

99 News



The Official Magazine of the International Organization of Women Pilots

April/May/June 2010





99 News

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

The 99 News

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Suite A
Oklahoma City, OK
73159-1140

Email:

news@ninety-nines.org

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

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

On the Cover

Iza Bazin, French Section Governor, practices steep turns in the Druine Turbi while her husband Arnaud, in the rear seat, experiments taking photos from innovative points of view.

"He managed to hold the camera up in the air against the wind — and he didn't let it go, allowing us to discover a series of really nice shots in the evening that took us back in the sky for a dreamy moment," says Iza.

PERPETUAL CALENDAR

2010

JUNE

1 Due date for 99 News submissions for July/August/September 2010 issue.

18-20 **International Forest of Friendship**, Atchison, Kansas. The focus is on Forests and Flying. Visit ifof.org for more information.

22-25 **Air Race Classic**, Fort Myers, Florida to Frederick, Maryland, www.airraceclassic.org.

JULY

5-9 **Ninety-Nines International Conference 2010, Kona, Hawaii**. Sheraton Keauhou Bay Resort and Spa on the Kona Coast. For more information and registration, visit ninetynines.net/hawaii2010.

19- 23 **34th Annual Women Soaring Seminar** sponsored by the Women Soaring Pilots Association (WSPA), Reno, Nevada. Contact Neita Montague, neitalibelle@aol.com, and visit womensoaring.org for further details about the seminar and scholarships offered by WSPA.

26-Aug. 1 **EAA AirVenture 2010**, Wittman Regional Airport, Oshkosh, Wisconsin. For more information visit airventure.org.

SEPTEMBER

1 Due date for 99 News submissions for the October/November/December 2010 issue.

OCTOBER

1 **Joint Section Meeting for North Central Section and Southeast Section**, Double Tree Downtown Nashville, Nashville, Tennessee. "Two Sections, One Grand Ole Time" hosted by Aux Plaines Chapter and Southeast Section Board. Contact Shelley Ventura, governor@ncs99s.org.

NOVEMBER

6-7 **Honoring of Women in Aviation Conference**, Mumbai, India. Organized by India Section and the Indian Women Pilots Association. For information contact chandab99@hotmail.com.

DECEMBER

1 Due date for 99 News submissions for January/February/March 2011 issue.

2011

JULY

13-17 **Ninety-Nines International Conference**, Oklahoma City, Oklahoma.

Correction

The New Horizons article for Rita Orr in the January/February/March 2010 issue was written by Kay Fate of the *Faribault Daily News* and not Janice Pelletti as stated.



The Druine Turbi was designed in the 1950s as a low cost aircraft. Iza Bazin's husband's Turbi, F-PSPL, was homebuilt in the late 1990s and is a "ticket for travelling back in time, for flying short flights that feel like truly sharing the sky with the birds, hair in the wind," says Iza, adding that the Turbi was the only airplane out in the snow this winter.

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

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ARTICLES

We encourage submissions for publication in the 99 News. To avoid problems importing text into our publishing software, submissions should be typed single space in Times New Roman and please avoid unusual fonts, headers and footers. Furnish author's name, email address and phone information in case we have any questions. Articles should be 500-1,500 words, and we reserve the right to edit for space and/or clarity. Spelling and proper names are proofed against the information submitted. Deadline for submissions is the first day of the month preceding the date on the magazine, for example, March 1 for the April/May/June 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.

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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). We cannot use photos copied from the web or taken with a camera phone. All photos submitted must be with photographer's permission. Do not send photocopied, newspaper or photos printed on a home printer. Include caption information with all photos and your contact information. Please email photos as separate attachments. Do not include them in your text document or in the body of the email. All photos sent by mail are forwarded to The Ninety-Nines, Inc. Headquarters in Oklahoma City, OK for the archives unless accompanied by a SASE. Complete photographer guidelines are posted on ninety-nines.org. Click on 99 News magazine and scroll to the bottom.

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French Section member Amandine Hivert with Marie Macke, Mirage 2000 Fighter pilot, at Le Bourget. Amandine is wearing the French Air Force uniform that belonged to her grandfather, 49½ Roger Hivert. He and his wife Linda Mae Draper, Southwest Section Governor, were behind the initial idea to reestablish the French Section.



President's Message

BY SUSAN LARSON, International President

18,135 and counting — hours that is — and more specifically, volunteer hours. Reporting volunteer contributions is essential in securing grant funding, as well as fulfilling certain non-profit reporting requirements to the IRS. Recently we sent out a request to various committee and trust chairmen in order to gain an overview of just how much time was contributed by our members. Even before receiving a response from everyone, we had accumulated 18,135 hours.



Laura Ohrenberg, Headquarters manager.

your leadership team, from the Board of Directors to the trustees of our museums, scholarship and endowment funds and the committee chairmen and committee members, work tirelessly for our organization, with some so dedicated that they contribute more than 1,000 hours each. Most importantly, they are available to each member to answer questions and respond to your ideas. Never hesitate to contact anyone on the leadership teams, International, Section or your Chapter. What we do, we do for all Ninety-Nines.

If you've checked out our homepage recently, you will note that the three featured links are changed regularly based upon upcoming activities. They may be links to a trust, a committee or an activity. Check our site regularly and click on a featured link! Also, those of you with email addresses will be seeing the first of a series of emails from our International leaders, each highlighting an aspect of your organization. This is just the beginning of a new benefit of membership. Be sure to let a Board member know what you think of this added communications method.

Lesley Niblett was hired by The Ninety-Nines as our full-time receptionist with additional membership duties. Her friendly voice is usually the first one you hear when you call our headquarters. As part of the Centennial of Women Pilots week celebrated in March, I had the opportunity to take Lesley on an introductory flight during the Spring Board Meeting. She loved it!



Kymberly Hazlett, bookkeeper.

Laura Ohrenberg is now handling additional responsibilities as our Headquarters manager, and Kymberly Hazlett continues in the role of part-time bookkeeper. These women are dedicated to our success and absolutely delightful to work with. Your Board of Directors is very pleased with the capabilities of our staff and particularly with their willing attitudes.

Our annual Conference, this year in Kona, Hawaii, will be upon us soon. If you are considering attending and haven't made lodging or travel reservations, all information on how to register and contact our travel professionals is available in the January/February/March issue of the 99 News and on the web at ninety-nines.org/index.cfm/conference.htm. For tour updates, see page 6 of this issue. Think Hawaii!



Those of you with email addresses will be seeing the first of a series of emails from your International leaders, each highlighting an aspect of our organization. This is just the beginning of a new benefit of membership.



Susan Larson takes Lesley Niblett, the new Headquarters receptionist, on an introductory flight.

HAWAII 2010

It's Not Too Late to Join the Fun

BY MARTHA PHILLIPS, Conference Co-Chairman



Kilauea Volcano lava enters the ocean at Kalapana, Hawaii. Photo by John Penisten

There's still time to register for the 99s International Conference being held at the Sheraton Keauhou Bay Resort and Spa on the Big Island of Hawaii July 5-9. The deadline for regular registration is May 1, but late registration will still be available until several weeks before the Conference. After that, registration will depend on space and event availability. Of course, the sooner you make your plans, the more likely you will be able to book your preferred room, get the flights you want and take part in the fun tours.

Additional Conference Tours:

- **Atlantis Submarines:** Journey under the ocean in air-conditioned comfort in a 48-passenger submarine to view the sea life...or are they viewing you?
- **Scuba Diving:** Dive in small groups with highly regarded professionals on a two-tank, two-dive exclusive adventure.
- **Flightseeing/Plane:** Take the Circle Island Tour in a Cessna Caravan past the Captain Cook monument area, South Point, Kilauea Volcano, Hilo Bay, Parker Ranch and more.
- **Flightseeing/Helicopter:** Take a helicopter flight to see the island from our favorite vantage point – in the air, of course!

Remember to register online or mail/fax in your registration form to sign up for the Conference, book rooms and schedule land and water tours. Travel Planners, Inc. (TPI) is providing our registration and travel services, and you can contact them if needed at 800-531-7201 or by e-mail at 99s@tpires.com. They can also help you with your airline and/or car rental needs.

Be sure to check the website ninetynines.net/hawaii2010 for full information and updates to the schedules. You may also call or e-mail either Martha Phillips at (805) 498-9852, martha99s@yahoo.com, or Carol Vautin at (805) 379-0793, vautin@verizon.net if you have any questions or need further information.



The Atlantis Submarines' crew greets boarding passengers. Photo above and background photo courtesy Atlantis Submarines.



Captain Cook Monument, Kealahou Bay, Island of Hawaii. Photo courtesy Hawaii Tourism Authority (HTA)/Kirk Lee Aeder



PILOT CAREERS: Last Flight Out

BY DONNA MILLER
International Careers Committee

As an airline pilot, I have several uniforms in my closet and have seen several closets over the years. In the course of numerous moves, I have boxed and unboxed pictures and treasures from years of travel that represent an amazing assortment of experiences.

One plaque that continues to surface to the top in each move and always finds a place on a wall of each “home,” regardless of its transience, came from a dear friend many years ago when we were both “scooter trash.” (He explained that scooter trash was actually an endearing term for pilots flying for a commuter airline. We were both flying turboprops for different regional airlines that fed the same major airline.)

In Key West, where hurricanes are the norm, there’s always the question of the Last Flight Out. It becomes more than the

practicality of gathering your belongings together and boarding up your windows and making the final flight out of danger before the hurricane hits.

You’re not sure where you’re going or what you will be doing, and you’re pretty sure your house will be gone if and when you ever return. There are always a few neighbors who would rather stick it out in the comfort of what they know than to take the chance of losing it all and having to start all over again in the void of the unknown — even if what they know may be swept away for good with them in the middle of it all. It becomes a metaphor for life and for courage and for making the best decisions we can at the time with the information we have.

So back to the plaque which happens to adorn the kitchen wall in this particular home. The company, Last Flight Out

Key West, which understands the bigger picture, sold the plaque which shows a photo of several signs from old airlines, a hammock with a ragdoll lounging on it and a few buoys hanging from the rafters. It gives the impression that this scene has been there for a really long time and weathered a great number of storms. The poem on the side says this:

COURAGE

by Elise Franzetta

*What are the fears from which you run?
What are the obstacles to overcome?
What is the path you’d like to take?
What are the changes you’d like to make?
Where would you go? What would you do?
If every window was open to you?
Do you have the courage without any doubt...*

To reach your dreams, take your Last Flight Out?

I love this poem because, while the words are the same regardless of where it hangs, as I continue this life’s journey the words speak to me differently. The answers to the questions change, which tells me I am changing too. I realize that as the fears and obstacles change, the path and choices change, but I never stop navigating them. What about you? What about your Last Flight Out?

PRO 99s PROFILE: Donna Meyer

BY BETSY DONOVAN, International Careers Committee

Fresh out of high school in 1980, Donna Meyer, a self-described Navy brat, began her flying career. A helicopter ride at age four with her father, along with an Air Canada flight at age 16, helped seal her fate. Donna lacked pilot role models but commented, “I merely had parents who told me I could be anything I wanted to be.”

Hired by Northwest (now Delta) in 1998, Donna is a Flight Engineer on a Boeing 747-200 based in Anchorage, Alaska. Her flight experience was civilian, although she was in the Air Force in a non-pilot position. She flew charters, tours of the Grand Canyon and for commuter airlines.

A member of the Western Washington Chapter, Donna holds Gold Seal CFII/MEI, ATP and FE certificates/ratings. She won the Amelia Earhart type rating scholarship the year she was hired by Northwest but surrendered it to the runner-up because she was unable to use it.

Donna recommends finding a mentor and “networking like crazy,” and says, “Be very careful of the debt you might accrue while climbing the career ladder. All commuter jobs and entry-level major airline jobs pay less than they should. Weigh the pros and cons of career versus future family life. Don’t pursue this career unless you really love the flying, because there are a lot more negatives associated with it now than before 9/11, and the positives are not coming back.”





Janice, at 10 months old, experienced her first airplane ride with her mother on May 10, 1950.

WOMEN WHO MADE A DIFFERENCE

Rita Ann Orr – Passing the Legacy of Aviation to Her Daughter

JANICE ORR PELLETTI
Tennessee Chapter

Mom didn't play with dolls. As a child she built cockpits to play in. In 1943 she achieved her lifelong dream: she became a pilot and joined the Michigan Ninety-Nines. Flying a Luscombe with a stick, she changed from a dress to slacks. She was undaunted when her furious father informed her that “ladies don’t wear trousers.”

In 1948 she moved to Minnesota, which did not have a Ninety-Nines Chapter. She placed an ad in the *Minneapolis Tribune*, calling for all interested women pilots to join her for a meeting. A dozen women responded, and the Minnesota Chapter was founded.

I was seven when I remember my first Ninety-Nines meeting. We gathered around our kitchen table. The Ninety-Nines all wore navy blue baseball caps with "Minnesota 99" printed in white across the front. They were planning the first Minnesota Penny-a-Pound event.

The day of the Penny-a-Pound was perfect for flying. I was excited and managed to spill orange soda on my new blue and white pedal-pusher outfit with white tassels. I was sticky and wanted to go home and change, but The Ninety-Nines were swamped with eager passengers and there was no time for this. At the end of the day, an exhausted Ninety-Nine found room for me in the back of her Cessna 310. As I scampered in, Mom reminded me, "This is the airplane that Sky King and Penny Fly."

I didn't know it at the time, but as I grew up I watched Mom make local aviation history. She was a frequent guest on the local TV program *World of Aviation* hosted by Minnesota flying legend Sherm Booen. One time I got to join her on the set. Somehow, I ended up with my brother's "toddler harness" in my hand. I was so embarrassed I spent the entire program trying to hide it from the camera.

A sign of the times, her 1966 instrument rating was the subject of an article in the *Minnesota Flyer Magazine*. She was the first woman on the Faribault Airport Board and instrumental in lengthening the runway. She was the first woman president of the Faribault Area Pilot's Association. In 1969, the Minnesota Aviation Trades Association named her a "Pioneer in Aviation" with their Distinguished Service Award.

Mom always looked for ways to share her love of aviation. Working with local science teachers, she arranged for aviation classes, both in the classroom and in the air. Dozens of local residents attributed their first and perhaps only airplane ride to her.

Mom served four terms as Chairman of the Minnesota Ninety-Nines and moved on to the North Central Section offices of Treasurer, Secretary, Vice Governor and Governor. She was selected as the official pilot for gubernatorial candidate Al Quie. She flew him for three years until his election as Minnesota's governor.

In the mid '70s I struggled to find a career.

I wanted to be a pilot, but my uncorrected vision was 20/400. A career as a professional pilot seemed unattainable. No airline and almost no other flying employers would consider me. I settled into magazine publishing.

As the paychecks came in, I decided to follow Mom's example as a private pilot. If I could share her love of aviation with others, it would be worth it. Just for the fun of it, I started flying lessons. I was hooked. I wanted it all, but the only way to justify the time and expense was to make it a career. I sold everything and took out a loan. Within eight months, I completed my instrument rating and commercial and flight instructor certificates. I tested for the CFI at the Minneapolis General Aviation District Office. I was so excited to pass on my first attempt that I almost got lost on the 10-mile flight back to Anoka.

Mom was ecstatic and beamed with pride for days. Dad was dubious about this career path. He was a doctor and considered the proper careers for women at that time to be an oral hygienist or lab technologist. I knew I was taking a gamble. With a medical waiver, where was I going in aviation?

To my surprise, I loved teaching. I enjoyed the challenge of finding the best way to teach individuals from every possible background. By 1978, I was a Gold Seal Flight Instructor and the Assistant Chief Flight Instructor at a FAR 141 Flight School. In 1979, I received an Amelia Earhart Scholarship. I called Mom, and she shouted her pleasure.

True to form, Mom showed her support by becoming my first commercial student. Every

True to form, Mom showed her support by becoming my first commercial student. Every week she flew her V35 Bonanza from Faribault to Anoka, where we would jump in a C-152 to practice commercial maneuvers. On her 59th birthday, she passed her commercial check ride.



Janice and Rita ready for a 1982 Red Cross blood flight in Rita's BE-35-N2132L, St. Paul, Minnesota.



Rita Orr in 1949 with her Cessna, Detroit City Airport, Detroit, Michigan.

I now needed to prove myself as a pilot, not just an instructor. I had to know that I could fly anytime, anyplace and in any conditions.

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In 1982, I coached her in the Bonanza as she prepared to compete in the United States Precision Flight Team competition in Minnesota. Flying her V35 she earned second place, losing by a small margin to a professional pilot and CFI flying a Cessna 152.

The next decade was full of flying for us. As Minnesota Ninety-Nines, we participated in the Red Cross Blood Flights and delivered dafodils for the American Cancer Society. Mom, by far, flew more flights than I. At one point, she completed over 300 of the 3,500 flights herself. When work allowed, I joined her. We had great times sharing the cockpit of her Bonanza. On one occasion we had to put down our coffee cups to deal with an electrical fire.

After 10 years as an instructor, I had a solid reputation and drew students from as far away

as Eau Claire, Wisconsin. Along the way I completed my ATP certificate and commercial glider rating. I now needed to prove myself as a pilot, not just an instructor. I had to know that I could fly any time, any place and in any conditions. I approached a friend and chief pilot for an FAR 135 air ambulance company. Waivers were not an issue. They needed pilots who could do the job. From the first notification to wheels up, you had 30 minutes.

I became the first and only female captain for Life Link III, an air ambulance company based in St. Paul, Minnesota. Our aircraft, the Cessna 441, requires one pilot, but with the extreme demands on the pilots, our FAR 135 manual required two. We always had a co-pilot on board.

One winter night, I was back-up captain. In early evening the primary pilots were paged for a flight to International Falls, Minnesota. I now moved into the primary slot. Two hours later, I was surprised at the page for a second flight to

International Falls. This was very unusual. On the way to the airport I called dispatch and learned that the primary pilots had a mechanical issue and could not complete the mission.

The frigid air took the breath from my lungs as I stepped outside the plane in International Falls. The patient was quickly transferred from the waiting ambulance to the airplane. As I hurried forward to the cockpit, the woman patient took my hand. She smiled and said, "I see they wanted it done right this time, they sent a woman."

The Minneapolis FAA Flight Standards District Office (FSDO) knew me well. I was recruited as a Designated Pilot Examiner in 1991. That same year, sponsored by the Minnesota Ninety-Nines, Mom was inducted into the International Forest of Friendship.

In the mid '90s, vision was no longer a barrier to an airline job. I began the airline application process. Just then, the Minneapolis FSDO offered me a General Aviation Operations Inspector position. Opting to go with a sure thing, I agreed. Within 18 months, I moved to the Air Carrier Unit, becoming the first woman in the FSDO to become dual qualified. The world of air carrier was now open to me. I was type-rated in the DC-9, flying the aircraft and giving check rides.

A year later, I was awarded the position of Training Center Program Manager (TCPM). As

the first woman in Minnesota in this position, I had oversight of the FAR 142 clients at the Northwest Airlines Training Center. I was now responsible for all the fleets, DC-9, DC-10, B727, B747-200, B747-400, B757 and the A320.

In 2005 I joined FAA management. The following year, I became the first woman manager of the Jackson, MS FSDO. The Southern hospitality was amazing, and we worked as a great team.

After 63 years as a pilot, Mom received the FAA Wright Brothers Award in 2007. She continued to fly until late 2008, when her health made it hard for her to get in and out of the airplane.

My brother, a pilot since his teens, took over Mom's Cessna. Two of her grandchildren Rachel, 16, and Zach, 14, are planning to take flying lessons.

In 2009, I took an early retirement from the FAA, not aviation. This became a fortuitous decision as I was now able to care for Mom during the last months of her battle with lymphoma. We spent many days in her bedroom talking quietly about our lives. During one of our last conversations, she said, "We certainly have been through a lot together." Yes, Mom, we sure have, and along the way you gave me a dream career.

Rita Ann Orr passed away November 18, 2009. As one Minnesota Ninety-Nine said, "It's the end of an era."

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Janice accompanies Rita as she trades her V-35 Bonanza for a C-182, N7609G, Alexandria Airport, Alexandria, Minnesota.

Claire Walters



Claire at 24 posing in a Timm, a WWII trainer.

Claire Was the Ultimate Fundraiser in Creating the 99s Museum of Women Pilots

BY CJ STRAWN, Los Angeles Palms Chapter

It all began with my FAA check ride in 1991 with Claire Walters. It was pretty easy until the short field landing in which I almost catapulted Claire 10 feet beneath the runway — it was short alright! Upon the postflight briefing, she handed me two pieces of paper: the first was an application to join The Ninety-Nines, and the second was my temporary pilot certificate. Thus began a 20-year relationship with the “matriarch” of aviation women.

Along with joining the Palms Chapter (now the Los Angeles Palms Chapter) came signing up for my first Palms to Pines Women’s Air Race. Claire started this race in 1969 at the request of a former student who wanted the lady racers to put Independence, Oregon on the map by creating a race. Last year marked its 40th anniversary with 20 participants racing to Bend, Oregon. Claire was present and glowing as prizes were handed out and she was signing and dating each racer’s logbook.

Claire’s flight instructing began in the ’40s when she was one of 100 women instructors (the rest were riveting airplanes or baking cookies). Her racing career began when, with Fran Bera, she won her first Powder Puff Derby. It was after this 1951 Derby that Claire’s student pilot, Mike Walters, joined her on the return trip home to California, and they were married.

Claire’s Flight Academy was established at the Santa Monica Airport in the ’50s, and she taught many hundreds of young students

how to fly. By this time she and Mike Walters had two children, young Michael and Susie. Claire was eight and a half months pregnant and still instructing — Susie said by the time she was born she already had 30 hours of flight time.

Claire had a knack for instructing, and she became an FAA Designated Examiner. So the thousands of students she didn’t instruct were students who eventually took check rides from her. As a flight instructor myself, I teach flight instructor refresher courses and there is always at least one instructor who had either taken check rides from Claire Walters or attended her flight academy. Even when I fly commercial airlines, there are pilots on the flight deck who remember her.

Back to the Palms Chapter. In 1996 one of our members brought in some flying memorabilia from a relative of Matilde Moisant, who in 1911 was the second woman to earn her pilot certificate. Her good friend Harriet Quimby was the first. The Chapter wanted to take these pieces to The Ninety-Nines Headquarters. Claire always talked of The Ninety-Nines building in OKC that housed the international staff and had a museum. Off we went, Claire, Gail Kass and I, to deliver the 1911 goods — pilot certificate, goggles, flying togs and boots — going to a repository to be held for all time. We arrived at Headquarters and found that there was no museum, only a couple of cabinets,

Ninety-Nines would see her stand up and would take out their checkbooks again and again. They had heard it before, but they loved her passion, and they believed in her.

I recall the day that Claire came to Headquarters with memorabilia from Matilde Moisant to be donated and preserved at Headquarters.

We went upstairs to the then unfinished second floor. At that moment Claire said something had to be done, and began her drive to promote the funds to develop what

has become our Museum of Women Pilots. It was my pleasure to encourage and assist her drive in that fundraising effort as only she could until her mission was completed. She will be sorely missed by all whose lives she touched.

— Lois Erickson,
Past International President



but there was a storeroom filled with exciting mementos, including Amelia Earhart's scarf, bangle and certificate.

The Ninety-Nines had built the building hoping to rent out the empty second story, but when we walked upstairs and viewed the over 5,000-square-foot space, I said, "A couple of walls and a little paint we could have a museum." Claire became the fundraiser and I, having a background designing film sets, the designer/architect. I told Claire that when she raised \$60,000 I would head back to OKC and begin the museum.

Thus began Claire's stumping for dollars for the museum. Claire attended every Southwest Section, International and Winter Board meeting — Ninety-Nines would see her stand up and would take out their checkbooks again and again. They had heard it before, but they loved her passion, and they believed in her. Finally, the 99s Museum of Women Pilots opened in the summer of 1999, three years after the first embryo of an idea, to grand fanfare.

There are many stories of her flying exploits, like the woman she flew down to Mexico to rescue from dire straits or her maiden voyage as a young instructor running out of fuel in the Piper Cub and being forced to land on the train tracks in the desert. There were the stories of her flight school and the famous people connected with it, including Judith Krantz who used Claire as a character in one of her novels. And the time a wealthy metal foundry owner from the Caribbean gave Claire 300 one-ounce silver coins with The Ninety-Nines logo on one side and my Museum prop with roses logo on the other, with no explanation other than saying he wanted to help us.

My final chapter on Claire's life as I know it will be a Claire Walters Memorial Fund for Women Pilots to assist women who want to learn to fly. We still have over a hundred of the sterling coins and hope to generate them into funds for her scholarship. In Claire's spirit of fundraising they will be sold for \$75 each. Contact me, CJ Strawn.

Claire Walters died January 1, 2010 of coronary failure following surgery at Cedars Sinai Hospital in Los Angeles.

We will miss you Claire!



Claire Walters, right, with Margaret Gamble.

The aviation family has lost an icon with the passing of Claire Walters. There are going to be an innumerable amount of memoirs written about this unique woman. Personally we have lost a friend who happened to be our flight instructor, examiner and inspiration. Claire came into our lives by the makings of fate. We needed a calm, cool instructor since we had already bought a plane and neither Maureen nor I had a license. We got more than that.

She was strong, no-nonsense, adventurous, determined (sounds better than bull-headed), courageous, dynamic and yet soft, kind and wise. After giving us our certificates, she became a

trusted friend and a partner in our Baja adventure. She was also a co-racer.

Who wouldn't want her in the right seat in a race from California to Cabo San Lucas?

She will be remembered by everyone whose life she touched. She left big prints, and we don't mean in the sand, but deep in our souls.

We believe that the time to tell a person that she is loved is while that person is alive. We are glad we said so every time we talked to her. So now the best honor we can bestow on her is to try in some way to emulate her.

— Danny Motola 49 ½ and
Maureen Motola, Lake Tahoe
Chapter

Welcome New Ninety-Nines Members!

Alabama Chapter
CARRUTH, Sandra Marie
QUICK, June
Alaska Chapter
LINDEEN, Tanya
All-Ohio Chapter
JORDAN, Jenna (Associate)
Aloha Chapter
MOLONEY, Katie Mahealani (Academic)
Ambassador Chapter
KING, Susan K
STEELE, Maria G (Academic)
Antelope Valley Chapter
HOWELL, Kathleen
PATTERSON, Louise (Associate)
Arizona Sundance Chapter
CARL, Antonie M Tonie
Arkansas Chapter
HANSON, Donna
FRANKLIN, Amanda
Blue Ridge Chapter
HENDRICKS, Katherine Olivia Kate (Associate)
British Columbia Coast Chapter
CLAY, Jessica
British Section
DODMAN, Jennifer
Carolinas Chapter
SPARKS, Margaret
Colorado Chapter
WEAVER, Ludmyla Grace (Associate)
RICHARDSON, Margaret
Connecticut Chapter
ROZHON, Drew (Associate)
Cook Inlet Chapter
ANDERSON, Stephanie
Coyote Country Chapter
WILSON, Paula (Associate)
Dallas Chapter
ALLEN, Anne C Gigi (Associate)
Delaware Chapter
WELCH, Barbara Gravely
PARTON, Nicole Carolynne Carol
Eastern New England Chapter
PHILLIPS, Jeannie
DEVORE, Kendra L (Academic)
Eastern Pennsylvania Chapter
BLATCHER, Pamela W
WALTHER, Sandra I
GERMANO, Theresa B
PIRAINO, Joanne (Associate)
Embry-Riddle Daytona Chapter
SEYMOUR, Holly (Associate)
WILDBERGER, Bridget (Academic)
KAMAU, Betsy (Associate)
Finger Lakes Chapter
VAN SLYKE, Sharon W
First Canadian Chapter
KUTZNER, Ingrid (Associate)
RODIN, Svetlana (Associate)
MENZIE, Alexandra
Florida Firstcoast Chapter
MCCARTHY, Caitlin
Florida Goldcoast Chapter
CARASTRO, Susan
Florida Spaceport Chapter
STEFFENSEN, Sandra
Florida Suncoast Chapter
GAO, Ying Laura (Associate)

INDERWIESEN, Kristin (Associate)
INDERWIESEN, Angela
BOEGLER, Kelly
JAFFE, Charleen Ramos
BEHYMER, Jennifer
French Section
GAUTHIER, Laura (Associate)
Fullerton Chapter
LAFLAME, Lisa
SARKHOSH, Shastina
Georgia Chapter
HEINTZELMAN, Lavonda Lov
HUTCHESON, Janin Elizabeth
Greater New York Chapter
STONE, Heidi Lynn
Greater Pittsburgh Chapter
COOK, Jennifer (Associate)
Greater St. Louis Chapter
VAN MATRE, Susan L
Hampton Roads Chapter
DAVIS, Amy Susanne (Associate)
Houston Chapter
ROLON, Pamela
GRANGER, Daphne
LESIKAR-MARTIN, Stacy
TAFT, Lauren
TILL, Tiffany C
Idaho Chapter
KEEL, Jacquelyn K
Intermountain Chapter
DAVIS, Heather Renee
Kansas Chapter
RUTHVEN, Courtney L
STOIKES, Amy
Kentucky Bluegrass Chapter
MIVILLE, Lisa Christine (Academic)
HUBER, Samantha (Academic)
Kitty Hawk Chapter
KEATON, Marcia S
PEARSON, Sarah
BESWICK, Elizabeth D
Lake Erie Chapter
PREEDY, Sarah
Long Island Chapter
COURTNEY, Marian (Associate)
Member at Large
LEDWABA, Refilwe Beauty
Michigan Chapter
VANDERMEULEN, Laura E (Associate)
Midnight Sun Chapter
MCINELLY, Melissa (Academic)
Military Internet Chapter
CHIYI, Camille Antonia
Minnesota Chapter
NELSON, Retta Marie
Minnesota Chapter
MALECHA, Kelsy Kay (Associate)
LEINICKE, Kristie
Montana Chapter
NOVAK, Amber (Academic)
ORIE, Renee (Associate)
Monterey Bay Chapter
BELLONE, Lauren (Associate)
HOBBS, Ginger (Associate)
PARKER, Linda Sue (Associate)
Mount Tahoma Chapter
POLEN, Crystal (Associate)
Mt. Shasta Chapter
ALLEN, Angela Kennedy

North Jersey Chapter
CAFONCELLI, Susan (Associate)
Orange County Chapter
VALDEZ, Rebecca A
GORDON, Elizabeth Ann
Paradise Coast Chapter
NOLL, Diana
Phoenix Chapter
DYER, Angela
PEARCE, Betty
TIZARD, Julie A
Pikes Peak Chapter
O'STEEN-MIXON, Donna (Associate)
Placer Gold Chapter
SUTHERLAND, Karen Kay
Reno Area Chapter
ATKINS, Kimberly (Academic)
PITCHER, Aimee (Associate)
Rio Colorado Chapter
WORTHY, Starr Nicole (Associate)
Rio Grande Norte Chapter
BATH-HUTTER, Julie
COBURN, Harriet
GOMEZ, LeAnne M (Academic)
San Diego Chapter
CREAMEANS, Jessica (Academic)
PIGEON, Alma R (Associate)
RAIMOND, JoAnn (Associate)
San Fernando Valley Chapter
RICHMOND, Suzanne (Associate)
SHEFFEY, Eridin Rose (Associate)
San Gabriel Valley Chapter
MENDIVIL, Ana
San Joaquin Valley Chapter
ROBINSON, Ronda Renee (Associate)
San Luis Obispo Co. Chapter
BROOKS, Anele
SCHAAD, Charlotte
Santa Barbara Chapter
STILWELL, Julie Joy (Associate)
Santa Clara Valley Chapter
RITCHEY, Bonnie
Santa Rosa Chapter
ADAIR, Jennifer
Sugarloaf Chapter
GALBRAITH, Carol
Tennessee Chapter
GOLDSTEIN, Kathy (Associate)
Tulsa Chapter
PARKER, Mary Elizabeth Beth (Associate)
PASSMORE, Christi
Utah Chapter
MORRISON, Kendall
CHAPMAN, Wendy (Associate)
MAYBERRY, Lauren (Associate)
Ventura County Chapter
STEVENS, Christina
Ventura County Chapter
LAMAR, Robin (Associate)
Virginia Chapter
DEGOLYER, Evelyn Marie (Associate)
Washington DC Chapter
COURTNEY, Melissa
Western Washington Chapter
DE FRATE, Crystal L (Associate)
Wichita Falls Chapter
HAWLEY, Elizabeth Bourland (Associate)

Above, new member Angela Dyer, Phoenix Chapter, right, with Ninety-Nine Gabrielle Palmas.

Charlene Falkenberg, a member of the Chicago Area Chapter, flew to new horizons on January 10, 2010. She was 88 years old at the time of her passing.

Charlene, known simply as “Char,” became a Ninety-Nine on September 9, 1963 when she joined the organization as a member of the Indiana Chapter and a newly rated private pilot. A year later when she renewed, she had over 280 flight hours. When she passed away she had well over 4,000 hours in her logbook.

Char held a commercial certificate with instrument and multiengine ratings. She also held a ground instructor certificate with advanced instrument rating. Ninety-eight percent of her students passed their written exams on their first try. Char holds the record for being the longest-tenured ground school instructor and test examiner in FAA history. The FAA awarded her the Great Lakes Region Accident Prevention Counselor of the Year for her volunteer work in aviation safety.

Char was a member of the Indiana Chapter when she became a Ninety-Nine. Three years later, in 1965, she became a member of the Chicago Area Chapter, then the Indiana Dunes Chapter in



Char in the cockpit of her pride and joy — THE Mooney.

WOMEN WHO MADE A DIFFERENCE

CHARLENE

As an AEMS F Trust

Carry On Far



Char and a student work in a simulator in the 1970s. Charlene gave ground instruction at the Hobart, Indiana airport through the 1990s and then moved her classroom into her home.



1976 and the Illiana Cardinals Chapter in 1990. When that Chapter disbanded in the early 2000s, Char once again became a member of the Chicago Area Chapter.

She served The Ninety-Nines in a number of elected positions. She was elected to the International Board of Directors in 1976 and served as a Board member through 1980. She was then elected to the position of International Secretary in 1980 and elected Vice President in 1982. In 1985, she assumed what I believe was her greatest calling: service to the organization as a Trustee to the Amelia Earhart Memorial Scholarship Fund. She served as Administrative Assistant on the Trust and then assumed the position of Chairman in 1986. She became a permanent Trustee in 1991 and became Chairman Emeritus in 2004. Char was awarded the Award of Inspiration by The Ninety-Nines in 2002.

According to Char in the biographies she wrote of herself, there were a few recurring themes. One of them was ownership of her Mooney and her air racing. Another was of the love of her life, her late husband Walter and the bulldogs they owned throughout their 58 year marriage, Winston in particular. Then there was the ground instruction, carried on right up until her death. And, of course, her service to the Amelia Earhart Memorial Scholarship Fund Board of Trustees.



Char, left, and Jeanine Tellekson wear their white "go-go" boots to compete in a Powder Puff Derby.

E

FALKENBERG

stee, Her Touch Will Into the Future



Char conducted flying companion seminars and introductory ground instruction at many schools in and around Hobart, Indiana.

Char never said that she wanted to learn to fly. She always said that it was Walter who wanted her to learn to fly. In the 1930s, Walter had taken a few lessons from Max Conrad, but Char said she had a fit, so Walter quit. Then years later, he began again and insisted that Char at least learn to land the airplane.

In the eulogy Char gave at Walter's funeral, she said, "I will never know if I fell in love with flying or was so stubborn that I thought if he thinks I can't do this, I'll just show him. As a result, the best days of my life have been in aviation, and I wouldn't trade them for anything."

The two of them, married from 1943 until his death in 2001, had tremendous adventures, and if you went into Char's home and saw the "trophies" on the walls, it was evident that hunting was one of them.

From Terri Donner: "I had the pleasure of inviting Char to facilitate several flying companion seminars over the years for both my Wisconsin and Kentucky Blue Grass Chapters. She was a guest in my home, and we shared many secrets and stories. She told me that she lost a baby in 1960, and that was the year that I was born, so it gave us a special bond. I was lucky to have such a special lady be a 'second mom.' She taught me a lot about give and take and shared her wisdom about marriage. She told me that she "let" Walter attend his wild boar escapades with his

friends, so he let her go to all Ninety-Nines meetings that she wanted to attend! Her back porch was still filled with a dozen stuffed wild animals."

Char flew her first air race in the Michigan Small Race in 1967. She went on to fly in eight Powder Puff Derby races from 1969 through 1976. She also flew in one Angel Derby and numerous smaller races. Most of those races were flown in Char's pride and joy, her Mooney.

As related by Joan Kerwin: "Speaking of the Mooney, Char and I were entered in the New England Air Race, with Char piloting the Mooney and me as her co-pilot. While crossing the Long Island Sound in some strong head winds, during which I could hear the theme song from *Jaws*, Charlene turns to me and said, 'If something happens to me, just throw my body in the back seat and get in the left seat.' There were no controls for the right seat co-pilot. As usual we had an uneventful landing."

When we were in Guadalajara for the International Conference, the AEMSF Trustees were charged with making the centerpieces for the banquet. We had obtained models of the various aircraft flown by United Airlines, one of our contributors. We were sitting around a table building the models, and when we had all finished, Char's airplanes all had their tail-sections on backwards. Char had made the United fleet into big Mooney aircraft!

Char had served as a school secretary in the Hobart, Indiana school system, but she truly found her place in education when she began to teach aviation ground school at the Hobart airport in 1964. When she could no longer easily go to the airport to teach classes, students willingly flocked to her home. She had students in her "home-instruction" right up until her death.

In 1985, service to the Amelia Earhart Scholarship Fund entered Char's life, and in 1986 she became Chairman of the Trust. She incorporated the approach of former Trustees and helped build a group that ran like clockwork. Every candidate, winner and fellow Trustee became one of "her girls."

More than 400 scholarships were awarded during her tenure, and under her leadership the Trustees built an investment philosophy which will serve us well for years to come. Any Ninety-Nine who has had the privilege of serving as an AEMSF Trustee knows the influence that Char had, and will continue to have, on their lives. Her touch will carry on far into the future.

At the memorial visitation, Terri Donner, who also served as a pallbearer, noticed that Char didn't have on her Ninety-Nines pin. Terri took off her own and pinned it to Char's lapel.

Blue skies and tailwinds, dear Char. You will be missed more than you could ever have known.

BY JACQUELINE BOYD
AEMSF Trustee



AEMSF Judges Are an Impressive Group

The Amelia Earhart Memorial Scholarship Fund Trustees are pleased to announce this year's group of non-Ninety-Nine semi-finalist judges. Throughout the scholarship's history, we have had a stellar group of people volunteer to perform this very important task. This year is no exception. As the scholarship fund and the awareness of its value continues to grow, we are gratified that these leaders of aviation and industry don't hesitate to participate as judges.



DEBORAH G. DOUGLAS, PH.D.

Deborah G. Douglas, Ph.D. is the curator of Science and Technology at the MIT Museum, which includes one of the finest collections of university-based aerospace materials in the world. A specialist in aerospace history, she is best known for her work on women in aviation, airports and aeronautical engineering. She has curated two dozen exhibitions, including 11 on the aerospace subjects and is the author of *American Women and Flight since 1940*. Douglas consults with a wide range of organizations including National Geographic Society, the Smithsonian Institution and the Henry Ford Museum and Greenfield Village.

At the start of her career, she worked as a researcher for the Aeronautics Division of the Smithsonian's National Air and Space Museum. She was also project liaison to the world-record setting Daedalus Human-Powered Flight Project. Prior to coming to MIT, Douglas was the visiting historian for the NASA Langley Research Center and an adjunct assistant professor of history at Old Dominion University. She serves on the history committees of the Transportation Research Board (a unit of the National Research Council and the National Academies) and the American Institute of Aeronautics.



AMY LABODA

Flying is in the Laboda family, and Amy took up the sport at 15 years of age. She soloed at 16 and earned her private pilot certificate two days after her 17th birthday. She continued flying while earning a Liberal Arts degree from Sarah Lawrence College in Bronxville, New York. By the time she graduated, she was an instrument-rated commercial pilot, and before the year was out, she had earned her flight instructor certificate.

A short career in the United States Peace Corps as a health educator in Togo, West Africa is all that has interrupted her aviation career since then. Amy has taught students how to fly in California, Texas, New York and Florida. She's towed gliders, flown ultralights, wrestled with aerobatics and even dabbled in skydiving. She now holds an airline transport pilot certificate with glider and gyroplane privileges. She is also a flight instructor for single and multiengine.

Amy is an FAA FAAST Team representative on the national level and speaks regularly at large aviation events. As well as being the editor for *Aviation for Women*, she also contributes to other publications.



JUDY TARVER

Judy Tarver is Vice President, Pilot Career Services, of FtlOps.com and is president and CEO of Tarver & Associates. As a recognized expert in the field, Judy is able to provide insightful and useful feedback to give pilots an edge in planning and pursuing their career as a pilot. For over 31 years she has worked as an aviation consultant, writer and speaker specializing in the field of pilot selection and recruitment. She was manager of pilot recruitment for American Airlines where she was responsible for facilitating the hiring of over 7,100 airline pilots and has consulted with several major air carriers and other aviation associations such as the Air Line Pilots Association and the University Aviation Association. She has worked on several FAA committees that related to pilot selection. She also owns Tarver & Associates, a firm specializing in pilot interview preparation.

Tarver is the author of *Flight Plan to the Flight Deck: Strategies for a Pilot Career* and several magazine articles that have appeared in *Aviation for Women*, *Flight Training*, *Air Line Pilot* and *Airline Pilot Careers*.



Virginia Harmer, above, accepts Neita Montague's Young Eagles award from Harrison Ford. Right, Neita Montague.



NEITA MONTAGUE RECEIVES YOUNG EAGLES AWARD

Neita Montague, Reno High Sierra Chapter, received the 2009 Young Eagles Flight Leader of the Year Award.

As a Field Representative with EAA's Young Eagle program since 1999, Neita organizes Young Eagles flights. She has given 114 flights since she started with the program in 1993.

"I try to fly one child at a time so that I can concentrate just on that Young Eagle," she said. "A lot of people fly three Young Eagles, and the 'ride' becomes only a ride. I perceive this as an opportunity to open their eyes to the glories of flying, to open their minds to the idea that communication and math skills are important for flying and, in fact, for whatever they want to do in life."

Since Neita was in Slovenia for the Women's Soaring Seminar when the award was presented, Virginia Harmer accepted the award on Neita's behalf from presenter Harrison Ford.

"I am absolutely thrilled to receive this award," Neita said. "It is so rewarding to fly Young Eagles that I come 'down' with a huge high."

Neita has been flying since 1984 and has logged more than 2,200 hours in the air.

— Neita Montague

IOWA CHAPTER MEMBER FILMED FOR GEEK THE LIBRARY SERIES

Last fall, producers for the Bill and Melinda Gates Foundation's project "Geek the Library" were in Iowa to film several ads for their national campaign. The producers were fascinated with the idea of a female pilot and selected Iowa Chapter member Mary Ellen Kimball with her Cessna 150.

After a three-hour photo shoot at Elliott Aviation, Des Moines International Airport and the Osceola Municipal Airport for close-ups, they wrapped up and headed to Alabama for another story. Eventually it will be on billboards and newspaper ads. Check out the video as seen on YouTube at maryellengeeksfllying.com.

— Mary Ellen Kimball

AOPA AWARDS SCHOLARSHIP TO SANTA CLARA CHAPTER MEMBER

Jan Johnson, the Chapter's newest pilot who earned her certificate in November, won a \$1,000 award from AOPA's FlightPath program.

— Judy Stark

WOMAN PILOT WINS CONTEST SPONSORED BY AMERICAN EXPRESS

North Jersey 99 Linda Scully won a contest for women entrepreneurs sponsored by American Express for free business coaching. Linda, president of Aero Safety Training flight school at New Jersey's Lincoln Park Airport, started her career with a \$10 introductory flight in 1978.

— *The Record, Hackensack, NJ*

MARYSE CARMICHAEL NEW SNOWBIRD COMMANDER

Montreal Chapter member Major Maryse Carmichael, who flew as Snowbird 2 in 2002 and Snowbird 3 in 2001, was promoted to Lieutenant Colonel and assumed command in time for the 2010 Acceptance Show in May 2010. Maryse was the first female Snowbird pilot and has been an inspiration for female pilots.

— Dorothy Berthelet

FILM TO FOCUS ON THADEN, 1929 TRANSCONTINENTAL AIR RACE

Producers James Moll and Brian J. Terwilliger have optioned life rights of aviation pioneer Louise Thaden and are developing a feature about the all-female transcontinental air race of 1929.

Moll's production company, Allentown Production, is aiming at a late 2010 start date. The 1929 race involved 20 female pilots, including Thaden, Amelia Earhart and Pancho Barnes, flying for nine days from Santa Monica to Cleveland. The race was won by Thaden, who penned the 1938 book *High, Wide and Frightened*.

Thaden's two children, Patricia Thaden Webb and William Thaden, will serve as consultants, along with the National Aviation Hall of Fame and The Ninety-Nines.

— Lisa Cotham

NINETY-NINES PARTICIPATE IN WOMEN IN AVIATION CONFERENCE

The Women in Aviation (WAI) Conference was held in Orlando, Florida, where The Ninety-Nines had a booth in a prime location.

The Florida Spaceport Chapter was in charge of scheduling volunteers to work the booth. At least 25 members spent time telling everyone how great The Ninety-Nines are.

We signed up 28 new members and got interest cards from 60 more pilots. If you get an interest card forwarded from HQ, be sure to contact these gals ASAP and invite them to your meetings.

The enthusiasm and electricity in the conference center was amazing. Many organizations were represented, including many colleges with flight programs, the Whirly-Girls, the military, airlines, UPS, and Boeing, the WASP and Air Race Classic, to name just a few.

Woman pilots from the U.S., England, Australia, Puerto Rico, Nigeria, Russia, Italy, Japan, South Africa, Nairobi and Mumbai stopped by the booth to chat.

— Bobbi Lasher

Proudly Getting the Gold

After Serving Their Country in WWII, the WASP Receive the Congressional Gold Medal

BY BOBBI ROE
Greater Seattle Chapter

The Women Airforce Service Pilots (WASP) of WWII were awarded the Congressional Gold Medal at the Capitol in Washington D.C. on March 10, 2010. The Congressional Gold Medal is the highest honor Congress can award to a civilian or group of civilians.

Presenting the medal were Speaker Nancy Pelosi, Rep. John Boehner, Sen. Harry Reid and Sen. Mitch McConnell. Approximately 175 WASP attended the event, many of them wearing their World War II-era uniforms. Military members from every branch of service served as escorts for the veterans for three days of events.

Speaker Nancy Pelosi noted that the audience was one of the largest ever in the Capitol and the group was too large to fit into Emancipation Hall. WASP, their family members and friends attended the ceremony as well as family members of those WASP who have passed on to new horizons. Out of the 1,074, about 300 are still living.

The process to approve the Congressional Gold Medal was introduced and approved in record time. The bipartisan effort was led by Sen. Kay Bailey Hutchison of Texas and Sen. Barbara Mikulski of Maryland, as well as Rep. Susan Davis of California



Nancy Parrish



WASP Dawn Seymour with her daughter Amy and son Sam. Dawn commented, "The Congressional Gold completed our WASP mission. I'm sure Jacqueline Cochran was beaming along with her WASP daughters of the sky. I felt a lightness in my heart knowing our Thirty-Eight were not forgotten, our WASP sisters who have flown west of the sunset were not forgotten, and we WASP who are living were not forgotten."

and Rep. Ilena Ros-Lehtinen of Florida. All four elected officials spoke at the event.

Ninety-Nine Lt. Col. Nicole Malachowski, the first female pilot in the Air Force's Air Demonstration Squadron, was instrumental in shaping the bill to honor and recognize the WASP. She was also one of the guest speakers at the ceremony.

Each WASP received a smaller version of the gold medal in bronze to keep. The original medal was donated to the Smithsonian Institution for display later this year with the Women in Aviation display at its Udvar-Hazy Center in Chantilly, Virginia.

A memorial was held the previous day at the Air Force memorial to honor the 38 WASP who died while serving their country.



99 News Publisher Bobbi Roe, left, with WASP Betty Brown and WASP Jan Goodrum. "The effort put forth by so many women pilots to attend the award of the Congressional Gold Medal was amazing to see! WASP over 85 and well into their 90s were present. How great to see the happy faces of so many of my friends," says Brown. "It was a day long in coming but it was extremely gratifying to finally receive recognition for the valuable contribution we WASP made to the war effort in WWII. We truly earned it."

"Today is the day when the WASP will make history once again," Nicole Malachowski, right, told the audience. "If you spend any time at all talking to these wonderful women, you'll notice how humble and gracious and selfless they all are. Their motive for wanting to fly airplanes all those years ago wasn't for fame or glory or recognition. They simply had a passion to take what gifts they had and use them to help defend not only America but the entire free world. And they let no one get in their way."





Israeli Section Member Experiences Piloting in the United States

BY RUTH RICHTER
Israeli Section

PHOTOGRAPHS BY VARDA GIL

In mid-September 2009, I went on a journey “Following the Fall” in Northeastern USA, and from there I flew to Cuba. An important part of the trip was to experience piloting in the U.S., which according to my pilot buddies is significantly different in the U.S. than in our tiny country of Israel. The adventure that left the deepest imprint on me was the flight over Cape Cod.

Cape Cod is a peninsula in Massachusetts, scattered with tiny vacation towns and beautiful long beaches. It was one of the earliest settlement areas in North America. The town of Provincetown, at the northern tip, was the first to be settled.

From its small airport, I took off for a 100-minute flight around the peninsula. Cape Cod is surrounded by many islands, many of which have developed over the years from fishing and trading posts to

prestigious tourist sites. One of them, Martha’s Vineyard, was a popular vacation site for the Kennedy family, where John Fitzgerald Jr., his sister-in-law and his wife Carolyn died in an airplane crash.

I rented a Cessna 172 from a friendly gigantic and goateed American named Bob. He has a small office at the field and one plane, the Cessna, which he uses to fly visitors for romantic fun flights.

The plane, bright and polished inside and out, is parked next to the office. The following day was Yom Kippur (The Day of Atonement), and Bob complained that his Jewish wife forced him to fast for the day and made him eat the breakfast meal of gefilte fish and soup with lotkes (precise quotation!). I consoled him by stating that his menu was identical to ours and headed out to the plane and commenced with exterior examinations of the plane. He did not

Photo above and opposite page, lower, show scenes captured by passenger Varda Gil as she and Ruth Richter flew south from Provincetown to near the east coast of Cape Cod.

understand what I was doing. "I checked everything!" he said.

I explained that in Israel the pilot is the commander of the plane and is personally responsible. I asked to check the fuel situation, and he informed me that all the tanks were full. Upon my insistence, he ran and brought a ladder and measurement tool. "Now I understand why you won all your wars," he said. "You are so stubborn and thorough."

All that was left were the checks to be made in the cockpit, which I performed according to the instruction manual for the plane. Bob reported to the regional authorities about a "crazy lady" who was about to take off. Provincetown is a landing strip. The routine is that before alignment, one performs an on-ground 360-degree circle and verifies that there are no planes circling the field or about to land. After I verified "all clear" while performing a "blind broadcast," we straightened up and took off.

It was a pleasant and warm fall day with a light breeze. The sky was relatively clear, very blue and the visibility was perfect. It was a wonderful day for flying! My friend Varda, who was our photographer, sat in the back of the plane and did a wonderful job. The views were stunning... the ocean in shades of blue, turquoise and light blue, and the water crystal clear. There were hundreds of peaceful islands cuddling in the fall sun. Small towns were peeking out through the green. Many lakes were strewn among them, dotting the green

with deep blue shades. Golden beaches stretch the length of the peninsula in the circumference of the surrounding islands.

During the entire flight, except for take-off and landing, there was no sound made over the radio. The pilot is responsible to ascertain the location of other planes in the area. There are neither altitude limitations nor planned routes. I am, of course, relating merely to the Cape Cod area.

However, all good things must come to an end, and our flight was over. We were already angling to base when Bob screamed, "Full throttle, turn to 040 and climb to 700 feet!" As a disciplined pilot, I followed his orders.

Only after I leveled off did he explain that there were whales in the proximity, and we were flying there. After about seven minutes, we saw them. Bob took command of the stick and down he went to zero altitude. Well, I do exaggerate, more like 150-200 feet. There were a number of whales accompanied by their young offspring. They played in the water, jumped slightly and extended their heads and tails out of the water. We circled a number of times and were excited to experience this lovely spectacle.

Then, back we went. I returned for a landing from 500 feet to a lengthy final. Bob seemed to me a bit worried before the landing, but everything went just right. I descended the plane, intoxicated from the views and the beauty, and swore to myself that this might have been my first visit to Cape Cod, but certainly not the last one.



Above, Ruth Richter with the Cessna 172 she rented for her flight.

I explained that in Israel the pilot is the commander of the plane and is personally responsible. I asked to check the fuel situation, and he informed me that all the tanks were full. Upon my insistence, he ran and brought a ladder and measurement tool.



Ruth's flight path took them over not only a pod of whales but a gathering of hundreds of seals, left. Because seals cannot move well on land, during high tide they position themselves over submerged jetties and sandbars. When the tide goes out, they are left sitting on the jetty, basking in the sun. If left undisturbed, they will stay until the tide comes in again. If conditions are right, up to 2,000 seals can be seen in the afternoons.

\$30,000 Matching Challenge: A Special 2-for-1 Offer

BY MARY WUNDER
 Endowment Fund Trustee

The Endowment Fund Trustees are pleased to announce a \$30,000 Matching Challenge. A special group of donors has joined together to make the Challenge possible.

The funds received from the Challenge will be used to push the Endowment Fund to the halfway mark of the one million dollar goal.

As you know, The Ninety-Nines as an organization celebrated its 80th anniversary on November 2, 2009. What better way to commemorate this than to get the

Endowment Fund as close to our goal of \$1,000,000 as possible so that The Ninety-Nines will be here for future generations.

Here is the way it works. From now until November 1, 2010, every contribution—check, cash, securities or credit card contribution—will be matched dollar-for-dollar up to \$30,000. A successful challenge means \$60,000 for the Endowment Fund. The challenge will continue until the day before our 81st anniversary on November 1, 2010.

There are numerous ways to ac-

complish this. Write a check. Get your Chapter or Section to write a check. Call Headquarters to donate using your credit card. Follow this link: ninety-nines.org/index.cfm/donation.htm to donate online. Or have a fundraiser for this cause.

What is great about this is that you promote The Ninety-Nines, educate people who have no idea what a Ninety-Nine is — and you have fun.

Now, after 80 years, let's just do it "for the FUN of it," as Amelia said. Won't you join us?



Photo by Henry Holden

EAA/Airventure Oshkosh 2010

BY RITA ADAMS
 99s Coordinator EAA/AirVenture Oshkosh

Get ready to head to Oshkosh July 26-August 1 and join us at The 99s Tent. New flags will be flying high. NIFA representatives will be sharing the Tent with their impressive display. Since the WASP will be again using our site as their home base, special exhibits will be displayed about their history and recently receiving the Congressional Gold Medal. This will be an opportunity for us to show our appreciation to these courageous women.

Since we will be at a different location this year, please check The Ninety-Nines Dispatch or the EAA/AirVenture map. The annual complimentary, no reservations needed breakfast will be held on Thursday, July 29 from 8-10 a.m. at the 99s Tent. There will be a raffle and lots of Ninety-Nines camaraderie! Be sure to join us and other women pilots for a photo op of the "Most female pilots gathered together in one place." Check the EAA schedule for date and time.

Volunteers are always needed to help greet members and to encourage other women pilots to become a part of our organization. If you can spare a day or a few hours, please contact me or just drop by to offer your services.

See you at Oshkosh!

THE FABULOUS FLIGHT OF THE THREE MUSKETEERS

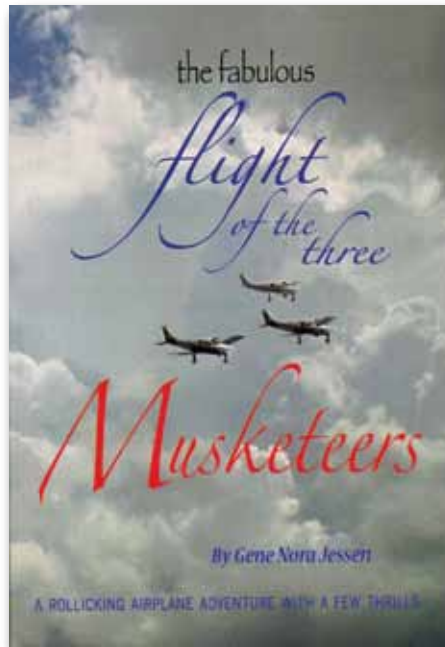
AUTHOR: Gene Nora Jessen
ISBN: 978-1-4392-31151-7

BY JACQUE BOYD
Rio Grande Norte Chapter

There are now a lot of “players” in the world of general aviation. Airplanes come and go, and it’s difficult to keep up with the kit du-jour. However, at one time there were the “big three” based in the mid-western aviation “Mecca” of Wichita. I’m speaking of Cessna, Piper and Beechcraft. Cessna was the “everyman’s airplane,” Piper a little larger and higher on the expense-chain and then Beechcraft as the “Cadillac” of the air.

Gene Nora Jessen’s newest book, *The Fabulous Flight of the Three Musketeers*, chronicles her days at Beech in the early 1960s as a demonstration pilot for the Beech Musketeer. Her role as one of the “Three Musketeers” includes some great photos of the flights, which are organized into chapters for the seven legs of the promotional flights. The 90-day journey was flown by Jessen, Joyce Case and Mike Gordon. Gordon seemed to always be pictured in a suit and tie or at least a white shirt and tie. Jessen and Case, of course, flew in dresses and high heels!

If you’ve not read one of Gene Nora’s books before, you are in for a treat. Her organization of the information shows just how much fun she must have had with the



writing. If you want a history of Beech, this is the book for you. If you want a snapshot of flying in the 1960s, this is also the book for you. And, if you want to simply read a wonderful aviation story which is well-told, this covers that base, too.

Some background on the author. Jessen, who had been a flight instructor at the University of Oklahoma, quit her job there in 1961 to take part in some secret physical tests conducted at the Lovelace Clinic in Albuquerque, New Mexico. Does that sound vaguely familiar? Yes, she was one of the women, as she says, who were “lightheartedly tagged *The Mercury 13*.” Jessen is also one of the elite few women in our organization who have held the office of President of The Ninety-Nines.

RATINGS

Sarah Bowden – Private
Tucson Chapter

Katie Ganzer – Private
Ventura County Chapter

Jan Johnson – Private
Santa Clara Valley

Megan. M. Maurer – Private
Washington DC Chapter

Veena Pillai – Multi-Engine and Multi
Engine Instrument
Indiana Dunes Chapter

Laura Zaccaria – High Performance
endorsement
Tucson Chapter

FIRST SOLO

Catherine Woods
British Section

PROFESSIONAL

Jenny Beatty – B737 type rating
Reno High Sierra Chapter

Stephanie Gates – CL-65 SIC
Monterey Bay Chapter

Ava Shubat – Captain/Falcon 50EX
Tulsa/South Central Chapter

WINGS

Wally Funk – XXVIII
Ft. Worth Chapter

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NEW ZEALAND SECTION CELEBRATES 30 YEARS

The New Zealand Section started the new year in style with a very enjoyable celebration of 30 years since its formation in January 1980. Members and past members converged on Forest Field Aerodrome located northwest of Christchurch on the South Island. Forest Field is also the home of Pam and Ces Collings, hosts for this event.

Pam Collings, charter member and first Governor, was the prime mover back in 1979 in getting a New Zealand Section established. Without her research to find out what had to be done to establish a new Section and, more importantly, her effort in promoting The Ninety-Nines as an international organization that would broaden our horizons as New Zealand aviators, plus her personal approach to women pilots in New Zealand, we might not have been here celebrating a significant anniversary. Pam has filled the Governor position three times, serving a total of six years and is still an active member.

At the Saturday night anniversary dinner, Governor Sue Campbell paid tribute to Pam's achievements and also to those of active charter member and Past Governor Ena Monk. Sue felt it was a credit not only to the officeholders but also to all those who are, or have been, members that the Section continues to thrive and participate.

New Zealand members are active in aviation, travel frequently and connect with many female aviators overseas. The newsletters abound with members' stories of trips flown, ratings gained, qualifications held, jobs obtained, air races competed in and fellow 99s hosted or visited.

There have been many achievements for the New Zealand Section over the past 30 years, one of which was to host the 2005 International Conference in Christchurch.

The weekend included a visit to nearby Rangiora Airfield where some took advantage of a local flight in a restored DC-3 that was conducting a tour of the rural areas of the South Island. Also very interesting was a visit to the new control tower at Christchurch International Airport.



It was felt that the New Zealand Section will still be going strong in the decades to come. The world has become a much smaller place with the advent of email, the Internet and cheaper air travel. We hope to continue to forge and maintain links with sister organizations and fellow aviators around the globe.

—Sue Campbell

Celebrating New Zealand Sections's 30th Anniversary are Ena Monk, Edith Robinson, Sue Campbell (G), Gay Skerman, Rhona Fraser, Sue Grundy, Pam Collings, Pat Campbell and Joan Campbell. Absent members are Gretchen Jahn, Rosie Musters, Jenny Gordon, Thyra Blaom, Dee Bond, Ethel Le Cornu and Christine Dickenson.

ARABIAN SECTION

At the Inaugural International Bahrain Air Show held January 21-23, Yvonne Trueman, Governor of the Arabian Section, had the chance to meet up with the commandant of the Patrouille de France Aerobatic team, Virginie Guyot.

"It was a great honor to know that one of France's premier pilots was the lead pilot in the spectacular flying display in their Alphajet aircraft," says Yvonne. "I was able to tell her about The Ninety-Nines and have contacted the French Section to seek her out."

The Air Show, the first to be held in Bahrain, had a brand new 3,500 meter runway constructed in the desert, Sakhir Air Base, in close proximity to the already well-established Grand Prix International Racing Circuit.

Yvonne also had the opportunity

Yvonne Trueman and Virginie Guyot, Lead Fighter Pilot with the French Air Force.



to meet with Merna Nelson, the latest recruit to the Arabian Section, who came across the Saudi Causeway for lunch. They agreed to work together on a newsletter for the Section and to work on recruiting new members.

The Arabian Section is far flung, covering the area from Egypt down to the Oman, incorporating Afghanistan and the States. Merna lives in Dhahran, Saudi Arabia.

—Yvonne Trueman

FRENCH SECTION

In 1971, Marie-Josèphe de Beauregard and Danielle Décuré founded the French Section of The Ninety-Nines. Marie-Josèphe greatly helped women to gain admission to both the National Civil Aviation College and the French Air Force, and Danielle was the first female French airline captain.

Not long afterward, they created the French Association of Women Pilots and dedicated themselves exclusively to this new organization. The French Section of The Ninety-Nines was essentially expunged from the international network. But very recently, after several Franco-American encounters that were rich in reciprocal exchange, a French branch of The Ninety-Nines has once again seen the light of day. The reborn French Section received its charter in April 2009.

The number of members quintupled in the first four months. And although initial programs for the Section are still being developed and put in place, the transcontinental meetings and invitations are already numerous!

— Iza Bazin



French Section Governor Iza Bazin is interviewed at the Femmes de l'Air event in Le Bourget following the first meeting of the French Section.



French Section members, from left, Susana Laliga, Iza Bazin, Julie Fauque, Diana Ferrero, and Laura Gauthier gather for the first French Section meeting in Le Bourget.

AUSTRIAN SECTION



Austrian Section members, standing, Brigitte Dorau, Renate Jani, Dagmar Zeppenfeld, Monika Stahl, Ilse Rabeder, Ulrike Eisenhardt, Marion Zsak and, sitting, Cornelia Cepen and Ilse Binder, met recently for some hangar flying accompanied by their canine mascot.

CHICAGO AREA CHAPTER

The Chicago Area Chapter closed out the first month of the new decade with an enormously successful Aviation Expo, an annual event which we co-sponsor with the Illinois Department of Transportation Division of Aeronautics, FAA DuPage FSDO and FAA FAASTeam. Attendance was over 400!

There were concurrent programs of interest to IFR and VFR pilots and Flying Companions, as well as an extensive vendor and exhibitor area. In addition, we have been alternating special seminars for aviation mechanics or helicopter pilots each year, this time featuring the IA Renewal & Maintenance Seminar.

Special guest was Dr. Susan R. Shea, Director of the Illinois Division of Aeronautics, accompanied by Gary Stevens (IDOT).

Chapter member Carol Para does a fabulous job each year of organizing the seminar schedule, soliciting vendors, working with the hotel, developing printed programs and signs and making it all appear to be absolutely effortless.

Barb Muehlhausen and Deanna Close organized the Flying Companion Seminar. Sue Nealey, Joan Kerwin, Mary Lou Mueller, Camille DeJorna, Ellen O'Hara, Vickie Szewczyk, Mary Pan, Kristy Brooke, Ruth Frantz, Carolyn Remol, Rita Adams, Rae Goodman, Donna Klein, Susan Zdebski and Leslie Prellwitz were all helping with the event. Our Chapter meeting was held directly following the safety seminar.

— Diane M. Cozzi

SANTA CLARA VALLEY CHAPTER

The rainy weather has grounded a lot of us, but a few hardy souls managed to make our annual whale watching trip in January, rendezvousing with two Monterey Bay 99s in Watsonville, and a flight for lunch to Lodi in February. We also had a potluck dinner/flight-planning party in January to plan our fly-ins for the next year — a full calendar of flights.

At our February meeting, Susan Wels, author of the new book *Amelia Earhart*, spoke to us about her good fortune in having access to a rich treasure trove of newly available Amelia memorabilia at Purdue University.

Sadly, two recent fatal aviation accidents involving local pilots provided a sobering reflection on flying in bad weather and the need for personal minimums.

We are proud of our newest member, Jan Johnson, who got her certificate in November. She won a \$1,000 award from AOPA's FlightPath program.

— Judy Stark

WISCONSIN CHAPTER

The Wisconsin Chapter of The Ninety-Nines met in February in Watertown for their annual Awards Luncheon. Members received recognition for years of service and participation in aviation activities. Krys Brown was hostess and was also commended on her 25 years with the Chapter.

— Laurie Probst

LAKE ERIE CHAPTER

Lake Erie Chapter members celebrated their 36th anniversary on January 10, 2010 at the Hilton Garden Inn in Mayfield Village.

Lake Erie was chartered on January 12, 1974 with 42 members, four of whom are still with the Chapter. The charter and current members are from the northeastern part of Ohio and include licensed and student pilots. Their ratings are many and diverse, from private to ATP.

Several of our members have flown in air races. Some currently fly for the Civil Air Patrol, the Coast Guard Auxiliary, and one of the members is an Army Reserve Major and served in Desert Storm.

We sponsor safety seminars, airmark local airports and attend Section and International conferences. Lake Erie Chapter members share a common goal of flying and support others in their flying activities. We would like to thank the All-Ohio Chapter for their help and support 36 years ago when 42 of their members wanted to start a new Chapter in northeastern Ohio.

Lake Erie Chapter welcomes Sarah Preedy, who joined January 13, 2010. Sarah started flying two years ago and is now an officer at Commut Air, one of Continental's regional carriers.

— Evelyn Moore



From left, bottom row: Meigs Adams, Nancy Wood and Evelyn Moore. Second row: charter member Dodie Jewett, Alice Henry, Dorothy Sturman and charter member Helen Sammon. Top row: Nancy Matras, Darlene Grant, Carol Stocker and charter member Bernice Barris.



Past and present Coyote Country Chapter attendees at the party commemorating the 20th anniversary of its charter.

COYOTE COUNTRY CHAPTER

The Coyote Country Chapter made their annual holiday party extra special this year by celebrating the 20th year of their charter. Past and present members were invited to the festivities, which included door prizes, custom wine glasses, a visit from the Christmas Gorilla and a lovely note from Pat Prentiss.

Jean Forsyth Schulz, daughter of Pam Vander Linden, charter member and namesake of our \$1,000 annual scholarship, sent a DVD with memories of her mother that was viewed at

the party. Pam's son Ian Forsyth was in attendance to present the scholarship and share wonderful stories of his mother and her flying adventures.

The winner of the Pam Vander Linden Memorial Scholarship is Nicole Vandelaar, a private pilot for both ASEL and rotorcraft. She has a Bachelor's degree and is working toward her Master's in Aviation through the University of North Dakota. She is currently working on getting her commercial certificate with an instrument rating. Her short-term goal is to be a pilot for MedEvac, and her ultimate goal is to be an astronaut.

Evelyn Silva is the winner of our \$500 Coyote Country 20th Anniversary Scholarship. She is 22 years old and has been flying for two years. She is an instrument rated private pilot and is currently working on obtaining her commercial certificate. Her goal is to have her own aerial photography business.

The evening was capped off with a special presentation to our own Barbara Brotherton, a charter member who is still an active Chapter member today. Having been a pilot since 1959 and participated in many Powder Puff Derbies as well as other flying events, she came to the Chapter an experienced Ninety-Nine and has held several offices from Chapter level to International. We all agree that Barbara's enthusiasm for flying and support and encouragement of new members is what has shaped our Chapter into the fun group it is today.

— Mary McMahon

KATAHDIN WINGS CHAPTER

As the Katahdin Wings Chapter gears up for a busy spring and summer, here's a look at some new and exciting events this Chapter tried their hand at.

While they not only participated in many old favorite events and activities, in May the group completed an airmarking at Eastern Slopes Regional Airport in Fryeburg, Maine. This entailed painting the 100-foot compass rose in a mere five hours. It was a fun and satisfying project for 11 determined members.

A committee headed by Mary Build spent significant time planning another new event: A Treasure Hunt in the Sky. The groundwork for this project started two years ago as an additional fundraiser for the benefit of the New England Section. The rules and clues were formulated, some test runs of the flight area were made and finally promotion of the event hit New England aviation calendars. The event ended in a Treasure Hunt Awards Barbecue at Eastern Slopes Regional Airport, with first place winning a new headset. Other prizes included a seaplane lesson and an original aircraft portrait.

Other traditional events that were carried on this year included a day-long Seaplane Safety Expo held at Brandy Pond SPB in Naples, Maine in June, and outreach and fundraising at the Greenville International Seaplane Fly-in in Greenville, Maine. During



Katahdin Wings Chapter members proudly show off their airmarking at Eastern Slopes Regional Airport. From left, Kate Keough, Brenda Thibodeau, Tami Slowey, Sophie Strout, Mary Build, Debbie Lynneos, Claire Holmblad, Lori Plourd, Twyla Rogers, (kneeling) Jenny Jorgensen. Not present, Lee Ann Baggott.

the summer, a picnic meeting was enjoyed at the home airport of member and former WASP Betty Brown.

— Lori Plourd

NEW HORIZONS

JUANITA BAILEY

Sacramento Valley Chapter

Juanita Bailey, beloved and long-term member of The Sacramento Valley Chapter, went to New Horizons on January 13, 2010 in Roswell, New Mexico. Juanita was born on July 8, 1911 in Oklahoma and would have celebrated her 99th birthday in a few months.

She was the owner of a hair salon in Clairton, Pennsylvania when she was bitten by the aviation bug and began flying lessons in the early 1940s. The flight school she attended was evidently not very welcoming to hopeful women pilots. As she said, they would not give her instruction time until all their male students had been accommodated. She persevered, however, and earned her private pilot certificate in 1943, joining the Pennsylvania Chapter in 1945. She joined the Civil Air Patrol soon after.

At this time, Piper Aircraft was located in Lockhaven, Pennsylvania, and after the war it was busy turning out large numbers of light aircraft of all types. Juanita became acquainted with Walter Piper, and they reached an agreement that she would do delivery flights of his aircraft as needed. For the next few years, she delivered all types of Piper aircraft all over the country, including Alaska, as well as Mexico, South and Central America, where she held a Costa Rican pilot license. Some of these flights were made in company with three or four other aircraft, others entirely on her own. Most of the flights were accomplished with a magnetic compass and a road map as her navigation equipment.

Juanita also flew a Piper Tripacer in the 1955 Powder Puff Derby and placed sixth. Her prize? A waffle iron! She settled in the Sacramento area in the late 1950s and became an active member of our Chapter. She was awarded Woman Pilot of the Year on three occasions. Besides being a Life Member of The Ninety-Nines, she was also an honored member of the Silver Wings Fraternity and the OX5 Club.

She remained an active and enthusiastic Chapter member until failing health caused her to move to Roswell where

she had family in the area, including her daughter Beverley.

Juanita was a lovely lady, one of a kind, full of great flying adventures, who will be missed by all those privileged to have known her.

— Dorothy Flynn

SISTER MARGARET MARY BOREK

Albuquerque Chapter

Sister Margaret Mary, a life member of The Ninety-Nines, was a member of the Eastern Pennsylvania Chapter for years before moving to Albuquerque where she ran a retreat house. She died of cancer on January 11, 2010 at the Maria Hall Convent in Danville, Pennsylvania.

Sister Margaret Mary was known as "Peggy" prior to joining the Dominican Order. She attended one of the Eastern Pennsylvania Chapter's Pennies-a-Pound plane rides after becoming a nun and was extremely popular as the "The Flying Nun" at the event.

Sister Margaret Mary, though not an active member of the Albuquerque Chapter, did host the Chapter at the retreat house for occasional meetings. She took a hot air balloon ride with another Chapter member as a way to get back into the air. She will be greatly missed.

— Barbara Fricke and Kate Macario

AMANDA HERRINGTON

Hi-Desert Chapter

A captain with the U.S. Air National Guard flying unmanned Predator drones out of March Air Reserve Base, 29 year-old Amanda Herrington's bright future was cut short in a tragic air crash on February 8, 2010 while pleasure flying aerobatics in a Yakovlev Yak-52 near the Redlands Airport. She was on active duty with the 163rd Reconnaissance Wing of the California Air National Guard.

Amanda graduated with honors in applied mathematics from Cal-Poly Pomona, and then joined the California Air National Guard 163rd Air Refueling Wing ("Grizzlylies") out of March ARB. She qualified to fly KC-135 tankers in 2004 when her



Amanda Herrington.

unit's mission changed to the Predator UAS. She served four years as a Predator pilot, supporting operations in Iraq and Afghanistan, and cared deeply about the Joint Tactical Attack Controllers on the ground with whom she worked during her many missions. She recently received commendations in a newsletter for the 163rd for scoring 94 percent on end-of-course tests.

"A stellar student and celebrated local athlete," Amanda began flying when she was 16 years old at Midfield Aviation in Apple Valley, California. She joined the Hi-Desert Chapter of the Southwest Section of The Ninety-Nines in March of 2008.

Amanda was laid to rest at Riverside National Cemetery with full military honors. Everyone knew her as a fine, intelligent, capable young woman who loved to fly. She will be missed.

— Elsbeth Roach

SHARON KUGEMAN SIMMONS

Connecticut Chapter

Sharon passed on to new horizons on January 27, 2010. Born on April 19, 1933, she was a graduate of Staples High School of Westport, Connecticut. Sharon held a commercial pilot rating and co-published the magazine *Aviation Digest* for a number of years.

Sharon is known throughout the area for her many contributions to the community. As owner of the Hummingbird Hill Bed and Breakfast, she welcomed people from places far and wide to the Woodbury area.

She loved to travel, taking many extended vacations and always found time to enjoy ballroom dancing.

— Karen Tierney

NEW HORIZONS

WILLIAM R. DADE **49½ of Diana Dade** **Garden State Chapter**

Bill Dade passed away on November 21, 2009 at his home at age 94. He had retired as an engineer with Western Electric.

He was a power and glider pilot, amateur radio operator, amateur astronomer, self-taught musician, good golfer and baseball player.

He was proud of his 49½ status to the Garden State Chapter and the NY-NJ Section. He volunteered at many of our events and enjoyed all the good friends that he made through The Ninety-Nines.

— *Diana Dade*

BOB HOWARD **49½ of Phyllis Howard** **Oklahoma Chapter**

Bob Howard flew away January 14, 2010. Bob loved God and his sweetheart and wife of 35 years – Phyl, along with his family, flying, fishing and hunting.

He was a quiet man who lived life to its fullest with a smile in his eyes as well as on his lips. When Bob retired after a long career with the FAA in 2000, he continued flying professionally and flight instructing. He was known as a meticulous instructor, but required no more of his students than he did of himself.

Phyl was chairman of the first Okie Derby, as well as many others in following years. The couple competed in almost all of the 31 events, winning more than once. Bob was a 49½ but always gave 110 percent of himself to everything he did. We miss you, Bob.

— *Carol Sokatch*

ALEXANDER 'SPENCE' MCKENDRY **49½ of Felicity McKendry** **Eastern Ontario Chapter**

Alexander 'Spence' McKendry, beloved husband of Felicity McKendry for 53 years, passed on May 30, 2009. Spence became a licensed pilot and was among the first to be trained as an air traffic controller, serving at Ottawa International Airport. Spence then moved to Air Traffic Control headquarters to become International

Liaison Coordinator between Canada and the United States, Acting Director of the Transport Canada training centre now in Cornwall, and a specialist in technical services.

Spence was a life-long member of the United Church of Canada and added his tenor voice to many choirs. He was a long standing volunteer with Meals on Wheels and an ardent member of the Antique Classic Car Club of Canada. He fought valiantly yet lived gracefully with Parkinson's disease for over 20 years and was a pioneer recipient of a Deep Brain Stimulator in 1995. Spence's legacy will continue through tissue donation to Parkinson's research.

— *Felicity McKendry*

RICHARD SEAMAN **49½ of Phyllis Wells** **Pikes Peak Chapter**

Richard Seaman, 86, passed away on October 13, 2009. Dick flew B-24s in WWII. His career was in research and development with The DuPont Company, but his lifelong hobby was flying.

He was an instructor and FAA Examiner. When he retired, he and Phyllis moved to Colorado where he became the manager of the Black Forest Glider Port. Dick was still flying past his 80th birthday and was proud to be a member of the United Flying Octogenarians. He will be remembered by members of the Pikes Peak Chapter as an enthusiastic supporter of women pilots.

— *Phyllis Wells*

WILLIAM SHERMAN **49½ of Vicki Lynn Sherman** **Florida Spaceport Chapter**

William "Bill" Eurasti Sherman passed away peacefully in his sleep March 11, 2010 at the age of 82. He is survived by his beloved wife, Vicki Lynn Sherman, a past president of The Ninety-Nines.

Bill practiced law for more than 50 years and was dedicated to making a difference. He was admitted to the Florida Bar in 1953 and in 1959 joined the longest

continuing law firm in Volusia County, Landis Graham French, Pennsylvania. Bill was an active member of the firm, serving as its president until his death. During his tenure with the firm, Bill made many significant contributions to law and government.

Bill was born to Dr. William E. and Maryetta Sherman on April 28, 1927 in Tampa. He grew up during the Depression, the son of a caring family doctor in Winter Haven. He attended Riverside Military Academy in Gainesville, Georgia before joining the U.S. Army in 1945. Bill served as a private first class in the Army Pictorial Service, headquartered in Gorizia, Italy.

He was credited with numerous photographs, including some of Gen. Dwight Eisenhower, Gen. George S. Patton and British Field Marshal Bernard Montgomery. He was honorably discharged from active service in 1947. Continuing in the U.S. Army Reserve, Bill served in the Signal Corps and later as a JAGC officer, attaining the rank of captain.

After the war, his interest in photography continued and became a lifelong passion. He documented a hurricane as debris flew past and an accident at a phosphate pit while shooting from the boom arm of a dragline. Bill commented that he didn't really feel any danger when he held the camera.

Bill served the communities in which he lived in many capacities. Bill came to be recognized as one of the preeminent estate practitioners in Florida. Much of his practice involved the resolution of unique and difficult problems in this field. He liked to look at a problem from every conceivable perspective and liked to joke that if you asked him what time it was, he would tell you how to make a watch.

Bill treated everyone with respect, and that respect was reflected in the many accomplishments and honors of his more than 50 years of legal service.

Beyond the law, Bill enjoyed boating, snorkeling, sailing and listening to classical and jazz music. He was an avid fisherman and pilot, bonds he shared with his beloved wife Vicki.

— *Adapted from an article by Channing Coolidge, beacononlinenews*

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July 5 - 9
2010

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