hell on earth would be to come face to face with the person we could have been." – Keith Cunningham

I just returned from another class in a series of courses I am taking. Keith Cunningham was one of the amazing speakers, and when he spoke that quote, the room of 1,200 people fell silent. Keith is the Rich Dad figure of the "Rich Dad, Poor Dad" books by Robert Kiwosaki. The reason he is so successful is that he made a conscious decision to become the person he could have been, "so that if the day ever came that we saw each other face to face, I'd be looking into the eyes of an old friend." That thought has stayed with me.

It has made me take stock of my life. What am I doing every single day to achieve my goals? What am I reading or watching on television? Are my layovers fun and/or productive, or am I just biding time until the shuttle takes us to the airport? And while I'm taking stock, what am I eating? Is what I put into my body serving me well, or just filling a void? Am I sleeping enough to be on the top of my game every day?

Whoa. I'm not sure I wanted to open this Pandora's Box, because now I have to look at my friends, my family and acquaintances too. As I have said before, we are the average of the five people we spend the most time with. Who are they? Are they

supportive, happy and energetic, or are they constantly counting on us to provide them with energy?

The FAA creates a Practical Test Standard for every rating. If you meet or exceed them, you pass. If you don't, you fail. There are no bonus points for outstanding performance or a gold star on our licenses for perfect maneuvers. We eventually get the flying job, and, for the most part, start at the bottom of the seniority list.

There is no jumping ahead for prior experience or upgrading for stellar performance. We bide our time as a first officer until the numbers game brings us close enough to the top of the FO list to upgrade. I hate that system, because it feeds mediocrity. It says that average is acceptable. And, it keeps us powerless. What incentive is there to be a truly amazing First Officer? How can that not spill over into other areas of our lives? What are you doing to keep that from happening?

As you go out into the world, think about coming face to face with the person you could have been. For many of you, it will be like looking into the eyes of an old friend. That's a great thing. Congratulations on a life well lived! If you're not quite ready for that meeting, think about what you can do today to become that person.

Since I came back from the class, my life has been really busy.

PRO 99s PROFILE: Rebecca Hempel

BY BETSY DONOVAN, International Careers Committee

Bombardier Flex Jet First Officer Rebecca Hempel began flying in her late 20s while working as a physician's assistant for an orthopedic surgeon. In lieu of a retirement payment, the surgeon offered to pay for Rebecca's private training. Two Amelia Earhart scholarships helped with further training. Working toward a regional airline job, Rebecca had to regroup after 9/11 took place. She elected to instruct and build more time while waiting for the next hiring boom.

Rebecca currently flies the Challenger 604/605 for FlexJet and is based in Dallas, Texas. She holds the following ratings/certificates: COMM, ASEL, ATP AMEL CFI/CFII and MEI. A Ninety-Nines member since the mid '90s, Rebecca belongs to the Austin Chapter and has held every office except Treasurer.

Rebecca's advice to others: 1) Patience is a virtue. When you



are in the time-building phase, it never happens fast enough. We've all been in that boat. 2) Don't compromise your standards, and 3) Please don't offer to fly for free. After all, it lessens all that we who have come before you have worked so hard for. Remember – you spent tens of thousands of dollars, and you deserve to be PAID as a professional!"

P.S. Unfortunately Rebecca was furloughed recently. We hope she's back in the air very soon!



Katie Bosman with Lightning builder Earl Ferguson, who achieved a world speed record in his Lightning.

Life as a Lady Lightning Test Pilot: The Light-Sport Transition

BY KATIE BOSMAN
Intercollegiate Internet Chapter

As a Middle Tennessee State University flight instructor, I landed dozens of times at KSYI in Shelbyville, Tennessee. Between bounce-and-goes and VOR approaches, I often spotted small, flashy-looking aircraft on test runs orbiting the field at a safe altitude or glistening in the sun during taxi tests. The high-wing Jabiru Special Light-Sport Aircraft (S-LSA) and its slippery looking, low-wing cousin, the Experimental Arion Lightning, are both

built on the small airport nestled among Middle Tennessee's rolling horse farms. I became an on-call corporate pilot in July 2008, but by mid-August I was tired of the boredom between calls. My desire for a part-time pilot position pulled me to explore the Shelbyville test-pilot and CFI market.

I wasn't sure what the Lightning was or how it flew, but it looked like something fast, maneuverable and beyond my capabilities. Even though I first soloed in

a Taylorcraft seven years ago, most of my 900 flight hours have been in tricycle-gear trainers. Worse yet, I've spent most of the last two years in the right seat watching students do all the flying.

My corporate job involved flying a Pilatus PC-12 — a 9,000-pound turboprop with a yaw damper. So when I walked into Jabiru USA Sport Aircraft, handed owner Pete Krotje my resume and heard him say, "Great! You can start flying the Lightning next week," I broke into a cold sweat. My

first thought was to say “Don’t you want me to start in something easy to fly like a Jabiru?” But something about Pete’s quiet, steady gaze just compels a person to shut up and say, “Okay.”

My first flight with CFI and test pilot Nick Otterback in the Lightning demonstrator N324AL was a thrill and an eye-opener. While the Lightning was more agile than anything I’ve ever flown, I was sure that I could indeed fly it, but I also knew that I had to knock two years’ worth of rust and dust off my stick-and-rudder skills.

I had no idea my feet were so sleepy until I did my first stall in the Lightning. Sure, it’s docile if the ball is centered! Your feet get no rest flying this airplane. Turns are sloppy without rudder. Unlike many of the trainers I’ve flown, you really see the nose slew around when you don’t use the rudder properly. Climb performance suffers without the right amount of rudder to counteract the torque of the 120-horsepower Jabiru engine.

And then there are landings. It seemed

like whole hours were spent with Nick telling me “right rudder, right rudder” in ground effect. Finally, one day he said “Okay, too much right rudder,” and I got the idea shortly afterward. The airplane has a tricycle gear, but it’s not built for the skiddy drop-ins and bounces that most trainers are subjected to. Its lightweight and responsive controls raise the bar on landings, emphasizing mistakes while making smooth touchdowns sweeter.

My transition training felt like my pre-solo days all over again. I practiced with Nick for several days over the course of two weeks. Some lessons went well, and some were mediocre. One was downright ugly. But the struggle was a good thing. It helped me as a pilot and as an instructor. Transition training is easier when the instructor understands the problems of the student. My students, Lightning customers, vary in experience from new private pilots to 26,000-hour 767 captains. Some make the Light-Sport transition easier than others, but most suffer from the same problems I had.

Learning the ways of the light-sport aircraft reminded me that all those little things pilots read about and instructors preach about are true. Many traditional trainers are designed to dampen the effects of lazy feet, the tendency to over-control and inattentiveness to aircraft attitude. It’s easy and almost okay to be lazy in a draggy, sloppy trainer. On the other hand, Lightnings, like many homebuilts and LSAs, are designed to be light and responsive. The Lightning is a great little airplane that demands nothing extraordinary from its pilot, just some basic respect for the principles of aerodynamics. Crisply coordinated turns and smooth landings in a Lightning are satisfying experiences, especially when the control movements required to be smooth become second nature.

The skills I’ve learned at Jabiru USA are not brand-new, but flying the Lightning has refined the stick-and-rudder skills I’ve always had to a level that I’ve never experienced before — a level that’s a challenge and a thrill to share with my transition students.



Pui Bearice

Katie flies the Experimental Arion Lightning while Buz Rich is at the controls of the photo plane.



Arlene Walsh in a Tiger Moth.

Arlene Walsh Lives On Through the Legacy of Dreamcatcher, Her Big-Wing Trailandrager

BY CLANCEY MALONEY
Rio Grande Norte Chapter

“Wow, look at all the pieces of wood! This must have taken a lot of time,” exclaimed Dylan Rubery, 14, an eighth grader at Begich Middle School in Anchorage, Alaska.

Dylan was present as the Pietenpol Aerial, a big-wing traildragger named Dreamcatcher, was unveiled on the Begich gymnasium stage. The aircraft had belonged to Arlene Walsh of the Rio Grande Norte Chapter who was killed in a single-car accident on May 30, 2007 en route to the National Biplane Expo in Bartlesville, Oklahoma. Dylan and his classmates plan to finish the project Walsh began years before as an educational tool for her own pupils and for herself.

Arlene Walsh’s life was all about kids, airplanes and flying. Walsh, 71, was a Rio Grande Norte Future Woman Pilot and kindergarten teacher. Her legacies are not just the knowledge and enthusiasm she delivered to her pupils but also her love of aviation and the airplane she was building when she died.

According to her obituary in *The Santa Fe New Mexican*, Walsh fell in love with aviation listening to her three older cousins’ stories of their World War II flying exploits. She raised her children and managed a long teaching career in Massachusetts before moving to Santa Fe, New Mexico in 1985. She taught at The Little School in nearby Cerrillos, New Mexico,

soon becoming head teacher. Transferring to St. Francis of Assisi Cathedral School in Santa Fe, she taught there until the school closed in 2006. Walsh’s final year teaching was part-time at the Garcia Street Club Preschool.

One pupil’s parent, writing in a *Santa Fe New Mexican* commentary piece, said, “In her kindergarten class, kids learned the names of stars...the life cycle of water...Overriding all was Miss Arlene’s love of flying. [Her class] went to the Santa Fe Airport every year. And they saw a grandmother — still working to make her dream possible, building her own airplane, studying for her pilot’s license.”

A perpetual student pilot with 200 or

so hours, Walsh kept a poster of a Cessna 152 cockpit on the classroom wall, at kids' height, along with an old headset so that her pint-sized pupils could pretend they were flying.

Pint-sized herself, Walsh started building her Pietenpol Aerial, Dreamcatcher, after her move to Santa Fe. She especially wanted to use the airplane as an educational project to encourage her pupils' interest in aviation. A modified version of one of the first homebuilt aircraft, originally designed in 1928 by Bernie Pietenpol, the Aerial was a two-place parasol — an airplane whose fuselage is suspended under the upper wing by a set of struts and/or cables.

Progress on the Aerial came in fits and starts, along with moves from her living room and porch to various workshops and hangars. After years in a small commercial park, Arlene moved the skeletal fuselage, empennage and wings to an EAA hangar at Los Alamos Airport (KLAM). Only a short while later, Arlene was gone, and Dreamcatcher languished.

Settling her estate, her children Ted Walsh of Conway, New Hampshire, Arthur Walsh of Albuquerque, New Mexico, and Amory Walsh Hartman of River Edge, New Jersey, sold the pieces to Texan Oscar Zuniga. Because Zuniga needed only the landing gear and wheels to complete his own project aircraft, the rest of the Aerial was left in the EAA hangar at Los Alamos.

Back in September of 2008, Begich Middle School students watched and listened to Barrington Irving's story of his solo around-the-world flight in his Columbia 400. Irving, the first African-American pilot to fly solo around the world, was in Alaska to tell of his experiences during his 2007 flight. Part of his presentation showed Alaska's Hooper Bay High School and their "Build A Plane" project. Inspired and excited, the Begich students wanted to build their own.

Middle-school principal Jeanne Fischer searched for a project airplane, seeking advice from Angie Slingluff, the Federal Aviation Administration (FAA) Aviation and Space Education coordinator in Anchorage.

Intrigued, Angie contacted Rod Stapleton, a member of both Alaska Airmen's

Association and EAA's Anchorage Chapter. Stapleton put out an Internet request for a project aircraft, and Dreamcatcher's new owner, Oscar Zuniga, answered the call.

"Be careful what you ask for because you may find yourself paying to ship a project to Alaska from some faraway place," Oscar told Rod Stapleton.

When Angie learned about Dreamcatcher, something sounded familiar. In July, 2008, she had met Susan Larson, then Ninety-Nines International Vice President, at the annual Conference in Anchorage. Susan had told Angie about Arlene's recent death and her airplane. Upon hearing about the Dreamcatcher, Angie put two and two together and called Susan, who confirmed that the airplane was indeed Arlene's.

Susan and Arlene met in 2002 after Susan's move to Santa Fe from California. Arlene's small adobe apartment was barely a block from Susan's vintage adobe in Santa Fe. Although they met during the annual spring cleaning of the local irrigation ditch, a Lenten tradition in New Mexico, the story they liked to tell was that Susan saw Arlene working on the wooden wing ribs on her porch, heating the ribs over a steaming pot in her kitchen so they would bend to conform to the jigs.

"The wing ribs were hung from the living room log beams," said Susan. "Walsh's building an airplane was all the more amazing because she had yet to pass her private pilot check ride." The two soon



A teacher of young children, Arlene had always wanted to use the airplane project to encourage her students' interest in aviation.

Dan Carey, project manager for the Build A Plane project, inspects Arlene Walsh's Dreamcatcher with two Begich Middle School students. Photo by Rob Stapleton.



became good friends and charter members of the Rio Grande Norte Chapter.

Meanwhile, in December of 2008, Rod Stapleton contacted Harry McDonald, a pilot, aircraft owner and also the owner of Carlile Transportation Services (CTS). Harry owned a trucking terminal in Texas that made regular runs to Canada via Albuquerque. He immediately agreed that CTS would carry Dreamcatcher to Anchorage for free if Rod could arrange for crating.

Angie put Rod in touch with Susan, who volunteered to oversee the crating. Jeff Scott of the Los Alamos EAA chapter volunteered the chapter's labor to crate the airplane. The Anchorage EAA chapter supplied the funding for crating materials, and CTS picked Dreamcatcher up at KLAM in January, 2009. She was on her way to Alaska!

In early March, 2009, to much drama, fanfare and spotlights on the school stage, Dreamcatcher made her debut at Begich Middle School.

Principal Jeanne Fischer explained,

"Look at all the cutting, carving and gluing, but this aircraft is only a little under half completed. It will be up to you, the students, to finish it." They will work on the aircraft with volunteer aircraft builders on Saturdays and over the summer.

In Anchorage, pilot and Begich Middle School teacher Dan Carey, who will instruct the students on aircraft construction, met and formed the Begich Build A Plane Steering Committee to organize and oversee the Dreamcatcher project. In January, the committee members, including the principal, other teachers, Angie, Alaska Airmen's Association executive director Dee Hanson, Rod, and Dominic Balappa, an airline pilot, certificated flight instructor and airframe-and-powerplant technician, met to plan the work on Dreamcatcher.

The mahogany and spruce Dreamcatcher lacked an engine, propeller, cowlings, landing gear and wheels, rigging, struts and instruments. She'll also need seats, fabric covering, fuel system and tanks, an electrical system and a paint job. Anchorage EAA chapter member Lars

Gleitsmann queried Kevin Alexander, assistant professor of aviation maintenance at the University of Alaska/Fairbanks, about an engine for donation to the project. Alexander had an engine – a rebuilt O-290 – that would become Dreamcatcher's heart. One major component down, numerous to go.

"I have 10 pages in this notebook of people and local businesses that have supported getting this project started!" said Principal Fischer.

"This is an amazing story," said the principal. "The wooden control sticks have a Native American dreamcatcher etched into their tops."

The Rio Grande Norte Ninety-Nines already know Dreamcatcher's true heart will always belong to Arlene Walsh and not to the metal engine. Susan said it best in an e-mail to Angie last December, "Arlene would love to know Dreamcatcher is being finished by students." The Rio Grande Norte Ninety-Nines are certain Arlene is watching over.

Unattributed quotes originally appeared in The Transponder, a publication of the Alaska Airmen's Association.

An "Unmanned" Flight



Captain Patty Barrera, left, and first officer Anne Larsen, Bay Cities Chapter members and United Air Lines pilots, were delighted to discover recently that they had both been assigned the same four-day trip. Not only that, the three flight attendants were women also. According to Patty, they joked that they were flying an "unmanned flight." Their flights took them from San Francisco to Houston to Washington, D.C. to Mexico City and back ultimately to San Francisco. Patty says, "Other than a little turbulence, the flight was easy and relaxing, especially with such good company. It's amazing that with all of the female pilots who are at United, I seem to fly with another woman only a few times a year. The atmosphere in the cockpit can be so different...so uplifting...so full of camaraderie. It really is a special treat!"



Mixed media art by Judi Geer Kellas, from left, Patty Wagstaff and Louise Thaden; Chrystal Cole and Bessie Coleman; and Suzanne Asbury-Oliver and Amelia's birthplace, where Amelia used to sketch from the front porch.

Women in Aviation Art Exhibit Coming to 99s Museum of Women Pilots

BY SUE SUHLER, Guest Author

The November exhibit, "Celebration of Flight: Women in Aviation," at the 99s Museum of Women Pilots celebrates the 80th Anniversary of The Ninety-Nines and the 10th Anniversary of the 99s Museum of Women Pilots. The opening reception will be held on November 7, and the exhibit runs through December 5.

The artist, Judi Geer Kellas, a painter and printmaker living and working in Lawrence, Kansas, has a creative passion that began in 1996: women in aviation. Her work uses Kansas and women's history to encourage appreciation, respect and recognition for the magnificent women in aviation from 1910 to the present.

Inspired by the birthplace of Amelia Earhart in Atchison, Kansas and the historical birthplace of modern aviation in Wichita, Judi created her series of more

than 40 paintings, drawings and prints honoring women aviation leaders. The series embodies the artist's missions to preserve the birth and living heritage of women in aviation and to inform and inspire today's art audience by commemorating the lives of these women.

Judi works in mixed-media paintings, collage, silverpoint drawings and original prints (serigraphs, lithographs, relief prints). She has shown her works in more than 40 solo shows and 85 group exhibits in art galleries and museums regionally, nationally and internationally.

Her creative passion to learn about women in aviation started in 1997. At the Amelia Earhart Centennial Celebration, she was asked by the Atchison Art Association to exhibit her art work, to jury a show of women artists and to teach a sketching class to young people. Part of Amelia's

history is that she loved to draw and often sketched on the river bluff in front of her grandparent's home, now the Amelia Earhart Birthplace Museum.

Judi became immersed in the Earhart project. She learned more about Amelia and progressed to other women aviators, The Ninety-Nines and to flight in general. She even discovered that an art patron, Sara Sleeper, is a Ninety-Nine.

At Judi's request, her cousin Peggy Long, a Ninety-Nine in Denver, suggested women aviators who might be interesting to include in the series. Eleven years and 46 pieces later, the Celebration of Flight Series was exhibited in June-July of 2008 at the St. Benedict's Abbey Art Gallery in Atchison, Kansas. Amelia would be astonished and proud that she has inspired such a level of magnanimity and generosity in women who fly.

Welcome New Ninety-Nines Members!

NEW MEMBERS

Alaska Chapter

CRITTENDEN, Emily K.N.

Ambassador Chapter

PENNINGTON, Marilyn J. (FWP)

Arkansas Chapter

ENGSTROM, Orla Cecile

SMITH, Sierra

Bay Cities Chapter

AMIR, Erika (FWP)

Carolinas Chapter

ESSEX-ELARMO, Jodi L (FWP)

MIRMAN, Beverly Nieman

WALLIS, Jamee (Academic)

Central New York Chapter

HAWKINS, Kimberly Ann

Chicago Area Chapter

KASAK, Natalie (Academic)

Coachella Valley Chapter

ROBINSON, Linda (FWP)

Colorado Chapter

BALDWIN, Lydia (FWP)

MASIA, Kim (FWP)

SAYRE, Megan

WHARTON, Stacy

Columbia Cascade Chapter

MCCONNELL, Angela

POWERS, Daniela

Dallas Chapter

HARLAN, Samantha D.

Eastern Pennsylvania Chapter

CAREY, Cecelia R.

PEARSON, Ashley (FWP)

El Paso Chapter

GRIFFIN, Camille

Embry-Riddle Daytona Chapter

NEEDLE, Emma (Academic)

Florida Goldcoast Chapter

ARGUEDAS, Michelle (FWP)

BOARD, Debbie L. (FWP)

Fort Worth Chapter

ALLEN, Eileen (FWP)

COOK, Melissa Ann

French Section

HIVERT, Amandine (FWP)

Fullerton Chapter

AGUIRRE, Heide (FWP)

HARPER, Debra L.

Garden State Chapter

ORDAN, Lorraine W.

Georgia Chapter

BREWER, Angela Dora



Susan Passmore, Old Dominion Chapter.

CARDONE, Claudia Zapata

German Section

JUST, Ute (FWP)

SUNG-SPITZL, Hildegard

Greater Kansas City Chapter

LORDEMANN, Nicole (FWP)

Greater St. Louis Chapter

HIGGENBOTHAM, Stacy (FWP)

Hampton Roads Chapter

BROWN, Anna (FWP)

Idaho Chapter

PENDERGRASS, Lisa Stephenson

Intercollegiate Internet Chapter

HALL, Bethany (FWP)

Iowa Chapter

BECHTEL, Melinda (FWP)

DEVLIN, DR., Michele (FWP)

Kansas Chapter

WAVLE, Dawn S. (FWP)

Kentucky Bluegrass Chapter

SIZEMORE, Vicky G. (FWP)

Kitty Hawk Chapter

SCHUBEL, Jodi (FWP)

SMITH, Linsey Rebecca (Academic)

Lake Erie Chapter

BALDO, Mary E.

Lake Tahoe Chapter

DALY, Jodie (FWP)

Marin County Chapter

ORBACH, Emma (FWP)

Mat-Su Valley Chapter

BRAENDEL, Kaasan F. (FWP)

Nebraska Chapter

FERDOUS, Lulu A. (FWP)

STEELE, Amanda

North Jersey Chapter

CONKLIN, Rachel (Academic)

GILSON, Darcy

Northwoods Chapter

DESHOTELS, Amy

Oklahoma Chapter

MCLAIN, Mary L. (FWP)

Old Dominion Chapter

PASSMORE, Susan

Oregon Pines Chapter

GIGOUX, Tammy Juricich

Pikes Peak Chapter

PETERSON YOUNG, Millicent

Amanda

Reno Area Chapter

THRAN, Brandolyn (FWP)

San Diego Chapter

BARTLOW, Pat (FWP)

HALTERMAN, Cristina

San Fernando Valley Chapter

HERRERA, Claudia

REID, Linda Lee Inda (AKA) (FWP)

San Gabriel Valley Chapter

JUDD, Pearl B.

Santa Barbara Chapter

GLENNON, Rhonda (FWP)

Santa Clara Valley Chapter

KONDRATIEFF, Cynthia

WILLIS, Joyce

Santa Maria Valley Chapter

VORNBROCK, Eunjie

Santa Rosa Chapter

FOLEY, Patricia Ann

Scioto Valley Chapter

MORTINE, Christine Shumway

Sutter Buttes Chapter

HIBPSHMAN, Jeanette

Utah Chapter

SMITH, Heather A.

Ventura County Chapter

AHMADIAN, Mahnaz (FWP)

NICKERSON, Denny Lauren (FWP)

WATERS, Edith Jacqueline (FWP)

Wichita Falls Chapter

PIERCE, Cathy

Wisconsin Chapter

GESCH, Amy L. (Academic)

TURKE, Janice (FWP)

Red Sky, Black Death

*A Soviet Woman Pilot's Memoir
of the Eastern Front*



By Anna Timofeyeva-Yegorova
Translated by Margarita Ponomaryova
& Kim Green
Edited by Kim Green
Slavica Publishers
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BY ALINA BOYDEN
Guest Reviewer

Red Sky, Black Death is the memoir of Anna Yegorova, a female combat pilot for the Soviet Union during WWII. She flew the U-2 as a liaison pilot and later the Il-2 Sturmovik (pronounced Shturmovik) as a ground attack pilot. After hundreds of combat missions over the front, she was

shot down, severely wounded and captured by the Germans. She endured months as a prisoner of war in a concentration camp and was eventually liberated. Immediately after her liberation, she was imprisoned by the NKVD and interrogated as a traitor. Though she soon secured her own release, her troubles with the NKVD and KGB continued to dog her for many years. The book tells Anna Yegorova's story from her origins in a small peasant village in Russia to her work in Moscow helping to build the Moscow underground, to her pilot training and finally to her wartime and post-wartime experiences.

The first thing that struck me about the book was the vibrancy of Anna's voice. The woman is just so full of life and so full of memorable anecdotes, and the translator and editor do a fantastic job of bringing that to the forefront.

The early part of the book is quite endearing and uplifting as she describes her upbringing in a small peasant village, her relationship with her older brother and her love of flight. Things take a slightly more ominous turn when her brother is arrested and sent to a Gulag for 10 years, and as a result, she is kicked out of her flying school.

She talks openly and honestly about how devastating this was for her, how confused she was and how angry she was. This is the kind of candor about the harshness of the Soviet system that I have found so lacking in previous memoirs.

When the war begins, Anna ends up volunteering for a liaison squadron flying U-2s. The Polikarpov U-2, later designated the Po-2, is a wood and canvas biplane with a top speed of less than 100 miles per hour. It's hard to believe that Anna flew these planes in combat!

Even if she hadn't moved on to the Il-2, her flights in the U-2 would have been worthy of a memoir in and of themselves. She describes daredevil flights at low altitude over enemy territory, being bounced by Messerschmitt 109s in a completely unarmed biplane, crash landings, ferrying around generals, guiding herself through blizzards

and even having a few close encounters with German infantry where she manages to escape only by the skin of her teeth. Eventually, Anna managed to secure for herself a transfer to an attack regiment (805 ShAP) flying the Il-2 Sturmovik. After a lengthy training period, which is filled with dramatic moments, and the death of one of her squadron-mates, she describes many combat missions flying ground attack over the Eastern front.

Throughout it all, she maintains a focus on the men who served with her in the regiment, and she fills the book with touching anecdotes about each of the men with whom she served. Even more than the combat, this is really the core of the book — showing the camaraderie and friendship that existed between members of her regiment during the war.

In my mind, the most important contribution Anna makes with her memoir is that she manages to humanize the Soviet combat pilot in a way that a Western audience can easily connect with. You understand her as a person. You understand her hopes and fears, her love and grief.

Reading this memoir gives the reader a clear differentiation between the Soviet soldier, who was not at all different from the American soldier, and the Stalinist government that commanded them. Throughout, Anna and many of her friends, fellow pilots and family members are victims of the Stalinist regime. Her husband had been sent to a Gulag in the 1930s, just like her brother. She herself had endured interrogations by SMERSH and later the KGB. But none of that dampened her resolve, or the resolve of other victims of the Soviet regime, to fight against the Nazis, free their homeland and keep their families safe.

It's an interesting differentiation that I think is hard for many of us to make, looking at it from the outside, especially in light of the Cold War animosities with which many of us were raised. It is my fervent hope that this book will help melt some of those animosities and allow us to recognize the contributions made by Soviet pilots, and particularly Soviet women, in this important chapter of human history.

2009 International Conference Chicago, Illinois July 22-26



Conference Seminars

DR. MELCHOR ANTUNANO, DIRECTOR FAA CIVIL AEROSPACE MEDICAL INSTITUTE

It is our great fortune to have such an extremely knowledgeable, well-spoken and entertaining speaker for two sessions. Dr. Antunano's expertise covers areas of medical and human factors research, aerospace medicine, aviation physiology, human tolerances and capabilities and many more safety issues. He is credited with over 300 professional presentations around the world and has received 56 awards and recognitions for his academic, administrative and research achievements. His two topics will be "Safety and Survivability Issues in Civil Aviation" and "Physiological, Environmental and Operational Risks Factors in Manned Commercial Space Flights." He has the ability to keep his audience both spellbound and amused.

"TOP GUNS OF '43" NAVAL AIR STATION GLENVIEW MUSEUM

If you are a World War II buff or if you lived in the Chicago area during that time, you will know about the thrill of "Top Guns of '43." If not, be prepared to be amazed by the war effort that took place in Chicago's backyard — the lake, that is. The war brought a massive increase in the demand for carrier-qualified pilots. It was not possible to remove a combat carrier ship from the battlefield to use as a training ship. Come see and hear about the unique solution to this problem. Beverly Dawson from the museum will give two presentations of this video and also inform us about the development of the museum and honoring the naval aviators.

HOW TO ON FASST/WINGS CREDITS

Maureen Kenney, Southwest Section Ninety-Nine and 2009 Conference Webmaster, will move us forward in the age of technology. The seminar will provide an overview of the FFAST



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Chicago's South Lake Shore Drive.

program and the WINGS program as well as guiding you through the websites and using your computer to exchange information and documents. Learn how to register, review your credits and request credit for a course. The benefits of participating in this program will be discussed. Beginner to medium level computer skills.

INTERNET TOOLS FOR PILOTS

Presenter Maureen Kenney will cover an overview of Duat flight weather, airport info through Airmav, how to check fuel prices before you depart, other weather resources and flight planning sites such as Aeroplanner and AOPA online planner. She will briefly introduce electronic logbooks. Medium level computer skills.

HAWAII: PREPARING FOR 2010 CONFERENCE FUN

Presenter Martha Phillips, 2010 Conference Chairman, will give a presentation to whet your appetite for the Big Island. She will answer questions about flying the islands, land tours, sight-seeing, snorkeling, hiking, etc. An hour with Martha and you will leave all your troubles behind.

INTERNET CAFE

The International Ninety-Nines Technology Committee will sponsor an Internet Cafe with several laptops available and will answer questions about Internet access, resources and Ninety-Nine sites and basic questions. Watch the Conference website and Dispatch for details.

2009 EAA/AirVenture Oshkosh — July 27-August 2



Look for the 99s sign, here with Rita Adams and Ellen O'Hara, Chicago Area Chapter.

BY RITA ADAMS

99s Coordinator, EAA AirVenture Oshkosh

Oshkosh, this year held from July 27-August 2, is the mecca of aviation with something for everyone who loves flying.

What an opportunity this year for The Ninety-Nines to visit Oshkosh immediately after the International Conference in Chicago. The post conference tour to Oshkosh has just about reached capacity. It will be especially exciting for the first timers, and we are so happy to be making their trip possible. We also look forward to seeing those who make the annual trek.

The 99s Tent will be bursting with enthusiasm! EAA is dedicating this year to Canada, and The First Canadian Chapter will have a display in honor of the 100 years of aviation in Canada. Jody McCarrell, Jerry Anne Jurenka and a NIFA representative will be there to promote NIFA and answer any questions you may have about NIFA competitions. B&E Jewelry will display and sell Ninety-Nine jewelry.

The annual gratis, no reservation needed Ninety-Nines Breakfast will be held on Thursday, July 30 from 8:30 to 10:30 a.m. in the 99s Tent. Come for camaraderie with other Ninety-Nines!

We will be in a different location this year due to EAA's huge restructuring and improvement program. Our site number is

127 near the main gate and next to the Pilatus display. We will be listed in the AirVenture directory and have our huge 99 sign out front. Volunteers are always needed, and it is a lot of fun.

Visit AirVenture.org website for information on activities and special events. Looking forward to seeing you at Oshkosh!



Enjoying Oshkosh are Jan Goodrum, Northwest Section member; Michelle Bassanesi, Ambassador Chapter; Dawn Seymour, Tucson Chapter, and Bee Haydu, Florida Gulfstream Chapter.

RATINGS & WINGS

RATINGS

Stacy Booker – Private Pilot
Mississippi Chapter

Kim Kosciusko – Instrument and Commercial Helicopter
Connecticut Chapter

Laurie Probst – Advanced Ground Instructor
Wisconsin Chapter

Marilyn Schely – Float Plane
Yavapai Chapter

Juliana Teal – Instrument
Tucson Chapter
AEMSF 2008 winner

SOLO

Mahnaz Ahmadian
Ventura County Chapter

Kandace Rawlings – R22 helicopter
Wisconsin Chapter

Judy Roeder
Wisconsin Chapter

Liz Smith
San Diego Chapter

PROFESSIONAL PILOT

Wendy O'Malley – CE510 Citation Mustang type rating
Bay Cities Chapter

Deena Sveinsson – B737 Type Rating
Colorado Chapter

Ventura Chapter's Training Program Flies High with Online Registration

BY CAROL WOLICKI
Guest Author

One of the missions of the Ventura County Chapter, with more than 90 members, is to provide aviation education in the community. It's a way of getting more women to take control of the skies, but it also helps students, men and women general aviation pilots and professionals who need to acquire or brush up on their flying skills.

The group held its first training class in 2002. By 2005, classes were so popular that managing registrations was a real problem. People would call in, register by email or show up for class without warning. The group of volunteers couldn't take credit cards, so bookkeeping, as well as registration issues, were eating up valuable volunteer time, putting the program in jeopardy.

Because they didn't have the resources to effectively manage the situation, the Ventura County Chapter decided to try outsourcing. In exploring solutions for their payment and registration sign-up problems, they found Ennect's emarketing suite. "Ennect offered us an inexpensive service that was competitive with everything else we had looked at," said Susan Liebler, Fundraising Chairman of the Southwest Section.

"And, when we had questions, Ennect's customer service was really responsive. They even came up with ideas to help us get people to sign up — like early bird

pricing — and showed us how to save money by treating multiple classes as a single event. Ennect Event has saved our volunteers an amazing amount of time and effort," said Liebler.

The online registration program, Ennect Event that the Chapter uses, provides a "one-stop-shop" for handling the group's training program registrations and accounting. It allows the Chapter to market its programs as well as offer multi-level pricing for different types of season passes as well as single day event pricing.

Chapter member and graphic designer Pat McCollum said, "Popping graphics into the Ennect Event template was a cinch! It was truly effortless and helped us create a more compelling online site."

With Ennect Event's help, the Ventura County Ninety-Nines have not only solved their registration and bookkeeping problems, they've been able to more than double the number of classes offered. Today, attendees come from all over California — from San Francisco, San Diego, the desert communities and even from Nevada. Last year, they had over 600 registrations for their classes. This year, they've sold more season passes than ever before.

As a result, the Ventura County Ninety-Nines have been able to give back, not only to the community of women pilots, but to the greater community as well. Their proceeds have allowed them to host career days for student groups and Girl Scouts. They've also been able to increase the dollar amount and number of annual scholarships they offer from two to six, create a permanent endowment for the International Ninety-Nines' Amelia Earhart Memorial Scholarship and offer a \$20,000 matching grant to help fix the roof at the Oklahoma City headquarters of The Ninety-Nines.

All this has been done without burning up critical volunteer resources. "This type of program is an important tool for non-profits or for anyone who has to carefully manage their limited resources," said Susan Liebler.

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Special Needs Students Introduced to Flight at Palo Alto Airport

BY CAROL MUNCH
Santa Clara Valley Chapter

Friday, February 6 dawned cold and grey, and by 9 a.m. a slight drizzle overshadowed Palo Alto Airport (PAO) as Betsy Nilson, Marici Reid, Judy Stark and I arrived at the terminal to finalize plans for the visit of 24 students, teachers and a few parents. Because of the forecasted rain, Marici walked over to Rossi's Aircraft hangar to see if a stop there could be incorporated into our tour, replacing the planned motor glider stop. Alberto Rossi enthusiastically embraced the idea, suggesting a visit into a resident King Air.

Promptly at 10 a.m. two events occurred: the serendipitous arrival of a small helicopter and the arrival of the convoy of vehicles bearing the special needs boys and girls, teachers and parents. The students immediately began to inspect the terminal and ask questions.

Betsy, the event organizer, introduced us to the teacher, Anila Bowers, and her charges, and then divided the students into four groups and headed off to the tower with the first group. Marici took her group off to Rossi's hangar via a detour to the helicopter while Judy shepherded her group to Betsy's Piper 7112C for a hands-on visit. Before starting our tour of the tower, I showed my students a few charts and told them a bit about the terminal and how planes communicated. Proceeding through the security gates heightened the excitement of my seven charges, who were impressed with the security camera and the need to be escorted into the control room.

Because of the inclement weather there was not much activity occurring at PAO, which proved a mixed blessing. The tower personnel had ample time to spend with us, but the kids weren't able to hear much on the radio or see many arriving or depart-



The students thought the hangar was not only interesting but a good place to get out of the rain.



Several students get a close-up look at a cockpit.

ing flights. However, each group did see one or two landings or takeoffs, learned how the pilots got weather briefings and how the controllers handed off each plane for specific portions of its flight, working to keep everything safely moving both on the ground and in the air.

A visit to the helicopter proved an unexpected bonus for some while the rest of us experienced the wind of the rotors as it lifted off and hovered a few feet in the air before proceeding on its way.

Meanwhile, over at Betsy's aircraft the children were thrilled to sit in the plane, don headsets and listen to the controllers. Those in the front experienced the controls, some rather reluctantly giving up their seats to their peers. Several insisted on having a turn in the pilot's seat, and at least two young men were clearly smitten with their experience and with aviation in general.

The groups rotated through the various stations about every 15 minutes. Clearly the highlights of the tour were visits into the King Air and the Piper. These prompted the most questions, including: what is the cost of aircraft fuel, how long does it take to fly to the East Coast in a small plane, how many hours can you fly before refueling, and where are the bathrooms?! While some of the students began the tour apprehensive or claustrophobic, by the end they seemed at ease and more comfortable around aircraft. Even a few panic attacks were swiftly conquered. One girl announced that she would not be afraid go up in a plane anymore.

The 90 minutes sped by quickly before we regrouped at the terminal for cookies and coffee cake baked by the children and which they presented to the terminal and tower personnel as well as to us. Betsy supplemented the homemade treats with some juice and chips which disappeared quickly while we fielded a few more questions. Offering us profuse thanks, the convoy of students departed after what both teacher and Ninety-Nines felt was a very successful morning.

Our debriefing brought up some interesting observations. Only two of the students had ever been in an airplane: none in a small aircraft. Most had no idea of what was involved in communication between planes and the ground and had not considered that there could be traffic in the air. At least two students expressed enthusiasm for and interest in aviation. We all agreed that the visit had been worthwhile and enjoyed our interaction with the children. Were there any potential FWPs produced? Only time will tell.



The Challenge of Radio Communication

Among one of the most powerful resources available to all members is access to the three Ninety-Nine email networks. They provide a means through which we can tap into and take advantage of the vast knowledge that resides within our membership. No longer are we limited by geographic boundaries or time constraints. In the interchange that follows, members from all over the United States and Canada provide helpful advice and support to women working to become certificated pilots. In the process we all learn something of value. The networks are an important connection for all of us and highlight why we are Ninety-Nines.

Subject: Talking and Listening on the Radio

I haven't seen much or any discussion about talking and listening on the radio. I am really struggling with this and

wonder if anyone out there has had the same struggle. I'm alright on the ground, but once I get into the air and hear all that fast talking and listening for my call sign and then trying to figure out what they said if they indeed did call me... Last week I answered a call that wasn't even my call sign. Not only that, I had no idea what they said! I just answered it because I could see my instructor getting agitated.

I have listened to the King CDs, gone on live ATC, and I still get confused and really nervous.

I would sure appreciate any suggestions or even your stories to help me not feel so darn stupid. Thanks.

*Lisa Turecek
Connecticut Chapter*

Boy do I know what you are struggling with. I'm right there with you.

Just reading all this support helps me from a distance. I am a full-time professional in another field and am working on

my private pilot's license part-time. The written test was not an issue, but after 65 hours in the air I seem to struggle with so many things, the radio, landings, you name it. Sometimes I feel I just don't have the aptitude for this and anguish about quitting. I do have a mentor through AOPA who is helpful, but there are days I just don't want to go to the airfield and face another failure.

*Judi Holmes
Chicago Area Chapter*

Good on ya for being persistent and following your dreams! It sounds like you might do well to hook up with 99 Lisa Turacek, who also seems to be struggling with radio/traffic issues in her training. Perhaps by helping each other you can help yourselves.

You could try having your terminal chart or sectional laminated and write traffic locations/updates right on the chart with an overhead (erase-able) pen. That way you

can follow the progression of each aircraft from start-up to departure, or arrival to shut-down and BE each aircraft.

Fly as often as you can — either as the pilot or bum ride-alongs on weekend fly-ins with any general aviation enthusiasts you can find. Offer to run the radios for the person flying and keep your map handy. A local commercial operator may even be persuaded to let you swap on a space-available basis — you never know until you ask. Try to arrange field trips to the local or nearby tower and/or FSS station and ask if you can hang out there. Bring coffee or treats for the staff, and you just might find yourself a regular observer seat.

Flying is all about multi-tasking, and when you're learning a new skill, your brain cells are being stretched in all directions. Something you normally might do very well suddenly seems almost impossible. You need to learn to set that aside. Radio traffic in the busy airports can be intimidating to very experienced pilots who do not normally operate in these environments, so you are not alone. You should hear some of the old-timer bush pilots when they have to ferry an aircraft into a busy airport — they get just as flustered.

When I was a kid, I used to play the piano. Part of the learning process was to play in front of other students and their parents at piano recitals, something I found very intimidating. Even playing for my family or my teacher, I would apologize every time I made a mistake, thereby identifying that I had made one, even if my audience wasn't aware of it. My teacher drilled into me that the show must go on, you must play your heart out and move away from the mistake(s) as if they never happened.

If you ever watch professional skaters, they do this all the time. Can you imagine the humiliation they must set aside when skating in front of an Olympic audience and in the middle of a sequence, experience a spectacular wipe-out? But they learn to pick themselves up, smile brilliantly and carry on with the performance as if it was the best one of their life. Who knows — it just might be.

As the old saying goes "The ride isn't over until the examiner says it's over." Don't wait for the person to tell you you've

failed, keep trying until they tell you you've succeeded.

With my varied background as a bush pilot in Canada, I've flown in all kinds of environments, including IFR. Whenever I get in a new aircraft for training or fly in an unfamiliar airspace, I take the time to compose myself before transmitting. Often I will say what I have to say once out loud before saying on the air — never mind what the other person in the cockpit thinks. If you verbalize out loud instead of thinking it before you say it, it will help you overcome the intimidation factor. If you happen to screw it up, laugh it off and fix it. We've all come across as a blithering idiot at times, but the important aspect of correcting a mistake is how you conduct yourself after making it. Correct and move on!

No matter what the phase of flight, it is nearly always the same:

Listen: When you turn the radio on or switch frequencies, listen for a moment to get a mental picture of what is going on and ensure you aren't stepping on another's transmission.

Who are you: Depending on your location you might state your ident and wait for the response.

Where are you: (position/altitude/location): Remember you are in a three dimensional environment.

What are your intentions (usually phrased as a request if in controlled airspace)?

Remember, flying is FUN! It is an incredible joy and privilege to be able to fly. Radio communication just happens to be essential so you don't conflict with anyone else having a good time.

*Kirsten Brazier
Bush Pilot from Canada
Ambassador Chapter*

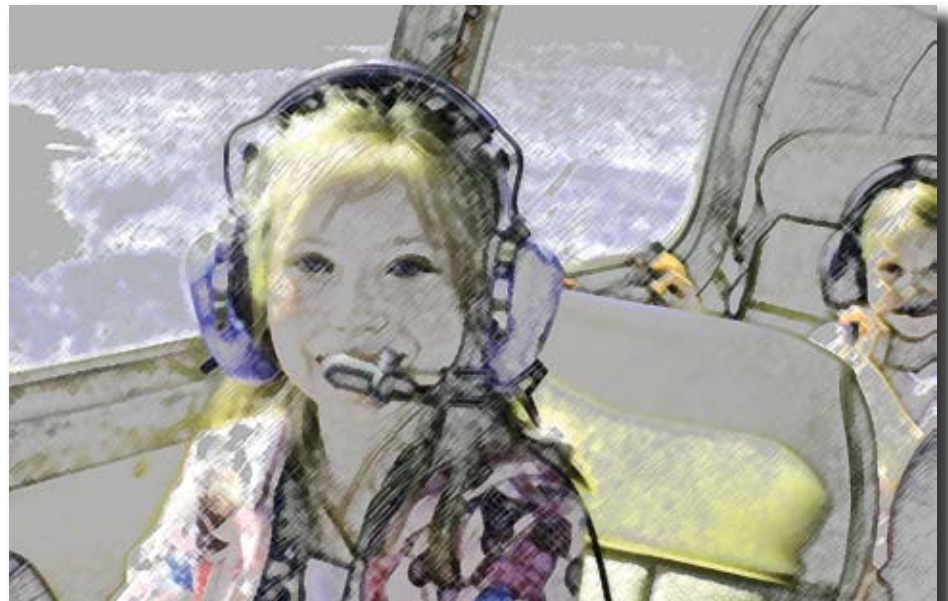
Wow, Kirsten — wonderful post! The beauty of our all being able to share our experiences and questions is one of the best parts of being a 99!

*Kay Roam
Yavapai Chapter*

Some things that help me with talking and listening on the radio are:

1. Communications VFR (or IFR depending on what you're working on) Training Comm1 Radio Simulator CD-ROM. It's an interactive radio comm on the ground, departing, enroute, arriving in all types of scenarios; provides a radio that you dial in the frequencies; provides the maps/AFD pages to obtain the info. You talk w/sim ATC, it records your responses and you can play back to hear what you sound like (allows you to critique yourself in private). There is so much on the sim that it never gets boring. I recommend the headset they sell to use with it (makes it more realistic).

2. Back-to-Back w/Instructor. My instructor had an intercom system we could plug our headsets into. We'd sit back-to-





back with the instructor acting as ATC. I'd have my maps in hand, and we'd complete a mock ride from beginning to end.

3. Air PLANE TALK — Working the ATC System, suggested reading.

4. ATC Tower near you. Call up your nearby tower and schedule your visit to sit and watch/listen to the controllers talk to pilots from their end and see what they do in the tower. Be sure to go on a day when most pilots would fly (good weather) so there is a lot of action to see/hear.

5. Write down all the steps to take in each scenario and go over it with your instructor

*Sally Siebe
Greater St. Louis Chapter*

You are not alone at ALL in having the radio be confusing at first. It's that way for everyone. The suggestions here are great.

I'd like to add, keep in mind, no matter how busy or hectic the chatter seems to be, it is ALWAYS, ALWAYS said in the same order. I used to sit in a parked plane, with everything off, and just practice on the mike, usually with a willing CFI in the right seat. We'd just play "pretend radio," which helped me learn the standard drill: "Who you're calling, Who you are, Where you are, and What you want."

Well, if you can stop and put on ATC's hat for a second, they ALSO are transmit-

ting with the same standardization every time they call US. "Who they're calling, Who they are, What they want." After more exposure to the many varied calls, your ears will be happily filtering out those calls for the other 7 (or 10 or 12) aircraft, and you WILL hear yours just fine.

Catching your N-number is the alert, and you WILL hear what they need you to do next. "Cessna 82 Fox, Boise Tower, Cleared to land runway 28 Right." "Piper 83 Papa, Boise Departure, Maintain at or below four thousand five hundred until advised." The more exposure you have, the more natural it becomes.

*Mary LaMoy
Idaho Chapter*

I had a hard time with the radio as well; all of the suggestions here are wonderful! I found that just listening to the radio when not in a flying situation made things clearer and me less nervous. Most important thing — you're not stupid! :-) We've all started some place. You will definitely get there!

*Ashley Baker
Tucson chapter*

My first flight instructor was Norwegian. On a night dual cross country into a busy towered airport, he told ATC that HE was a student pilot so they would slow down and he could better understand what they said. It's a tried and true method.

*Lisa Cotham
New Orleans Chapter*

That's hysterical and so practical. My instructor never suggested I do that even for myself. The more responses I get, the more I realize that isolation is a huge factor in my training. The 99 ladies really are a powerful tool. I'm going to check in with you all before I get too hard on myself for not just picking up this stuff. Thanks.

*Lisa Turacek
Connecticut Chapter*

Thanks to everyone who gave suggestions for radio training tips. I got some good ideas. I know there is a learning curve that must be built, but there are times that perspective gets lost and I feel overwhelmed. The good news is having a place like this where I can reach out for help and ideas.

My instructors are great, but after hashing things over once or twice I want to avoid any appearance of sounding like a helpless and/or complaining female and prefer to discuss this issue here. I have recently started to use the airport diagram to track everything I'm being told to do by ground/tower and this has helped immensely. I had not thought of using a chart, and I'll try that.

Lisa, if you discover anything that you find useful, please pass it on, it sounds like we are at a similar stage with this.

*Judi Holmes
Chicago Area Chapter*

ONLINE RESOURCES

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

- The 99s Email Network is where we discuss topics pertinent to The Ninety-Nines. Recent posts: Radio Communications. Event announcements. Networking around the world. Non-traditional career paths. Culture differences. (Members only)
- The Flight Training Forum is to discuss everything about flight training, flight safety, flying currency and aviation education — perfect for student pilots, pilots working on new ratings, flight instructors and anyone interested in safety and currency. (Members and eligible guests)
- The Pro 99s Network is for Ninety-Nines members and eligible guests interested in pilot careers. Recent topics: Careers outside of Airlines/Corporate. Networking contacts in Ottawa. Being a professional pilot and a mother, too. Crash pads. (Members and eligible guests)

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

WOMEN FLY AT MUSEUM OF FLIGHT IN SEATTLE

The annual Women Fly program at the Museum of Flight in Seattle was held March 13-14. The two-day event brings together junior and senior high school girls with women in Aviation and Aerospace. Thirty mentors shared career options and how to accomplish their goals. Over 200 girls and 200 adults attended the program.

This year the panel included Dawn Seymour, WASP Vice-President, Tucson Chapter; Georgie Kunkel, a real "Rosie the Riveter;" Caroline Chouinard, Jet Propulsion Laboratory (JPL); and Major Kimberly Scott, Air Force Academy graduate, a 737 First Officer with Alaska Airlines and member of Greater Seattle Chapter.

Trish Beckman, Commander USN (ret.), recognized The Ninety-Nines and offered a toast to our 80th anniversary. Jan Goodrum, WASP President and Oregon Chapter member, and WASP Marjorie Munn, along with Dawn, represented the WASP. Officially representing The Ninety-Nines were Bobbi Roe and Kristina Huffman, both members of the Greater Seattle Chapter.

Many Ninety-Nines attended the program following the Northwest Section Meeting. Eva Parks, Greater Seattle Chapter, hosted a Ninety-Nines dinner party in her home.



WASP Marjorie Munn, Andrea Chay, Eva Parks, Marian Hartley, Nancy Jensen and Kristine Huffman.

CONGRESSIONAL BILL WOULD HONOR WASP

A bill being reviewed in Congress will, if passed, award the Women Airforce Service Pilots the Congressional Gold Medal. It was introduced on March 17, 2009 by Senator Kay Hutchison, Texas, with all 13 women Senators co-sponsoring the bill.

The bill has been approved by the Committee on Banking, Housing, and Urban Affairs after receiving the necessary 67 Senate co-sponsors to place it under consideration before the full Senate. If passed, it would then move to the House of Representatives.

For more information about the progress of this bill, visit wingsacrossamerica.us/ Contact your Congressman to support this effort.



— Pat Theberge

HELI-EXPO 2009

The Ninety-Nines' first ever booth at Heli-Expo 2009 was a huge success! On February 20-24, Ninety-Nines from six different Chapters participated to nurture our relationship with the Whirly-Girls and encourage Whirly-Girls to join The Ninety-Nines. Four new members were invited into our organization, and we had the opportunity to share our organization with many other prospective members. Thank you to all the individuals who volunteered their time in order to host our booth at Heli-Expo 2009.

— Nicole Vandelaar

DORIS GROVE FEATURED

Doris Grove, Central Pennsylvania Chapter, is profiled in the April 3, 2009 issue of AOPA_ePilot. To read the article, visit AOPA.org and type "Doris Grove" into the search box.

At the 2009 meeting of the International Gliding Commission, Grove received the Pelagia Majewska Medal, given to "a woman for an outstanding gliding achievement or eminent services to the sport over a long period of time."

I had the pleasure of hearing Doris speak about her gliding adventures at the spring 2008 Mid-Atlantic Section meeting. She has quite a gliding career.

— Ellen Nobles-Harris

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Stalling Around Over New Mexico

BY BARBARA FRICKE, Albuquerque Chapter, and PETER CUNEO

Balloon pilot Barbara Fricke took third place in the Gordon Bennett Balloon Race.

Gas balloon races, including the Gordon Bennett and the America's Challenge, are distance competitions, with first place going to the team that flies the longest great circle distance from take-off to first landing. This was the first time that both races occurred in conjunction with the Albuquerque International Balloon Festival.

The Gordon Bennett, the granddaddy of all aeronautical races, has been flown annually (with some large gaps due to wars, weather and what-not) since 1906. Women have placed in the top three but always as co-pilot, not as pilot. We wanted to change that, so Barbara was pilot and Peter co-pilot. We had severely pared down both ourselves and our equipment weight to allow more ballast since that is the fuel of a gas balloon. Best be back on the ground before the last grain of sand is sent overboard.

At launch on Monday night, a severe high had set in and our meteorologist, Don Day, predicted slow going for the first 24 to 48 hours. (So important are meteorological guys to this event that we consider

ours to be our secret weapon.) Launch was uneventful, and the word from Don was to stall and do whatever it took to NOT go too far south. The weather should eventually turn and take us to the northeast if we could just wait.

While stalling is a simple concept, it is hard on the psyche of a distance gas balloonist. The urge to cover territory is undeniable, and seeing the same piece of real estate beneath is depressing. Added to this is the sure assumption that all the other teams must have somehow found a good wind out of this high and are now miles out ahead. The mind can really play tricks on you at 10,000 ft MSL at 3 a.m. in a four by five foot basket. Even having been through this before is only marginally helpful. We let ourselves drift slowly southeastward before we started a slow northerly track.

We continued north through the day on Tuesday before turning more eastward over the northern New Mexico mountains. We dropped down low that evening as the balloon gas cooled and contracted and were flying with a night vision scope in one hand and a laser range finder in the other

to confirm our distance above ground in the uneven mountain terrain. We wanted to go east now to get out of New Mexico and into Texas, and Don had said that the lower winds should be best for this. As we passed the last large ridge between us and Las Vegas, we felt an updraft in our faces and watched the variometer read an ascent of first 500 fpm, then 800...1,000 and finally 1,400 fpm. We had never before experienced such a nighttime updraft. We finally crested at 12,000 MSL and started a relatively sedate 400 fpm descent back to the deck.

By now we had lost all east and were heading directly south on the way to an almost perfectly depressing complete circle around Albuquerque. Despair and desperation set in at sunrise as we crossed Interstate 40 going the wrong way. A call to Don reassured us that all was not lost; the 'fast lane' to the northeast would develop in about 12 hours.

We meandered slowly south and debated when we should drop low into the fast surface northward winds that would be developing beneath us. We opted to wait just a bit longer and let the afternoon

cooling take us down naturally. By 6 p.m. we had dropped to 4,950 MSL (450 AGL) and were now tracking at a more comfortable 41 degrees. Through the night our track turned more northerly and our speed, previously in the slow 5-10 mph range, inched up into the 20 to 30 mph range. Don is always right!

The next 24 hours are glorious. At 2 a.m. on Thursday, after 54 hours, 604 miles on the odometer and a bit over 200 miles from our launch spot, we exited New Mexico and barely cut into the northwestern tip of the Oklahoma panhandle before heading into the southeastern corner of Colorado. We miss Texas altogether. We cut the northwest corner of Kansas and head northeast across Nebraska. Speeds were consistently in the high 40 mph range and hit a max of 57 mph. Thursday afternoon was hard decision time. Don encouraged us with news that several balloons has already landed or were in unfavorable positions.

We considered the unprecedented possibility of flying through a fourth night. This could get us into Michigan or Canada and perhaps set a duration record for this size gas balloon. Our ballast situation was tenable. We took off with 35 bags of ballast and now had six bags left. We would use two or three to counteract the evening cooling, leaving us with about three bags to get through the night and next day's land-

ing. That is tight, but if the air was stable overnight and we did not encounter much daytime thermal activity, it was just possible. This was the Gordon Bennett, not for the faint of heart. We fly the fourth night.

The night started well as we used only two and a half bags during the cooling. We moved into Minnesota and headed for Minneapolis. Clouds started to form around us. We called Don. He tells us that a cold front is pushing south from Canada at our location and forcing warm air from the south to rise, cool and condense. If we can just get to the Wisconsin border we should be out of the moisture. We flew on, maintaining our altitude. It was now very wet, and an occasional tiny snow flake floats in the air. We slowly start dropping. We descend faster. We conserve ballast for the inevitable nighttime landing and continue to drop. We come out of the clouds at about 5,000 ft AGL and notify Minneapolis Approach we are landing.

The lights on the ground were fairly sparse, a good sign since it meant we had not reached the populated area yet. We descend slower now. It is 11 p.m. local time. Minneapolis Approach tells us that we are in the vicinity of an abandoned airport. This is good news as power lines should be sparse. With the spotlight, we can see a withered crop in the field downwind of us. No obstructions are visible. We hit on a



Foxtrot Charlie, their gas balloon, is being inflated.

"...if you wait awhile to ask us, we might even say that we would consider doing it again next year."

The balloon floats over an airplane on approach for landing.



road and bounce into a field of what turns out to be soy beans, ready for harvest.

We are in Belle Plaine, Minnesota, our chase crew is in Des Moines, Iowa. We arrive at the motel at 12:30 a.m.; they arrive about 3 a.m. We were airborne 73 hours and 35 minutes. A call from a friend, who had noticed that our tracker had stopped updating, lets us know we have taken second or third place. As it turned out, the Austrian team flew on until 2 a.m. to beat us out for second place. We are satisfied, and if you wait awhile to ask us, we might even say that we would consider doing it again next year.



Venna Pillai, left, is pinned by Margaret Wint.



Lynn Pergher, left, is pinned by Marcie Forcey.

INDIANA DUNES CHAPTER

At the March meeting held in Valparaiso, Indiana, 13 Indiana Dunes Chapter members were very pleased to welcome two new members.

Veena Pillai, who lives in Grand Rapids, Michigan, was pinned by her sponsor, Margaret Wint. Veena flies out of Ionia, Michigan. She has her commercial certificate and is instrument rated. Venna is now working on her CFI.

Lynn Pergher has been a pilot for five years and is half way through her instrument training. Shortly she will be taking her instrument written. Longtime member Marcie Forcey sponsored Lynn.

— Christine Murdock

MONTEREY BAY CHAPTER

On February 28, the Monterey Bay Chapter hosted a Flying Companion Seminar. It featured KION 46 meteorologist Norm Hoffman speaking about *Weather*, and Ninety-Nines Ann Goldsmith about *The Fun of It*, Donna Crane-Bailey on *Radio Procedures*, Sarah Chauvet on *Flying from the Right Seat*, Kay Harmon in a *Weight & Balance* skit, Carolgene Dierolf on *Instruments*, Michael Serasio on *Medical Facts for Pilots*, and Jody Roberts on *Navigation and Charting*. Dena Taylor was emcee for the event.

This year's MB99s scholarship winner is Sal Valdes. She is attending Cabrillo College, excelling in math, physics, and engineering courses. She plans to transfer to an engineering university and eventually become an aerospace engineer. She has already begun flight training for her private license and has completed ground school.

— Dena Taylor

ALAMEDA COUNTY CHAPTER

In March, Alameda County Chapter members Gen Woods, Gen Solorio and Liz Sommers hosted a booth on board the USS Hornet. The Hornet, which is now a floating museum docked in Alameda, California, is an aircraft carrier known, among other things, for picking up the Apollo 13 crew. This was the fourth year The Ninety-Nines were invited to be a part of its monthly "Living Ship Day" to celebrate Women in History for the month of March.

We handed out children's packets on flying, Ninety-Nines brochures and wings. We talked to numerous people onboard the carrier and shared stories of flying and women pilots in history, including Amelia Earhart and Katharine Board, the only female pilot in the world to pilot a Zeppelin.

After floating on the Hornet, the Alameda County Chapter awarded our Chapter's aviation scholarship at our monthly dinner meeting in March.

The scholarship was awarded to Future Woman Pilot Ruth Faro, member of the Marin County Chapter. Ruth was a delight to meet, and we wish her luck in the skies. We look forward to hearing that she has passed her checkride!

— Liz Sommers

REDWOOD COAST CHAPTER

Members of the Redwood Coast Chapter recently painted a compass rose at the Ukiah airport. Cindy Pickett from Marin County Chapter helped lead us on, and Julia Amaral, also from Marin County, spent the full morning with us too. She had flown in from Nevada City to help but had to leave before the full project was complete. Without Cindy and Julia's help it would have taken us two days to complete. Four of our spouses also were on hand to help. This type of project certainly reinforces the fellowship mentioned in our organization's mission statement.

— Sally Biggin



Cindy Pickett, Sally Biggin, Shauna Burrow, Pat Davis and Nancy Maas with the new compass rose at the Ukiah airport.



From left, Jayanti Jagirdar, Ingrid Hopman, Jayashree D. Sharma, Waltraut Moog, Manisha M. Puri, Binodini Devi and Rabia Futehally.

INDIA SECTION

India Section Welcomes German Members

India and German Section Ninety-Nines came together in March as Waltraut Moog and Ingrid Hopman enjoyed their visit to India, exploring many places including Mumbai and Delhi.

Waltraut, known more informally as Wally, is Governor of the German Section. She and Ingrid were in Delhi on March 27 and met with India Chapter members on March 28 for a dinner and evening of camaraderie. It was a pleasant evening knowing, sharing and learning about each other and activities of Ninety-Nines around the world.

Among those present from The Ninety-Nines and the India Women Pilots Association were Jayanti Jagirdar (Dy. G.M ops) Airport Authority of India; Dr. Jayashree D. Sharma (glider pilot) Aerospace Medicine; Capt. Binodini Devi, Directorate General Civil Aviation (DGCA) Training & Licensing Department; Rabia Futehally (Hon-Secretary IWPA), who

flew in from Mumbai to join us for the evening; and Capt. Manisha M. Puri (Dy. G.M ops), Air India, (commander on A-319/320/321), who hosted the evening.

The interaction was informal and everyone mingled with each other. Invitations were extended from both sides to visit as often as possible and to stay connected through mail. Photos were shown of earlier events and activities of members in various fields of aviation.

It was indeed our pleasure to welcome Wally and Ingrid, and we certainly had a great evening. We look forward to more visits from them and other Ninety-Nines.

— Capt. Manisha Mohan Puri

Kentucky Bluegrass Member Visits

India Section members had the pleasure of an informal meeting with Kentucky Bluegrass Chapter member Capt. Jeannie Dismukes of UPS when she was in Mumbai, India on one of her flights. She had written ahead of her visit to the India Section members and they met for dinner at the Grand Hyatt on August 24, 2008.

— Sonal Gopujkar



Meeting with Kentucky Bluegrass Chapter member Jeannie Dismukes, center, are India Section members, from left, Rabia Futehally, Aruna Kandarpa, Manisha Mohan and Mohini Shroff.

SANTA CLARA VALLEY CHAPTER

We held our annual Pasta Night Dinner and Raffle, which benefits the San Jose State Precision Flight Team and other local aviation education activities. The flight team members helped with the raffle and presented a short program about their activities this year. We're looking forward to our April meeting when we visit Airship Ventures at Moffett Field to hear about their airship, the Eureka — we're hoping to actually see it land.

— Judy Stark

YAVAPAI CHAPTER

The Yavapai Chapter is finishing an exciting and informative year that has included the usual parties and visits to Prescott's Lockheed-Martin Flight Service Station, the Forest Service Fire Center at Love Field, Prescott, plus speakers from Prescott Soaring Club and Dud Potter, a flight instructor who helps do the annual refresher courses for the Bonanza Society.

— Joyce Hilchie



A montage of the Expanding Your Horizons program.

SANTA ROSA CHAPTER

For the past few years, the Santa Rosa Ninety-Nines volunteered to present an aviation lecture for Expand Your Horizons (EYH). This set of seminars promotes careers involving math and science for the target audience of 7th and 8th graders, predominantly young women. This year we held two, 50-minute sessions at Santa Rosa Junior College. We were fortunate to have the Aviation Lab opened up to us by Lynn Roldan, who also teaches ground school and simulator labs in the evening. We had a crew of four, with Lynn Roldan and Joan Bacci teaching simulator flight and Vanessa Jenkins and Peg Thompson teaching flight planning.

With 12 students per session, we split them up so that six were planning a trip from Santa Rosa to Lake Tahoe, and six were learning to 'fly the six-pac' on the simulators. The students were so intent on their activities that we had to really pry them away at the end of the session!

We are grateful to the EAA for allowing us to print up 'coupons' for free rides at their next two Young Eagle events. Last year a couple of these students took part in the EAA event. So we are pleased to know that EYH, the Ninety-Nines and EAA can team up to get these young people started on an aviation-related path!

— Valerie Suberg

EASTERN NEW ENGLAND CHAPTER

In March, the Eastern New England Chapter hosted our 22nd annual scholarship luncheon at The Wayside Inn in Sudbury, Massachusetts. It was the first good day for flying in recent months, but we were all happy to be indoors enjoying great food and friends and honoring our scholarship recipients.

The speaker for the event was Caroline Collings of the Collings Foundation, the only woman in the U.S. to hold type ratings in the B-24 Liberator and the B-25 Mitchell bombers. Caroline is now financial director for the Collings Foundation, a non-profit, educational foundation that maintains a museum of fully restored and flying historic aircraft.

Caroline was dismayed that the public knew so little about the Women Airforce Service Pilots and started a program with the Collings Foundation where all WASP were invited to fly onboard the Collings Aircraft as they flew around the country in the Wings of Freedom Tour.

John Andrew Meers was the winner of the Pat Thrasher Memorial Scholarship. 'Andy' is in his final semester at Bridgewater State and is working on his instrument rating with the goal of becoming a commercial pilot.

Robert T. Nee received the Ann Wood Kelly Memorial Scholarship. He has just been accepted into the Aviation Flight Operations program at Daniel Webster College. His goal is to become a commercial airline pilot.

Kassandra Kluge was the recipient of the William Bridge Scholarship. She took her first flying lesson the summer before entering high school, and from that time knew she was meant to fly. She became part of the Civil Air Patrol and benefited greatly from that program, gaining character as well as an opportunity to be in an aviation-related environment. She is in her second semester at Embry-Riddle University and is working on her instrument rating. She wants to become a CFI so she can share her knowledge and passion for flying. Her long-term goal is to fly professionally.

—Sandra Kavanaugh

LAKE ERIE CHAPTER

The Lake Erie Chapter is proud to sponsor 49½ Tony Hurst into the Forest of Friendship for 2009. Tony received his license in 1956 at the age of 16 and has been flying and training others to become pilots ever since.

As a U.S. Air Force pilot for Special Operations, Tony had to drop his crew, land a shot up airplane in a rice paddy and was considered MIA for two days in the jungle

until his rescue. He flew with a woman pilot in the Commemorative Air Force for many years. He has helped, and continues to help, members of the Lake Erie Chapter become better pilots and earn their private, IFR and ground instructor ratings. This past year, Tony was the guest speaker for our Pilot of the Year Awards Banquet and became a 49½.

— Evelyn Moore

FIRST CANADIAN CHAPTER

On February 23, 1909, on a cloudy cold -9 C day from the frozen surface of Lake Bras d'Or near Baddeck, Nova Scotia, the first powered flight took place in Canada. Involved with the project was Alexander Graham Bell, credited with the invention of the telephone and also the aileron. The financial backer and business manager of the project was Alexander's wife Mabel. She was a hands-on, very involved participant, requiring weekly reports. Piloting the "Silver Dart" was John McCurdy. With others they formed the AE Association.

On February 23, 2009, on a cold -9 C, windy, but sunny day at Hamilton, Ontario, the First Canadian Chapter of The Ninety-Nines celebrated the 100th anniversary of that first flight at the Canadian Warplane Heritage Museum. About 30 99s and guests arrived by air and car. After warm greetings and socializing, the FCC Chairman Suzanne Wiltshire welcomed everyone and spoke about the first flight with an emphasis on Mabel Bell's participation



First Canadian Chapter and other members from the East Canada Section at the Canadian Warplane Heritage Museum.

in the venture and how Mabel kept the "fly boys" funded and on track. A potluck lunch was followed by a visit to the museum. Pictures were taken with the scale model

of the Silver Dart. It was a worthwhile, fun way to celebrate the anniversary of the first powered flight in Canada.

— Akky Mansikka

NEW ENGLAND SECTION

Treasure Hunt in the Sky

Want a great reason to fly this fall? Come help support the New England Section Ninety-Nines in their mission to promote flying and provide scholarship opportunities to all pilots. Be on the lookout for details of the "Treasure Hunt in the Sky" presented by the Katahdin Wings Chapter and set for fall 2009.

Upon registration you will receive a packet of 20 clues leading you to "treasures" within a defined geographical area that will take you from the breathtaking coastline to the spectacular mountains of northern New England. You'll answer the clue and photograph the "treasure" from your aircraft. The two-week window of time to complete the route will be September 19 to October 4, with answers turned

in no later than October 9. An awards barbecue will follow on October 17, where all the treasure hunters will find out what prizes they've won.

Be sure to take this opportunity to challenge your brain as well as your navigational skills, support The Ninety-Nines and enjoy New England's stunning fall scenery.

The 9th Annual New England Seaplane Safety Expo

With summer soon to arrive, spread your wings and celebrate at the Ninth Annual New England Seaplane Safety Expo on Saturday, June 13 at Brandy Pond Seaplane Base (SME) in Naples, Maine. This is an all-day event sure to interest, educate and attract all pilots.

Sign-in with coffee and muffins begins at 8 a.m., with a Wings-fulfilling Seaplane

Safety Seminar from 9 to 10:30 a.m. "Flying the Friendly Skies of Maine" will be presented from 10:45 to noon.

The Katahdin Wings Chapter of The Ninety-Nines will be grilling up a fantastic barbecue from noon to 1 p.m. After lunch, Mary Build will offer a slide presentation of "Flying to Alaska."

Land pilots are strongly encouraged to join in and learn about the exhilaration of seaplane flying and will be accommodated with transportation from (and returned to) Auburn-Lewiston Airport (LEW). Arrivals at LEW needing transportation should call one day in advance to be picked up at 7 a.m., 7:30 a.m. and 8 a.m. Please call Mary Build at 207-838-3548 for pick-up.

For more information, visit naples-seaplane.com.

— Lorena Plourd

NEW HORIZONS

SYLVIA BARTER

Mt. Diablo Chapter

Sylvia took her final flight February 4, 2009. She was a World War II Women Airforce Service Pilot (WASP), flying high-ranking military personnel from base to base stateside. She was a longtime member of the Mt. Diablo Chapter and made numerous speaking appearances, telling of her many WASP experiences.

She flew her C-172 with her husband and never lost her love of aviation. Have a good flight, Sylvia.

— Betty Jean Dunn

MARION SCHORR BROWN

South Central Section

Marion Schorr Brown, a Ninety-Nine Lifetime member, WASP and longtime FAA flight examiner in Louisiana, passed away April 20, 2009 due to complications of heart disease.

Born March 13, 1920 in New Orleans, Marion was among the early WASP, graduating in the second class. She once told of training at Ellington Field in Houston and living with a local family. In 1956, she won the Angel Derby race from Ontario, Canada to Havana, Cuba in her Luscomb (90 HP fuel Injection).

— Lisa Cotham

LORNA DeBLICQUY

Eastern Ontario Chapter

Lorna DeBlicquy, 77, pilot, parachutist and champion of equal rights, was one of the first women in Canada to forge a career in flying.

She flew to new horizons on March 21, 2009 in Beaverton, Ontario. Lorna Vivian Bray was born on November 30, 1931 in Blyth, Ontario, a small town in Huron County, Ontario in the early years of the Depression, the youngest of three children of a bank manager. By the time Lorna was 14, her father had been transferred to Ottawa where she attended Glebe Collegiate. After a cousin took her on a flying excursion over the city, she was obsessed with becoming a pilot.

As a girl growing up in Ottawa in the 1940s, Lorna longed to learn to fly. As a high school student, she wrote an essay comparing flying to "a symphony in shining silver," a simile that did not impress her English teacher.

Babysitting to earn money to pay for flying lessons, she soloed at 14, took up skydiving a year later and became the youngest female to make a parachute jump in Canada. A bush pilot, and in the aeronautical vanguard as a high-altitude pilot, she flew helicopters, DC-3 transports and gliders.

She ferried supplies, equipment and personnel to the high Arctic, carried sightseers and trainee pilots in New Zealand and supplied aid packages to Ethiopia in the mid-1980s.

She made her first solo flight on September 14, 1946, at age 14, in a Piper J-3 Cub. By 1948, she had enough hours to qualify for her private pilot certificate.

She was the first Canadian to win the Amelia Earhart Scholarship from The Ninety-Nines. She used the prize money to pay for her instrument rating.

Lorna is survived by her daughter Elaine and her sister Phyllis Thatcher.

— Kirsten Brazier

FRAN GRANT

Santa Clara Chapter

Fran Grant, a native San Franciscan and longtime Ninety-Nine, passed away April 26 in San Mateo, California at the age of 93. She died peacefully in her sleep after a vigil over several days by her family and was not alone at her passing.



Fran Grant.

Fran obtained her private pilot certificate in 1940, joining The Ninety-Nines soon thereafter. In 1949, she and two sister Ninety-Nines flew from the Bay Area to New York for The Ninety-Nines 20th Anniversary Conference. She became a Life Member in the late 1950s.

Fran acted as an official for several Powder Puff Derbies, participated in countless airport markings (an event her children grew up with), traveled to several international, national and regional Ninety-Nines Conferences, and kept busy with many other Ninety-Nines activities in her almost seven decades as a member. She received multiple aerospace education and aviation awards during her lifetime.

She and her close friend Jeanne McElhatton founded the well-known Fear of Flying Clinics in the 1970s. Fran and her late, beloved, 49½ husband Norm have been honored in the International Forest of Friendship in Atchison, Kansas for their contributions to aviation.

Fran was a member of the Bay Cities and Golden West Chapters, and most recently the Santa Clara Valley Chapter, staying as active as possible in The Ninety-Nines until the end of her life. In spite of the infirmities caused by multiple strokes, she thoroughly enjoyed the regular visits of her sister Ninety-Nines who occasionally took her flying out of San Carlos Airport (SQL) for an hour or so in the second seat. Flying and her membership in The Ninety-Nines were her two lifelong passions.

There will be a memorial service for Fran sometime in late May or early June. Fran's ashes will be scattered over the Pacific by some of her closest friends.

— Bruce & Lauri Grant
Judith Grant & Darrell Vickers

NEW HORIZONS

MARIE PORTER

Mt. Diablo Chapter

Marie took her final flight January 18, 2009. She was Past Chairman of Mt. Diablo Chapter, a member of Whirly-Girls, an air racer and was supportive of The Ninety-Nines and Concord Airport. She served on the Kern County Grand Jury and was instrumental in securing parkland for the town of Clyde, California. The park is named in her honor. Have a good flight, Marie.

— Betty Jean Dunn

MARJORIE SUNDMACHER

Chicago Area Chapter

Marjorie Sundmacher passed away on April 24, 2009. Marjorie was a dedicated flight instructor who had instructed for Priester Aviation and was a long time member of the Chicago Area Chapter and one of the Palwaukee Airport Pilots Association charter members and officers.

A memorial service for Marjorie was held on May 9. The family has asked that in lieu of flowers, donations may be made to fund a scholarship in Marge's memory to the Amelia Earhart Memorial Scholarship Fund, c/o Madeleine Monaco, 46 S. Stonington Dr., Palatine, IL 60074. Put "Marge Sundmacher" on the memo line.

— Shelley Ventura

GERALD "GERRY" BATTY

49½ of Ann Batty

Reno Area Chapter

Gerry Batty flew to new horizons on December 12, 2008. He was 86. He and Ann were married for 40 years.

He was born in Litchfield, Illinois on July 24, 1922. After high school, he enlisted in the Army Air Corps in 1940 and flew 25 missions over Germany as a gunner on a B-17.

After the war, he was discharged in 1945 at Chicago and applied for a job as a mechanic with United Airlines and later moved on to be a flight engineer. Gerry obtained his pilot certificate when jets were introduced, and he retired from UAL in 1982 as a 747 flight engineer.

Gerry was a staunch supporter of The Ninety-Nines, attending International and Section meetings and participating in air marking, the Reno Air Races and other projects. He loved our potlucks and always had a smile for everyone. He will be dearly missed.

— Jeanne Pierce

SAM KETCHUM

49½ of Sharon Ketchum

Mt. Diablo Chapter

Sam Ketchum, husband to past Chapter Chair Sharon Ketchum, passed on January 26, 2009. He was owner of Queen Air Charter at Concord Airport, had his private, commercial, instrument and multi-engine certificates and was very supportive of the Mt. Diablo Chapter and their activities.

— Betty Jean Dunn

EILEEN TONKINSON

Eastern Pennsylvania Chapter

Eileen Tonkinson passed away suddenly on Friday, March 13. Eileen was a valued member of the Eastern Pennsylvania Chapter for years before she and her husband Bob moved to Ormond Beach, Florida a few years ago. She had served as the Eastern Pennsylvania Chapter Treasurer, and currently she was the Chairman of the Florida First Coast Chapter. Eileen was also a captain in the Civil Air Patrol.

Eileen was born March 31, 1942 in Darby, Pennsylvania to Carl M. and Rowena Livermore Fuhrman. She graduated from Upper Darby High School in 1960. Eileen received her Bachelor of Science in Medical Technology from the University of Delaware in 1964 and her MBA from the University of Pittsburg in 1975. Eileen worked at the Boston Hospital for Women, at the University of Pittsburg, at Upjohn Company, at the University of Pennsylvania and for HBO & Co. She retired from Siemens Medical Systems in 2007. She most recently worked for H & R Block.

Eileen loved photography. She independently developed and marketed the Philadelphia Scene calendar from 1993-2000 and also sold some of her photographic work to corporate and individual buyers. She also enjoyed gardening.

A memorial service celebrating Eileen's life was held on March 21, 2009.

Our thoughts and prayers are with Bob and his family as together they face a devastating loss.

— Gayl Henze



Eileen Tonkinson.

99s Travel to Atlanta for the 20th Annual WIA Conference

Ninety-Nines came together in February at the WIA Conference for three days of educational and professional development seminars and workshops, exhibits, a trade show, and of course catching up with old friends and making new ones. They participated as speakers on an airline panel, hosted The Ninety-Nines booth and recruited new members. A number of WASP were in attendance to support fellow WASP Dawn Seymour, Tucson Chapter, as she was inducted into the Pioneer Aviation Hall of Fame. Jan Goodrum, current WASP president, represented the late Jacqueline Cochran, who was also inducted into the Hall of Fame.



Ninety-Nines came from as far away as Russia to attend the WIA conference. From left, Elizabeth Brock, Russian Section; Bobbi Roe, Greater Seattle Chapter; Kim Green, Russian Section; Khalida Makagonova, Russian Section; Aleksey, the interpreter; Valentina Kotlyar, Russian Section; and Ninety-Nines President Susan Larson.



Donna Miller, Colorado Chapter, with Dawn Seymour, WASP Vice President and Tucson Chapter member. Dawn was inducted into the Aviation Pioneer Hall of Fame.



Marcia Gitelman, Finger Lakes Chapter, with general session speaker Jessica Cox.



Patty Wagstaff, Alaska Chapter, and Wally Funk, Fort Worth Chapter.



Eastern Pennsylvania Chapter members Kate Macario and Mary Ellen Morris with Captain Laurence Bonneau, French Section, center.



Seven captains representing different sectors of the industry participated in a panel discussion, "Approach Tomorrow Today: Start Preparing for Your Upgrade Now!" From left are 99 Lucy Young, US Airways A320 Captain; 99 Sheri Baxter, Colgan Air, Manager of Flight Standards; 99 Leja Noe, Mesa Airlines, CRJ Captain; 99 Caroline Bryan, Chevron, GIV/G550 Captain; 99 Laurence Bonneau, Moderator, American Eagle Embraer 145 First Officer; 99 Shannon Jipsen, UPS, A300 Captain; Dolores Pavletic, FedEx, Assistant Chief Pilot/Check Airman/A300 A310 Captain; and Kathaleen Wildhaber, Delta Airlines, Check Airman, B737NG Captain.