

99 News

The Official Magazine of the International Organization of Women Pilots

September/October 2012

**Ninety-Nines
International
Conference 2012
Providence,
Rhode Island**



Lighting the way for the next two years are the members of the International Board of The Ninety-Nines. From left, back row, Corbi Bulluck, Dianne Cole, Susan Larson, Lin Caywood and Marjy Leggett. Front row: Cynthia Madsen, Jan MacKenzie, Martha Phillips and Leslie Ingham.



99 News

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

The 99 News

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

Email:

news@ninety-nines.org

Online Form:

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

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

On the Cover

The New England Section promised sun, sand, sea, sky and stars to Ninety-Nines attending the 2012 International Conference in Providence, Rhode Island, and they delivered on all counts. The agenda included tours of Newport mansions, lighthouse boat tours and an all-day exploration of Boston. A lobster bake on the beach was great fun for all.

On the business side, newly elected members of the International Board and attending AE scholarship winners were honored.

Next up: Big Sky Country for the 2013 Conference in Bozeman, Montana.

Cover photos by Lilian Darling Holt

PERPETUAL CALENDAR

2012

OCTOBER

1 Due date for submissions to the 99 News for the November/December 2012 issue.

11-13 **AOPA Aviation Summit**, Palm Springs, California.

19-21 **South Central Section Fall Meeting**, El Paso, Texas, Holiday Inn Express on Artcraft Road, 915-587-5885. General Aviation Airport: Dona County Airport, New Mexico (5T6). Contact Chairman Didi Shaffer at 915-581-3866, didishafer@sbcglobal.net.

27 **Tuscon Chapter Treasure Hunt/Poker Run**, See Tuscon99.org.

31 **Deadline to file Intent to Seek Election.**

NOVEMBER

2-3 **Fall Board Meeting**, Oklahoma City, Oklahoma. Contact Headquarters for additional information.

DECEMBER

1 Due date for submissions to the 99 News for the January/February issue.

2013

JANUARY

31 Deadline to apply for Eastern New England Chapter and New England Section 2013 scholarships for flight training or college. The applicant must be either a resident of one of the six New England states or studying in New England. For questions and applications for all four scholarships, email lmaarch@aol.com or mail to 93A Groton St., Pepperell, MA 01463.

FEBRUARY

1 Due date for submissions to the 99 News for the March/April issue.

APRIL

1 Due date for submissions to the 99 News for the May/June issue.

19-21 **North Central Section Spring Meeting**, Cleveland, Ohio. Contact Deborah Downey at 216-496-5741, dldowney@roadrunner.com or Evelyn Moore at 440-257-2793, ermoore@oh.rr.com.

MAY

2-5 **SWS Section Meeting**, Bakersfield, California, Bakersfield Marriott at the Convention Center, 801 Truxton Ave. Hosted by the Bakersfield Chapter. For more information, contact Elaine LeCain at 661-319-8565 or elecain@hotmail.com.

JUNE

1 Due date for submissions to the 99 News for the July/August issue.

JULY

10-13 **Ninety-Nines International Conference**, Bozeman, Montana.

AUGUST

1 Due date for submissions to the 99 News for the September/October issue.

Correction

Catherine Vajtay was the co-author of the GoodSearch article on page 7 in the July/August issue of the 99 News. Her name was inadvertently omitted.

INTENT TO SEEK ELECTION FORMS NOW AVAILABLE

At the next International Conference in Bozeman, Montana, we will be electing two International Directors and Trustees for the four Trusts: Amelia Earhart Birthplace Museum, Amelia Earhart Memorial Scholarship Foundation, The Endowment Fund, and The Museum of Women Pilots.

All those wishing to be candidates for any of the above positions must file an Intent to Seek Election Form available on www.ninety-nines.org and then click on Members Only. Follow the link or go to the Library for the forms. The deadline for submission is October 31, 2012.

Forms may also be obtained from any of the members of the Nominating Committee: Joan Kerwin, Chairman, Joanakerwin@msn.com; Linda B. Mathias, lmathias1@gmail.com; Lisa Cotham Pizani, love2fly@easy.com; Alanna McClellan, alannamcclellan@gmail.com; and Kathy Fox, kathleen.fox@sympatico.ca.

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The Ninety-Nines is the International Organization of Women Pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

EDITORIAL AND PHOTO GUIDELINES

We encourage submissions for publication in the *99 News*. Furnish author's name, email address and phone information. We reserve the right to edit for space and/or clarity. We accept both original photographs and high-resolution digital photos (at least 4X6 at 300 dpi). We cannot use photos from the following sources: camera phone, newspaper, home printer, photocopies or copied from the Internet. Include caption information with all photos and your contact information. Please email photos as separate attachments.

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. Deadlines for submissions are listed in our calendar on page 2. If you have any questions, please email us at news@ninety-nines.org.

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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September/October 2012



Opening Reception at the 2012 International Conference.



Jessica Cox, in left seat, with her family.



Another fun summer working the Ninety-Nines tent at Oshkosh. From left, Susan Larson, Bobbi Roe, Mary Wunder, Martha Phillips and Linda Mathias.

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President's Page

BY MARTHA PHILLIPS, International President

What a busy summer this has been! July kept me busy with the International Conference in Providence, Rhode Island, and later, the week spent in Oshkosh, Wisconsin, for the Experimental Aircraft Association's huge AirVenture 2012. This was followed by my own Chapter's active participation in the Wings Over Camarillo airshow.

The Conference in Rhode Island had us all hopping with interesting things to do, meetings and seminars to attend and tours to enjoy. Making new Ninety-Nines friends and meeting up with old ones is always a cause to celebrate. Congratulations to the hosts, New England Section, and to Glenna Blackwell and Peggy Loeffler, Conference Co-Chairmen. The weather cooperated, the hotel staff made sure we felt welcome and Susan Larson ran her final Annual Business Meeting smoothly, as usual.

The weather in Oshkosh wasn't as cooperative, with its normal combination of heat, rainstorms, wind and even a couple of decent days. However, it never seems to dampen the enthusiasm of the huge crowd of attendees who come from all over to what a friend of mine describes as "the mecca of aviation." At The 99s tent, a lot of activity was taking place. We were busy daily with promoting The Ninety-Nines raffle, gathering votes for the Lightspeed competition and distributing the Women Soar T-shirts – in a "can't ignore" neon orange this year. In addition, we had really good attendance at The Ninety-Nines Breakfast where Susan Larson presented Mireille Goyer with the Award of Inspiration for her activities involving The Ninety-Nines in the Women of Aviation Worldwide Week. However, signing up new Ninety-Nines and having members renew and reinstate was my favorite part of the week there.

In August, my own Ventura County Chapter got very involved with our local California airshow, Wings Over Camarillo. A lot of planning goes into putting on a pancake breakfast, silent auction and raffle during the weekend, but the Chapter members go all out to raise the funds to support the scholarships for our local women student pilots. One of the highlights of the airshow was having Jessica Cox present in our information booth and giving daily talks about the plans for the upcoming documentary about her. Many of you have met Jessica (now Jessica Cox Chamberlain after her marriage in May to Patrick) and know her story about having overcome many obstacles after being born with no arms. She is an amazing young woman who drives, scuba dives and is a black belt in American Taekwondo, but the skill that most everyone at the airshow wanted to know about was how she learned to fly and earned her sport pilot certificate. She is also a sought-after motivational speaker and loves to work with young people, with or without disabilities, to encourage them to follow their dreams.

My particular pleasure was to welcome her as a new member of The Ninety-Nines. I think all of us have embraced the new mantra of our Organization: "The Ninety-Nines, inspiring women pilots since 1929." Certainly Jessica will be an obvious example of that. Welcome, Jessica, and all the new members — you are inspirations to us.



Many of you have met Jessica and know her story about having overcome many obstacles after being born with no arms. She is an amazing young woman who also drives, scuba dives and is a black belt in American Taekwondo.

Martha looks on as Jessica Cox signs her Ninety-Nines membership application.



Sun, Sand, Sea, Sky and Stars

The 2012 International Conference had it all!

BY JAN MCKENZIE, International Vice President

Providence, Rhode Island, was a perfect location for our 2012 International Conference. Sun, sand, sea, sky and stars were all present during our multi-day time together. Newport mansions, lighthouse boat tours and an all day tour of Boston were part of our special time in historic Providence. A lobster bake on the beach will always be part of our memories of Providence 2012.

The New England Section provided a well-planned and organized Conference, with special thanks going to Glenna Blackwell and Peggy Loeffler for their excellent leadership and

PHOTOS BY LILIAN DARLING HOLT, San Fernando Valley Chapter

effort as our Conference Co-Chairmen. They truly made our events and time together seamless and smooth.

The Annual Business meeting concluded with all proposed Bylaws and Standing Rule amendments being approved. As a result, the Life Member status is now open to all members regardless of membership time. Also, the Endowment Fund, 99s Museum of Women Pilots and Amelia Earhart Birthplace Museum will now join the AE Scholarship Trust in being able to elect permanent Trustees to ensure consistency through the years.



Kris Koch provides a glimpse of the upcoming fun at the 2013 Conference in Bozeman, Montana.



Getting into the swing of things at the Opening Reception.



From left, Pat Ohlsson, Joyce Malkmes and Sue Mirabel. Pat was showing them how she converted a pair of pierced airplane earrings into bling for her shoes.

President Susan Larson installed the newly elected Board of Directors. The new officers for 2012-2014 are Martha Phillips, President; Jan McKenzie, Vice President; Cynthia Madsen, Secretary; Leslie Ingham, Treasurer. Newly elected Directors Lynn Caywood and Dianne Cole join our continuing Directors Corbi Bulluck and Marjy Leggett.

Nominating Committee members elected are Alanna McClellan, Kathleen Fox, Linda Mathias, Lisa Cotham Pizani and Joan Kerwin. New Trustees elected are Virginia Harmer, Andrea Chay and Judith Bolkema Tokar to the Endowment Fund; Georgia Pappas and Dydia DeLyser, to the 99s Museum of Women Pilots; Jerry Anne Jurenka and Beth Oliver to the AE Birthplace Museum; and Ellen Herring to the AE Memorial Scholarship Fund.

Lt. Colonel Graham Buschor, helicopter pilot and author of *The Perfect Storm*, was the Keynote Speaker of the Conference. He was a fascinating presenter, and we could have listened to his stories for hours. The Leadership Session was an inspiring presentation about our Professional Pilot Leadership Initiative and CPR for Struggling Chapters.

All too soon, our time had to end at our perfect location and outstanding Conference. The Montana Chapter and Northwest Section members gave an entertaining invitation to Bozeman, Montana. Save the date: July 10-13, 2013!



Newly elected International President Martha Phillips, left, accepts the gavel from Past President Susan Larson.



Conference Co-Chairmen Glenna Blackwell, left, and Peggy Loeffler.



Margot Cheel, Olga Mitchell and Glenna Blackwell.



The Amelia Earhart Scholarship Fund trustees congratulate this year's recipients. From left, back row, Trustee Peggy Doyle, Trustee Dorothy Berthelet, Hannah Northern, Aileen Watkins, Sheila Collier, Trustee, Debby Cunningham and Trustee Jacque Boyd. Front row, Trustee Ellen Herring, April Krasen, Kimberly Winsor and Bobbi Roe.



Conferring at the pre-Communications session committee meeting are, from left, Cynthia Madsen, Marjy Leggett (hidden behind Cynthia), Lin Caywood, Joan Kerwin, Corbi Bulluck and Martha Phillips.



Ninety-Nines on tour at the James Brown House.



From left, Kris Tarabetz, Russian guest Kira Klochkova and Elizabeth Brock, Russian session.



Special touches were created by the New England Section members.



Relaxing after a full day are, from left, Jeanne Fenimore, Kitty Houghton, Fran Bera, Art Phillips, Martha Phillips and, in background, Linda Cain.





From left, Lilian Darling Holt, Susan Loricchio, Sue Westervelt and Candie Oldham.



International members, from left, back row, Deborah Smith, First Canadian Chapter; Kimberly Winsor, First Canadian Chapter; Marga Rohe, German Section; Ursula Hammer, German Section; Kathy Fox, Eastern Ontario Chapter; Dorothy Berthelet, Eastern Ontario Chapter; and Beverly Fraser, First Canadian Chapter. Front row, Yasuko Ishiyama, Far East Section; and Rikako Carpenter, Far East Section.



From left, Rita Adams, Jean Murry, Betty DeBaun, Delia Greer and Joan Kerwin.



Virginia Harmer, Joanne Larson (mother of Past President Susan Larson) and Mary Wunder, ready to announce who won the Endowment Fund's drawing for a new iPad 3.



Nancy Neumann, right, with her mother Joan Newmann.



Providence area models showcasing local designer creations.

AWARDS 2012



Anneli Kokkola

Award of Achievement for Contributions to The Ninety-Nines

Anneli Kokkola, a founding member of the Finnish Section in 1969, has tirelessly promoted women involved in aviation and The Ninety-Nines in Finland since earning her license in 1968. In 1999, she organized a celebration in honor of the 30th anniversary of the founding of the Finnish Section. That year she also was awarded a silver badge of merit from the Finnish Aviation Association. Constantly promoting The Ninety-Nines, Anneli organized and constructed a 99s stand at the Finnish celebration of women athletes in Helsinki the following year. In 2009, she organized the celebration recognizing the 40th anniversary of the founding of the Finnish Section. A student of the history of women in aviation, she lectures frequently and serves as a guide at the Finnish Aviation Museum. Anneli is the only woman on a team charged with the conservation of vintage aircraft in the museum. The Ninety-Nines of the Finnish Section fondly refer to Anneli as “Lady 99 of Finland.”



Deborah Rihn-Harvey

Award of Achievement for Contributions to Aviation

For more than 40 years, Debby Rihn-Harvey has contributed her time and energy to the field of aviation as an instructor, airline captain, aviation business owner, FAA Designated Pilot Examiner, mentor, airshow pilot and the longest-standing member of the United States Aerobatic Team. While still active in all of these endeavors, Debby finds time to advise and inspire a new generation of aviation professionals and enthusiasts.

Her dedication to the sport of aerobatics places her among the world's elite pilots. In 2006, Debby became the third woman in history to be crowned United States National Aerobatic Champion, winning that title again in 2008 and 2009. As 2006, 2008 and 2009 U.S. National Aerobatic Champion, Debby was awarded the Mike Murphy Cup. She has also won the Betty Skelton Trophy, awarded to the top-placing woman competitor in the Powered Unlimited category at the U.S. Nationals, an unprecedented 12 times. In world competition, Debby has been a gold medalist and holds many regional titles.

Debby is an active air show performer, Aerobatic Competency Evaluator (ACE) through the International Council of Air Shows (ICAS) and an FAA Designated Examiner. She also manages Harvey & Rihn Aviation, a flight school and fixed base operation in La Porte, Texas. Since 1979, her aerobatics school has attracted pilots from around the world. Debby serves on the Board of Directors of the International Aerobatic Club and represents the United States internationally at the FAI Aerobatics Commission: Commission Internationale de Voltige Aerienne (CIVA).

In addition, Debby flies as a B737 Captain for Southwest Airlines. A member of the Houston Chapter, she truly loves her multi-faceted flying career, and it shows in her enthusiasm for “everything airplane.” As a role model to the students and acquaintances she has inspired during her 40-year career, she finds great reward in their successes.

Jean Murry and Delia Greer

Award of Achievement for Humanitarian Efforts

Jean Murry and Delia Greer, two members of the Greater St. Louis Chapter, are honored for their many years of service to Wings of Hope, the oldest and largest volunteer humanitarian aviation-based charity in the world. The organization focuses on the provision of medical care, education and sustainable projects in more than 42 countries and also runs the Midwest Medical Relief and Air Transport Program, which arranges health care for uninsured or underinsured people in need of air ambulance service to treatment facilities. Jean and Delia support both of these efforts.

Their first mission together was to Haiti in June of 2000 when Wings of Hope was asked to help an orphanage. As part of a small group of volunteers, they provided medical attention to babies, played with children who craved attention, painted the orphanage and assisted volunteers who hooked up electricity and running water.

They went on to travel together on seven missions to remote bases and villages in Haiti, Guatemala and South America over the next five years.

When not away on missions, Jean and Delia can be found at Wings of Hope's headquarters in St. Louis. Delia volunteers as an on-board flight nurse for the air transport program and, when not in the air, spends many hours managing the inventory of donated medicines to prepare them for distribution. Jean is the go-to person for the hundreds of people who volunteer at Wings of Hope's headquarters, coordinating all events and opening her home to volunteers who need overnight lodging while waiting for a mission to deploy. The Greater St. Louis Chapter has found it a privilege to hear their many stories of flying for humanitarian causes.

Sadly, Delia flew to new horizons on July 23, 2012. See page 30.



Jean Murry.



Delia Greer.

Erich Kustatscher

Award of Merit

Nominated by the Austrian Section, Erich Kustatscher is recognized for his long dedication to the promotion of aviation as a vehicle to bring joy to both children and adults. His passion has been flight training, working with hundreds of students in Italy and throughout Europe. He promoted Children in the Air, a four-day annual event dedicated to introducing children to ballooning and the field of aeronautics. Erich organized FlyDonna, an international meeting dedicated to women pilots. Erich was the founder and first president of the Italian Federation for Ultralight Flight, serving in that position from 1980-2005.

He has received much recognition for his work with the National Aero Club of Italy, first place finishes in the Italian Championship for Ultralight and his contributions to flight training, but he is perhaps best known for helping to bring the world of flight to pilots with physical disabilities. Erich runs a flight school where students with disabilities are welcomed. He's the creator, promoter, coach, and member of the formation flight WeFly Team, composed of pilots with disabilities. It is an internationally-recognized group, participating as the only civilian patrol in numerous international events. Thanks to his efforts, many people with physical disabilities have achieved licenses for recreational and sport flying, proving that when the passion and professionalism of the teacher and the tenacity of the student join together, it's possible to fly very high.



Erich Kustatscher, center.



Dean Jaros

George Palmer Putnam Award

Dean Jaros was a visionary for the promotion of women in aviation. As a long-time 49½, he donated years of service to The Ninety-Nines.

Dean volunteered at a Colorado Chapter airmarking and quickly determined that he could help the Chapter. After observing how long it took to lay out a compass rose with the interlocking nines, he developed and manufactured templates for the nine-foot interlocking 99 that enable a quick layout. He also provided many other compass rose aids that help the quickly draw concentric circles and lay out the four primary directions. Dean volunteered for over 10 Ninety-Nines airmarkings across Colorado and Wyoming areas, flying to each at his own expense. He also volunteered and donated his flying time and all expenses to be the timer every year for the Mile High Air Derby.

In addition to supporting the Colorado Chapter, Dean flew to and attended over 17 years of International Conferences and Section meetings, always supporting The Ninety-Nines in any manner he could.

Dean contributed greatly to the body of knowledge on women in aviation. As a scholar and former professor at Vanderbilt and University of Kentucky and Dean of the Graduate School at Colorado State University, he conducted years of extensive and detailed research to produce the ground-breaking 1994 book, *Heroes Without Legacy: American Airwomen, 1912-1944*. He documented the incredible achievements of women pilots in a day when they often were not recognized in aviation. He traveled to the Air and Space Museum in Washington and to the Ninety-Nines Museum of Women Pilots multiple times while researching his book.

Dean Jaros personified the values and contributions of the “George Palmer Putnam Award” with the support he demonstrated for The Ninety-Nines in his heart, with his time, his talents, contributions and finances for over 17 years.



Mireille Goyer

Award of Inspiration

Searching for a way to celebrate the upcoming 100-year anniversary of the first woman to earn a pilot license worldwide, Mireille Goyer designed and developed a worldwide initiative, The Centennial of Women Licensed Pilots, to celebrate women pilots’ history, raise awareness of aviation’s opportunities among females and introduce girls and women to aviation. She garnered support from a vast array of aviation organizations, businesses and magazines and energized numerous individuals to provide introductory flights to over 1,600 non-pilot females in 29 countries. At Oshawa Airport, Ontario, Canada, flights were provided to 475 women and girls, the airport winning the 2010 Most Female-Pilot Friendly Airport in the World title.

The following year, Mireille created Women of Aviation Worldwide Week, an event now held annually during the week including March 8, which marks International Women’s Day and the anniversary of the issuance of the first female pilot certificate. In 2012, she organized a flying event across the English Channel to honor the first crossing of that body of water by a woman, Harriet Quimby, 100 years previously. More than 100 pilots and female passengers took part in celebrations at England’s Headcorn Aerodrome and France’s Le Touquet Airport. In total, 1,104 girls and women worldwide were introduced to flight that week, including over 400 at one event in Yellowknife, Canada.

The 2013 event will take place from March 4 to March 10, and the theme will be Women and Space, as the world will celebrate 50 years of women in space.

Mireille is a Canadian pilot and instructor with ATPPL and a member of the British Columbia Coast, West Canada Section, and most deserving of the Award of Inspiration presented by the Board of Directors of The Ninety-Nines.

Patricia Noyes Prentiss

President's Award

A member since 1982, Pat first served The Ninety-Nines in various Orange County Chapter offices, followed by service to the Southwest Section with her appointment as Secretary in 1987. It was during her tenure as Governor that she became familiar with our Headquarters buildings in Oklahoma City. Earning a general contractor's license in addition to the experience gained in her many custom builds in Orange County, California, led her to volunteer for the Building Maintenance Committee in 2002 when mold was identified in the archive room downstairs. Since completing the mold mitigation under her guidance, the archive room floor has been completely replaced to support a high-density filing system in the new collections storage room. In 2007, the entire roof was replaced and insulated and the mechanical units replaced in 2008.

Subsequently, the balcony at the Museum was replaced. The north wall was insulated properly and sheathed with exterior materials providing control over the interior environment, reducing energy costs and increasing security. In anticipation of the annual Conference in Oklahoma City in 2011, a new concrete patio slab was installed with appropriate slopes for drainage, along with a new compass rose with blue, white, gray and gold tiles. The exterior stairs to the MWP were repaired.

In her words: "I was fully committed to making the improvements that had been long overdue and so necessary. It wasn't just about getting it done, it was the negotiating, the choosing the right people, the development of a relationship with the many consultants, the travels to Oklahoma City, the oversight from near and afar, all of this to making it possible for the members to believe in the need and to financially support it through their many generous donations. It truly was a huge commitment in my life for over 10 years. I can say from the bottom of my heart that I am quite proud of the outcome."

In addition to two Board meetings each year, Pat made numerous trips to Oklahoma City from her home in California, always on her own initiative and never expecting reimbursement for expenses associated with those travels. She cajoled, flattered, humored, teased and, if necessary, reproached, renegotiated and enticed our engineers, architects and contractors. She always displayed great respect for each, but not one could put anything over on her.



*The Perfect
Holiday Gift!*

**The last GOLD Tile
on The 99s
Compass Rose
is up for grabs!**

The Ninety-Nines, Inc. 
ENDOWMENT FUND

SEND IN YOUR BID NOW!

Mary Wunder
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marywunder@gmail.com

Bids must be received by
December 1, 2012
Winner will be notified by
December 7, 2012
Bids start at \$299

Nominees Invited to Apply for 2013 International Awards

By Linda Cain, International Awards Chairman

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2013 International Conference in Bozeman, Montana. The deadline for submitting nominations is **January 15, 2013**.

Award	Description of Award	Who May be Nominated
Award of Achievement (for Ninety-Nines)	Three separate Awards of Achievement may be presented for Contributions to The Ninety-Nines; for Contributions to Aviation; for Humanitarian Efforts.	An individual member of The Ninety-Nines (living or deceased); a group of 99s; or an organization within The Ninety-Nines, such as a Chapter, Section, Committee or Trust. An individual recipient must be a current member or have been a current member at the time of her death.
Award of Merit (for non-Ninety-Nines)	Recognizes a significant contribution to any facet of aviation, such as aviation or aerospace education, aviation science, aviation history, aviation commerce, aviation legislation, etc.	An individual (male or female, living or deceased) or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.
George Palmer Putnam Award (for non-Ninety-Nines)	Recognizes support provided to The Ninety-Nines by an individual (male or female, living or deceased) or an organization. The contribution may have occurred in the past or present, as a single action or a series of events.	An individual (male or female, living or deceased), or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.



Deborah Rihn-Harvey, winner of this year's Award of Achievement for Contributions to Aviation.

Who may submit nominations? A Ninety-Nines Chapter, Section, or Trust.

How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address and telephone number of the nominee or the nominee's next-of-kin if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee. Nominations should be received by the deadline of **January 15, 2013**. Note: Previous nominees may be resubmitted.

Questions? Contact Linda Cain, International Awards Chairman, at lcain8203@aol.com, 703-669-6326.



PILOT CAREERS: Inspiration

BY DONNA MILLER
International Careers Committee

I long to speak out the intense inspiration that comes to me from the lives of strong women. – Ruth Benedict

I love the moments in life that inspire me. They can come because I seek them out or while I'm at the airport just watching people. As pilots, we all have our aviation heroes who inspired us to take that first step toward a pilot certificate or believed in us when we wondered to ourselves if we could really do it.

This past summer I went to Oshkosh. I was surrounded by exceptional pilots and was moved by the stories of aviation greats from WWII. I met several Tuskegee Airmen who just wanted to serve their country in a time of need. In that effort, they excelled beyond all expectation. They overcame obstacles and injustice and created an inspiring story for future generations.

I always enjoy listening to the WASP speak and marvel at how far we've come since they blazed the trail that became the jetway on which we stride so comfortably now. And for me, Emily Howell Warner will forever be the inspiration that led me to the airline career that I hold so dear.

I was especially inspired while listening to Jessica Cox speak. This young woman was born without arms yet became a certificated pilot. Clearly, the word "can't" is not part of her vocabulary. I was impressed by her lovely spirit and her can-do attitude. It made

me want to be a better person, to whine less and appreciate more. She has been to 17 countries sharing her message about what is possible. If she can fly an airplane without arms, what can *we* do?

But more often than not, I am inspired by *you*. I love to hear the stories that surround the women who learn to fly, the obstacles you've overcome, the good work you are doing using your talent. I am encouraged to see student pilots posting questions on the 99s listserve and the wealth of knowledge that comes back from your sister pilots who have walked in your shoes. I enjoy the camaraderie of the shared joy that comes with a successful checkride and the loving support that comes with an unsuccessful attempt. I love to hear what motivated you to take the controls of a plane and how that fit into and changed your lives forever. It brings me joy to see 99s working with Girl Scouts and to witness the excitement of a new world unfolding for them. And I am touched by the lengths my friend Kerri went to so her niece would have an amazing first flight experience.

Really, it's not hard to find inspiration in the aviation community. You will find it at every airport, at every 99s meeting, every airshow. The key is to recognize it, to allow yourself to be moved by what you see. And remember, while you are being inspired by the amazing pilots out there, people are looking at you. And they are inspired.

TRAINING MILESTONES

Melissa Aho – Solo
Minnesota Chapter

Risa Altman – Private
Eastern Pennsylvania Chapter

Jacqueline Bock – Instrument
Alaska Chapter

Grace Brandt – Solo
Ventura County Chapter

Christine Culver – Private
Carolinas Chapter

Claudette DeCourley – Tailwheel
Endorsement, San Diego Chapter

Patricia Gatley – Solo
San Diego Chapter

Dana Glidden – Private
Fullerton Chapter

Mignon Gery – Solo
Ventura County Chapter

Sarah Hudgins – IFR
Aloha

Elizabeth Lekarczyk – Solo
Michigan Chapter

Marybeth Martin – Instrument
Ventura County Chapter

Vikki Mena – Private
Fullerton Chapter

Jocelyn Myers – Private
Ventura County Chapter

Cynthia Sperberg-Hart – Airplane
Single Engine Sea
Bay Cities Chapter
(AEMSF winner)

Amber Whitmill – Instrument
Bay Cities Chapter
(AEMSF winner)



*Jessica checks the fuel.
Photo by Glen Davis.*

Jessica Cox

An Extraordinary Light Sport Pilot

BY MARCIA K GITELMAN
Finger Lakes Chapter

Born without arms,
Jessica Cox Chamberlain
"thinks outside the shoe,"
adeptly using her feet for
everything from flying an
airplane to earning a
black belt in American
Taekwondo.

All of us are proud of our accomplishments when we receive our flight ratings. Imagine being born without arms and achieving that dream. On October 11, 2008 in San Manuel, Arizona, Jessica Cox became the only person in the world without arms to join the "club" of fellow aviators. Now she is a Ninety-Nine.

I first met Jessica in the fall of 2006. She had come to Florida for her initial flight training from Glen Davis in his beautiful Ercoupe. The Ercoupe is a unique 1940s aircraft. The ailerons and the rudder are interconnected on the yoke, therefore eliminating the need for rudder pedals. Jessica was an eager 23 years old at the time.

Jessica's entire life is one of perseverance and grace. She is the middle child of three, having both a sister and a brother.

Both of her siblings have normal limbs. Jessica's parents, Inez and William Cox, were determined to raise her to be as independent and capable as possible. And did they ever succeed! Her feet have the functionality that most of us have with our hands. I could write volumes telling about all of her accomplishments outside of aviation. But, let's think about the challenges she faced and solved in learning to fly.

First there is the pre-flight. Yes, she needs to open the cowl to check the oil, and yes, she needs to check the amount of gas. No problem for Jessica, just hold a screwdriver with one foot, balance on the other and reach up.

Now it is time to get in the plane and fasten the seat belt. A very creative Jessica came up with the idea of standing on the

seat, buckling the seatbelt loosely, sliding down into the seat under the seatbelt and then pulling it tight with her foot. The headset was not a big problem. She just picks it up with her foot and places it on her head.

Her biggest complaint was that it messed up her hair. “Jessica,” I said, “the one thing that you will learn when you become a pilot is that your hair will get messed up, and by the way, grease magically will jump off of the airplane onto your clothes.”

Glen Davis worked with Jessica to solve the problems involved in flight control. Jessica places her right foot on the yoke. Her big toe is extended to operate the push-to-talk button. The remaining four toes are used for aileron-rudder and elevator control. She passes her left foot under her right foot for throttle control. An Ercoupe does not have flaps.

If more back pressure is needed, for example to practice stalls, Jessica can put her left foot on a platform that is attached to the floor of the cabin with velcro and bring her left knee up behind the yoke. Sounds simple doesn't it? Maybe for her!

Ground work was done in the usual way, except that Jessica was using a plotter with her feet. Her foot writing is better than my handwriting. Jessica is a graduate of the University of Arizona. She knows how to



be a student. She can type out a message on her Blackberry with her toes better than I can with my fingers.

Jessica could not finish her training in Florida. Glen's Ercoupe was a Model D,

Above, Jessica plots her flight with her foot as easily as most pilots do using their hands. Photo by Marcia Gitelman.



Jessica places her right foot on the yoke. Her big toe is extended to operate the push-to-talk button. The remaining four toes are used for aileron-rudder and elevator control.

Jessica opens the Ercoupe's cowl under the guidance of Glen Davis. Photo by Marcia Gitelman.



Jessica received her certificate flying this Ercoupe. Photo by Bruce Schockett.

As a motivational speaker, Jessica speaks to and inspires young children and adults, was honored in the Office of the President of the United States and had an audience with Pope Benedict.

too heavy for light sport class. Now to locate an appropriate aircraft. One, a Model C, was located in Los Angeles belonging to Linda Abrams. Out to Los Angeles went Jessica and Glen. Training went well but was discontinued as consideration was given to see if assistive devices were necessary. This later was found to be unnecessary. Also Jessica's initial funding by Wright Flight had run out (Wright Flight offers a variety of programs for youth that use aviation as a motivation).

Serendipity would take over in 2008 when Jessica found an appropriate Ercoupe close to her home in Arizona and a new instructor, Parrish Tarweek. Able Flight, an organization started by Charles Stites of Chapel Hill, North Carolina, to fund flight training for disabled pilots, awarded her a flight scholarship on March 19, 2008. These two events enabled her to continue her training.

On Mother's Day, May 11, 2008 at 6 a.m., Jessica had her first solo. Incredibly, Jessica lost radio contact with her instructor, and on her first pass she performed a go-around as her airspeed was not to her liking. The reason for loss of radio contact was the volume was set too low. Any problems that might have been caused by FAA rules were solved. The light sport regulation reads that anyone who holds an unrestricted driver's license is eligible for

the flight certificate without having to possess a medical. Jessica has an unrestricted Arizona driver's license. On October 10, 2008 Jessica achieved her dream. She passed with flying colors.

Jessica's life has changed forever. She is earning a living as a motivational speaker. As such, she has traveled to 17 countries. She speaks to and inspires young children and adults, was honored in the Office of the President of the United States and had an audience with Pope Benedict. She is in the Guinness Book of Records. In aviation on a national basis, she has appeared as a speaker for EAA, AOPA and Women in Aviation. In May of 2012, she became a bride.

Currently, in addition to her speaking engagements, she is working with Nick Sparks (who produced the Pancho Barnes DVD) on a documentary of her accomplishments to be titled *Rightfooted*. As she continues to raise funds for this project, it will slowly come to fruition. With this documentary she will inspire many other people with disabilities to conduct full lives. I consider myself fortunate to be her friend. Welcome to The Ninety-Nines, Jessica!

You can read more about Jessica on her website www.rightfooted.com or read about her on her Facebook page. Her mantra? "Think outside the shoe."



Jessica sets the altimeter. Photo by Glen Davis.



Jessica with her new husband Patrick Chamberlain. Photo by Lilian Darling Holt.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

ALPER, Bernice, Florida Gulf Stream
BECKER, Jan, Australian Section
BURRELL, Patricia, Oregon Pines
COLES, Dana Lynn, Oklahoma
CRANFILL, Elizabeth, Santa Clara Valley
DALE, Jane, Mat-Su Valley
GORMAN, Michele, All-Ohio
HAM, Shainaz Sheny, First Canadian
HARVEY, Kandace, Greater Seattle
HODSON, Tonya, Kansas
HOIBY-GRIEP, Kay, New York Capital District
IVERY, Donna Yvette (F), North Jersey
JOHNSON, Sharon, Bakersfield
JUST, Ute (F), German Section
LACLAIR, Terri Ann, Alaska
MARR, Kathleen Mary (F), Wisconsin
MCPHERSON, Kathrynne, Reno Area
MOSELEY, Betty, Kentucky Bluegrass
NEUVILLE, Victoria, Sugarloaf
PINCIOTTI, Margaret, Eastern Pennsylvania
RABADI, Carol, Arabian Section
ROBERTS, Linda, Connecticut
SCHMORDE, Karola, German Section
TANZER, Rachel, Los Angeles Palms
UMBA, Vanessa, Arabian Section
WHITE, Susan Louise, Australian Section
YUKE-MILLER, Beverly Jo, Lake Tahoe



Morgan Smith, Ambassador Chapter

Welcome New Members

ALBRIGHT, Drew, Ambassador
ANDREWS, Chelsea (F), Sutter Buttes
ARTMAN, Linda, Florida Suncoast
BRENNEMAN, Kathy (F), Eastern Pennsylvania
CARDIN, Terry, Ventura County
CHAN, Tsz Kwan Alice (F), British Columbia Coast
COLLINS, Abbi, British Section
DEBONO, Amber (F), Kitty Hawk
DEVLIN, Kathleen (F), San Diego
ELLIOTT, Hanna (F), San Diego
EPLING, Rilla, Monterey Bay
FRITTS, Barbara, Connecticut
FRYE, Evie (F), Las Vegas Valley
GATLEY, Patricia (F), San Diego
GENTRY, Charlotte, Florida Goldcoast
GOMER, Heather Lee (F), Oklahoma
GRANT, Kristen, Reno High Sierra
GRAVETT, Rosemary, Sedona Red Rockettes
GRIFFITH, Terri, Santa Clara Valley

HARDIN, Melissa, Dallas
HOFFMAN, Regina (F), Iowa
HOOVER, Laura, Old Dominion
HUBER KESHAVARZI, Rose (F), Florida Goldcoast
HUEY, Wendy (F), Northwoods
JORGENSEN, Leeann, Minnesota
KAUR, Harjeet (F), Santa Rosa
KEENAN, Catherine (F), British Columbia Coast
KELLER, Rachel (F), Colorado
KIM, Hyunsu (F), Kansas
KOSTUROCK, Ashley (F), Mississippi
LUNEAU, Anais (F), French Section
MACCLEMENTS, Verlaine, Texas Dogwood
MARTENS, Pamela (F), Ventura County
MASI, Lina, Eastern Ontario
MCCARTHY, Antoinette, Houston
MCDONOUGH POPE, Alexis (F), Mount Diablo
MCNEELY, Mary, Antelope Valley
MULLINS, Kathleen, Alabama
NISTLER, Carolyn (F), Montana
PALIWODA, Dianne, Montana
RASHIDIAN, Sherry, Kentucky Bluegrass
ROBIN, Audrey (F), French Section
ROYCE, Susan, Marin County
SCHMIDT, Karin, German Section
SCHROTH, Alice Jane (F), Eastern Pennsylvania
SIMARD, Genevieve, Montreal
SMITH, Morgan, Ambassador
SMITH, Natalie (F), Oregon Pines
SUMERSILLE, Dale (F), Ventura County
VOSS, Amy, Chicago Area
WALLACE, Sabrina (F), Florida Spaceport
WATKINS, Korey, Military Internet
WIRTH, Catherine (F), Greater Seattle



Gaining Confidence

Although she was instrument rated and loved the concept in theory, Claudia Contreras kept putting off instrument flying on her own. Her account of finally flying in the clouds solo and overcoming her doubts might sound familiar to other pilots.

BY CLAUDIA CONTRERAS, Monterey Bay Chapter

It was fun preparing for instrument flying. The numbers, I love numbers, the precision of it. I loved every part of the training. I dove into the books and videos. I asked many questions, not just of my instructor but other instructors I saw walking around. It took me seven weeks to get my instrument rating, but then I didn't practice what I had learned. This seems to be a common trend for the average general aviation pilot.

I would then go to the local flight school, get an instrument proficiency check (IPC) to become current. Six months would go by with no instrument flying. On and on it went for years. I wanted to change it — not the IPC part, I always learned something on those flights, but I wanted to truly fly by instruments. Change it I did.

So I asked myself one day, *I'm instrument rated, I can go flying in the clouds,*

What's stopping me? Nerves? Lack of Confidence? Scared maybe I won't be able to do it all myself? That is just ridiculous, this is the reason to get the rating, I need to do it.

I took one flight with a CFII in actual conditions to help me get comfortable. I didn't do too poorly, for some reason the airplane wanted to veer right. I found out it was just me being too nervous and keeping my foot on the rudder pedal. *I have to watch out for that,* I noted on my knee board. We landed, and I felt a bit better. *Phew, first part was complete. That was easy, I can do it all by myself.*

The CFII asked what I planned to do next. I told him I wanted to do it by myself next time the fog rolled in. "Tomorrow," he joked.

Now, it was time for the second part of my goal. I kept watching the weather,

waiting for that marine layer to come in, but silently praying that it wouldn't happen. Summer on California's central coast meant I didn't have to wait too long. I would schedule the airplane and then talk myself out of it. I would push it out a few days. I did this for a week. I couldn't get myself to just do it.

Monday morning I scheduled the airplane and took a look at the weather reports. *It's just fog, not thunderstorms, not rain, not snow, just nice fog.* All day I kept looking at the weather maps. I kept DUATS open and hidden behind my other applications at work. After work I drove to the airport and looked at the metars one last time. I have never looked at the weather that much since my flight training days. The winds at Salinas Airport were 290 at 8 knots, clouds layer was at 1300 feet broken. Salinas was cloudy and dark to the east. *Perfect. I will fly out to the east and get my cloud fix, then turn around and come back in from the west. Just keep things easy for my first attempt.*

I convinced myself to go and filed an IFR flight plan. I preflighted the plane, checked the lights, pitot tube, static source, alternate static source, fuel, oil, wings, flaps, propeller, bolts and screws. I looked at every inch of the plane. Everything looked good. *Aww, man, no excuse there.* I jumped into the plane, checked my instruments and started the engine. Everything worked. *Crap! Really, why is everything going so well?*

I called ground and picked up my clearance: cleared to the Salinas Airport via the Salinas TWO Departure, expect radar vectors, climb to 4000, contact Norcal on 133.0, squawk 4754. *Salinas 2 departure. What is the Salinas 2 departure?? Oh no, where are my plates? Do I have to cancel, or worse, admit I don't have them, how embarrassing.* I grabbed my flight bag and found the Salinas TWO departure which instructed me to climb to the Salinas 255 radial for vectors.

I can do that. Easy peasy. I did my run up and taxied to the runway and waited. *Why hasn't the airplane fallen apart? This is my last opportunity to quit and go back.*

After what seemed like an eternity, the tower cleared me to take off. *This is it, I'm on my own.* I took off. I was asked to switch

to Norcal. Norcal asked what I wanted to do. *Get back down. No, quit it. Would it be a bad thing to want my mom right now? Just calm down, you do this all the time with foggles on. Oh yes, my foggles, will I feel better if I had them on? No, that's just stupid. Just fly the airplane.*

I asked for vectors to the ILS, full stop. *Yes, full stop. I don't want to try anything else at this moment. Oh, no, I see the clouds, time to look at the instruments.* I kept hearing my instrument instructor saying just look at the instruments, airspeed, altitude, heading, then the others. *Thank you, David Lemons. When are these clouds going to end?*

At 3,500 feet I broke out of the clouds, but all I saw beneath me was white. White to the left, white to the right, white in front, and I'm sure if I dared to look behind me I would see white. *Wow this is nice, so calm, so beautiful.*

I was vectored to the west side of the airport where I was able to periodically see the ground again, except that now the clouds were all the way to the community of Chualar southwest of the airport.

Chualar, that's near the initial approach fix, that means... Wait I have to go back in the clouds to land, that is not what I expected. Great going, Claudia, now you have to go back through the clouds and land.

I straightened up, double checked my airplane settings, time to get ready to go down. I was told to turn right to 280 degrees, maintain 5,700 feet until established, and was cleared for the ILS-31 approach.

Ok, here it goes. Down I go, needles centered, airspeed 100 knots, 500 fpm descent. Trim. At 5,000 feet I was cleared to land runway 31. At 3,750 feet I know the clouds are coming. *Keep your head in the cockpit. Thank You David Lemons for not letting me peek during training.* 3,500 feet. I feel the darkness but I don't look out. *It's probably safer in here.* 1,700 feet.

I should come out any second now. 1,300 feet. *Whoa! What happened, I am still inside the clouds.* 1,000 feet. *Why am I still in here? Needles still centered, check.* 800 feet to go until decision height. At 700 feet above ground level I see some light. *The runway, I see the runway, what a beautiful sight!* (I might have jumped into a song if I hadn't been so busy configuring the plane to land). I landed and taxied to parking, turned the airplane off and just sat there. What was I thinking? *That was exhausting, but I am so glad I did it. Again, I want to do it again, just not right now.*

The flight was .9 on the Hobbs and .6 was in IMC conditions. I felt a great deal of confidence that day. It makes me wonder what else I can do to make me a more confident, and ultimately, a better pilot.



Claudia's view of the cloud bank that awaited her descent.

Rabia Futehally — India's Pioneering Aviatrix

Excerpts from an article by Sanjiv Nair,
MID-DAY EPAPER

In 1966, during her travels to India, Ninety-Nine Isabelle MacRae spied a sari-clad woman pilot exiting hurriedly from the cockpit of her Piper PA 18 monoplane. Curious, Isabelle invited her over for a chat. The girl's name was Rabia Futehally. Born in 1935 to a nationalist family, Rabia grew up surrounded by powerful male archetypes. In many ways, it set the mould for the person she would shape into.

"While growing up, I was a complete tomboy," she reminisces, "Since my brother and I were of a similar age, I would tag along with him for everything he did. We did swimming, hiking, horse riding and even played games like cricket." Rabia's foray into the world of aviation was

also triggered by the allure of fun. "My brother, my father and even my husband loved flying."

Once they joined flying classes, that is all that they would talk about, especially since the flying club was right next door. "I felt like I was missing out on all the fun, and I asked them whether I could take up classes as well, and my father agreed." The casual nature of Rabia's recollection, however, does little justice to how progressive her father's decision was. It was the '60s. Rabia was the mother of a nine-month old baby and not many women had set the precedent of being avid aviators in a country still trying to come to terms with its independence.



Dr. Sunila Bhajekar, Chanda Budhabhatti, Rabia Futehally (sitting) and Mohini Shroff in the early days of The Ninety-Nines in India.



Chitra Sarkar, right, presents the Women Achievers in Civilian Aviation Award to Rabia Futehally, left, in Mumbai, December 2011.

Surprisingly enough, all members of the Flying Club were incredibly helpful. In 1963, she became the first woman to get a private pilot license, earning it before anyone else in her family. "My PPL number was 13, but I never realized at the time that I was the first woman to get it."

Three years later, Rabia met Isabelle, and that is when she realized that there were other women pilots who were also flying in the same club. "Chanda Budhabhatti, Mohini Shroff and I met, and the idea of starting a Ninety-Nines in India was born. We invited women from flying clubs all over the country, and in May 1967, we met in Mumbai and created the India's Women Pilots Association." Rabia's association with the club continued till 2010, and although age has finally borne its weight on her wings, she has passed on her love of sailing across the stratosphere to her daughters, all of whom are trained pilots as well.

Rabia could not be present this summer in Atchison, Kansas, while she was being inducted into the International Forest of Friendship because her health prevented her from flying long distances. The irony of her plight is not lost on her.

When asked whether she regrets her inability to fly anymore, she says, "Life is too short and there is way too much to do. Everyone has unfulfilled dreams. I do too, but more importantly, I have no regrets." She mischievously quips though, "I do go with other pilots for joy rides once in a while."

LETTERS

Hello Ninety-Nines!

I feel compelled to share some wonderful experiences that have happened to me lately, all thanks to members of The Ninety-Nines.

First of all... last year I decided to apply for the Amelia Earhart Memorial Scholarship in hopes of finishing my instrument rating. I'm in the Bay Cities Chapter, Southwest Section, and Kristen Mansel was our Scholarship Committee Chairman at that time. She helped me work through the application and provided invaluable feedback on my essay. Kristen, thank you for all your help!

Then... on May 1, I found out that I actually won. I was so shocked! But then I started looking into going to southern California to the school I had chosen for an accelerated program and realized how expensive the hotels are in that area. I spoke with our Chairman Erika Amir, and she sent an email to Chairmen of several Southern California Chapters to see if anyone in the vicinity of my flight school might have a spare room I could use while I was there. Erika, thank you again for starting all that communication with other Chapters, because...

Melinda Lyon of the San Fernando Valley Chapter said I could stay with her. I spent 10 nights at her house while I was going through intense accelerated instrument training. Melinda and her husband were both wonderful to me, very welcoming and helpful. I'm very fortunate to have met them both. Melinda, thank you for all your hospitality!

But... the training didn't go exactly as I had hoped, and I was very, very stressed and frustrated towards the end. I called a good friend from my Chapter, Wendy O'Malley, CFII and pilot extraordinaire, more than a few times as I worked through how I was going to handle everything that was going on. I decided to leave the school and finish somewhere else. Wendy let me vent to her many times and was extremely helpful with feedback, a shoulder to lean on, etc. Wendy, thank you. Your support means more to me than you might realize.

Then... I chose to finish my rating at Sheble Aviation in Arizona. (Great place, I highly recommend them!) And my close friend Maria D'Amato, a CFII in my Chapter, offered to help me study, again. She had helped me several times before I went to the first school and helped via text messages several different times while I was studying and had questions. Maria, thank you for always helping. You're a great friend.

Here's the bottom line: I passed my instrument checkride on Sunday morning, August 12 (woo hoo!), thanks to a lot of people who were all more than happy to help someone else in pursuit of her goals. To everyone mentioned above, to all the other friends who helped and supported me in many other ways, to the Scholarship Committee members of the Southwest Section and International, and to all The Ninety-Nines who help foster this environment of support, help and camaraderie throughout the organization, thank you, thank you, thank you. This is a wonderful organization, and I'm truly looking forward to giving back.

— Amber Whitmill, Bay Cities Chapter



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John Cerney with his highway art depicting Amelia and Fred Noonan.

COMING HOME TO ATCHISON

On July 18, in a pasture about three miles south of Atchison along the Amelia Earhart Highway, highway art was unveiled. About 30 people attended the event in 104 degree heat. John Cerney, the artist from Salinas, California, read about Amelia Earhart and wanted to do something to honor her adventuresome

spirit. He presented the city with "Coming Home to Atchison." The Electra, Fred Noonan and Amelia Earhart are "free standing" billboards in the field visible from the highway. John's work is found all around America, and Atchison is very grateful for this wonderful gift.

—Ann Shaneyfelt

CANADIAN AND ISRAELI 99s MEET



Akky Mansikka, First Canadian, visits with Barabara Colorni, Governor of the Israeli Section.

meeting up with Barbara in Eilat. Barbara is a marine biologist born in the Panama Canal Zone, schooled in the U.S. and works in Israel.

Even Barbara is restricted in her flying. "When she wants to fly she gets a commercial flight to Tel Aviv and flies out of a flight school there. So she doesn't fly often. How lucky we are," says Akky.

—Akky Mansikka

Akky Mansikka, First Canadian Chapter, had the good fortune to spend May in Turkey, Israel and Jordan. While in Israel, she had hoped to combine dragon boating with her love of flying but had difficulty finding a flight school online. Where else to turn but to the International Ninety-Nines? She contacted Barabara Colorni, Governor of the Israeli Section, who was able to find her the flight school closest to Ma'agen Eden Kibbutz on the Sea of Galilee. Akky especially wanted to fly below sea level to watch the altimeter go below 0.

Although she finally gained security clearance with Barbara's assistance, Akky would not be allowed to sit in the left seat or touch the controls. She decided not to take the flight. However, Akky did enjoy

WOMEN SOAR YOU SOAR

For the third consecutive year, The Ninety-Nines, in partnership with EAA, have recognized the Women Soar You Soar program at AirVenture in Oshkosh, Wisconsin, by awarding scholarships. Young women of high school age attended a four-day event during which they studied many facets of aviation, culminating in an awards ceremony on July 29.

Houston 99 Deborah Rihn-Harvey, who earlier had been given The Ninety-Nines Award of Achievement at the International Conference in Providence, Rhode Island, coordinated the Women Soar You Soar program.

Nominated by their mentors, two girls were each awarded a \$500 scholarship for flight training, courtesy of The Ninety-Nines Amelia Earhart Memorial Scholarship Fund.

This year's winners were Morgan Walker of Van Buren, Arkansas, a high school junior, and Sarah House, of Oshkosh, Wisconsin, a high school sophomore, who both aspire to become professional pilots, possibly for the military.

These scholarships, presented by AEMSF Trustee Ellen Herring, will allow them to get some early flight training as a head start to building their dreams, even before they finish high school.

—Ellen Herring, AEMSF Trustee



Morgan Walker, left, and Sarah House received scholarships from the AEMSF in conjunction with EAA and the Women Soar program.



AE peak climbers, from left, Kitty Houghton, Mo Egan, Cindy Pickett, Pat Chan, Nancy Maas. The sixth climber, Carol Munch, took the photo.

99S CLIMB AE PEAK ON AMELIA'S 115TH BIRTHDAY

On July 24 in celebration of Amelia's birthday, a group of Ninety-Nines again climbed Amelia Earhart Peak in Yosemite National Park. Cindy Pickett (Marin County), led a group of Ninety-Nines including Pat Chan (Bay Cities), Mo Egan (Eastern Ontario), Kitty Houghton (Marin County), Nancy Maas (Redwood Coast Flyers) and Carol Munch (Santa Clara Valley). They were assisted at Tuolumne Meadows campground at 8,600-foot elevation by Alanna McClellan (Lake Tahoe) and Lynn Meadows (Reno High Sierra).

The climbers set off with their 30-pound packs for the first night's camp, about six miles up. The second day they hiked another five miles, ascending 1,500 feet up what is affectionately called The Staircase to their base camp at 10,000-foot elevation. They spent a day getting acclimated to the altitude.

As luck would have it, July 24 dawned clear and cloudless, and the intrepid group of Ninety-Nines made the ascent to 11,982 feet in time for lunch and a fly-by from Santa Clara Valley Ninety-Nines Mayetta Behringer, Pat Gregory and Candace Tuttle. They spent most of the afternoon enjoying the view on Amelia's 115th birthday and the 75th anniversary of her disappearance before starting their trek back.

— Lynn Meadows

AN EVENTFUL WEEK AT OSHKOSH 2012

It was a great week at Oshkosh—despite the heat. The 99s tent had a new and fresh look with eye-catching posters and rearrangement of set-ups.

Newly elected President Martha Phillips was there the entire week, greeting members and encouraging other women pilots to join The Ninety-Nines. New Director Lin Caywood and Past President Susan Larson were also there. Mary Wunder, Chairman of the Endowment Fund, worked very hard all week greeting and promoting The Ninety-Nines raffles.

Jackie Milroy came from Australia to receive the Vicki Cruse Emergency Maneuver Training Scholarship. She was amazed at the scope of Oshkosh. Many other volunteers helped out, especially Minnetta Gardinier, Iowa Chapter, and Ellen O'Hara, Chicago Area Chapter.

There was an increased flow of interested women pilots visiting the tent this year. Eleven were signed up as Ninety-Nines members. Interest in the Ninety-Nines was expressed by 51

pilots who will be contacted by Chapter Membership Chairmen.

Special events were scheduled at the tent. The iPad session conducted by Jeffrey Moss was a huge success. The highlight of the Thursday Breakfast (about 65 attended) was the presentation by Susan Larson of the Award of Inspiration to Mireille Goyer. Mireille spoke regarding her promotion of women pilots during the week that includes International Women's Day. Also introduced were Jackie Milroy and Patricia Mawuli, Governor of the Ghanaian Section, and their youngest student pilot. This was truly an international event!

Peggy Doyle and Ellen Herring of the AEMS Board gave a presentation about scholarships on Saturday. On Sunday, Ellen Herring presented two scholarships to young girls from the Woman Soar You Soar program (see related story and photo on previous page).

It was a very full and exciting week!

— Rita Adams, 99s Coordinator
EAA AirVenture Oshkosh



The 99s tent was full of activity all week. Eleven new members were signed up and another 51 expressed interest in joining The Ninety-Nines.

U.S. Federal Aviation Administration Regulatory Updates

MEDICAL CERTIFICATES

Effective October 1, 2012 the FAA will no longer accept the paper 8500-8 as an application for a medical certificate. All applications after that date will be electronic at <https://medxpress.faa.gov/>. FAA MedXPress is a web application pilots should use to submit their certification applicant information. Pilots need only a valid email address to create a MedXPress account to use FAA MedXPress. A confirmation number will be assigned after completing the web request. This number is necessary to obtain prior to your visit to the Aviation Medical Examiner.

MedXPress is designed to expedite the processing of a pilot's request for certification and shorten the pilot's office visit with the AME. One of the planned enhancements will establish a tracking program so that pilots and AMEs can query the system and electronically determine the status of applications.

RE-REGISTERING AIRCRAFT

If you have not already done so, be sure to check your aircraft registration and then visit the FAA website at http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration_faq/ to determine when you must re-register.

Aircraft registered before October 1, 2010 that continue to operate as a U.S. civil aircraft must have a re-registration application filed with the FAA Aircraft Registry in accordance with the schedule shown on the cited web page. This will enable the new registration certificate to be issued before the old registration certificate expires and prevent the possible loss of the N-number.

A re-registration application may be filed as much as 30 days before the three month re-registration window shown. Applications made more than 30 days early will be returned to the registered

owner with instructions to re-file the application and fee during the assigned time interval. Fees sent with a premature application will be refunded under separate cover. It is advised to file at the beginning of the assigned window. This will allow time to resolve any issue that may arise and delay re-registration.

PILOT'S BILL OF RIGHTS

Applicants for airman certificates or ratings, inspection authorizations and airman medical certificates will soon find a new item in the paperwork for their practical test or medical examination: a Pilot's Bill of Rights Written Notification of Investigation from the FAA.

The notification, which must be acknowledged in writing by the applicant at the time of the application, is among the provisions of an FAA order issued August 8, 2012 in response to enactment of the Pilot's Bill of Rights law signed by President Barack Obama on August 3, 2012.

The law guarantees pilots under investigation by the FAA expanded protection against enforcement actions through access to investigative reports and air traffic control and flight service recordings. It also requires that the FAA provide evidence being used as the basis of enforcement at least 30 days in advance of action.

The law will apply to the application for an airman certificate, including medical certificates even though these have not been considered "investigations" by the industry.

The term "investigation" as used in Title 49, US Code, Section 44703 states that the FAA Administrator "shall issue a certificate to an individual when the Administrator finds, after investigation, that the individual is qualified for, and physically able to perform the duties related to, the position to be authorized by the certificate."

GRASS ROOTS — *Section and reporters share their recent activities*

VENTURA COUNTY CHAPTER

This summer, the Ventura County 99s had our annual picnic and installation of our new Board. Twenty-two women were recognized who have been Ninety-Nines for over 20 years, five of whom were in attendance: Lynn Searle, Glenda Cardona, Kitty Alegre, Carolyn Brown and Aileen Johnson. Michelle Hynds and Jocelyn Myers won FWP scholarships. Karen Johnson became our Chapter's ninth Woman Pilot of the Year.

At our July meeting, helo as well as fixed-wing pilot Suzy McWilliams wowed us with a professional PowerPoint presentation on the differences between fixed-wing and rotorcraft operations around our local airports and the airspace between them. She then took us outside to inspect her R-22 and its flight systems.

— Marion Nauman



From left, Kelly Decker, Luci Galgano, Carolyn Brown, Judy Phelps, Mignon Gery (FWP), Pam Martens (FWP), Sheila Collier (Helo), Lori Parker, and Yolanda Langley flew south to visit the San Diego TRACON.

OLD DOMINION CHAPTER



Outgoing Chair Christa Houser, left, presents a thank you gift to guest speaker Robin Kane.

The Old Dominion 99s celebrated its installation of Chapter officers at a banquet in Susan and Dave Passmore's hangar at Leesburg Airport (JYO). The glorious setting sun and magnificent airplane noise, combined with an intriguing guest speaker, completed a refreshing and enjoyable evening.

Robin Kane, guest speaker, graduated from the U.S. Naval Academy and earned her coveted "Wings of Gold" in 1998. She captivated us with her mission recollections while flying both the F-14 Tomcat with VF-41 Flying Aces, as well as the P-3 Orion with VP-16 (Warhawks) and VXS-1 (Warlocks). Her recount of being in the air on 9/11 had us biting our nails. Her Navy career ended after a triathlon injury, and she is now a consultant for Deloitte. She is a current pilot flying a Mooney.

— Marge Shaffer

MAPLE LEAF CHAPTER

This spring, our beloved founding Charter member, Hilda Mickle, left us for new horizons. We honored her memory by holding the Hilda Mickle tribute flights. The tribute flight was to consist of a take off and a departure from the zone. The pilot was to make three touch and goes at a destination airport.

The first touch and go was for Hilda's dream of flight. The second was for her obtaining her private pilot certificate at the age of 43. The third was for her final flight from us.

We packed a bouquet of flowers for Hilda and took off to somewhere outside our comfort zone, returning to pose with our flowers in front of our aircraft. Eight women participated in the tribute flights in the course of this winter. I did not have the pleasure of meeting Hilda myself, but I am indebted to her for starting the Maple Leaf Chapter along with Pat Crocker and Marie Spence. When we take to the heavens, Hilda, you are never far away.

— Jessica Buscher Mahon



Jessica Buscher Mahon after her tribute flight to Hilda Mickle.

LAKE ERIE CHAPTER

Lynda Meeks, member of the Lake Erie Chapter, was awarded the North Central Section Spinning Prop Award at the 2012 Spring Section Meeting in Dayton, Ohio.

Linda is a professional pilot with 19 years of experience in the military and commercial airlines with over 5,000 hours in everything from helicopters to business jets. She is currently working at the Medina, Ohio, airport (IG5) and available for contract jobs and instruction. Her ratings include Certified Flight Instructor, Advanced Ground Instructor, Airline Transport Pilot, Airplane Single Engine Land, Multiengine Land, Commercial Privileges, B-737, BE-400, BE-1900, CE-500, CE-750, MU-300, Rotorcraft-Helicopter and Instrument Helicopter.

Another Lake Erie award winner at the North Central Section meeting was Jim Moore, husband of Lake Erie Ninety-Nine Evelyn Moore, who received the North Central Section 49½ Award.

In 1983, he earned his private certificate. He went on to get his instrument, commercial and finally CFII. He is very active in the Civil Air Patrol at the wing level and is in charge



Lynda Meeks.



Jim Moore.

of getting the maintenance done on all their aircraft in Ohio.

Jim has always supported Evelyn with her flying and her involvement with The Ninety-Nines, helping her get to meetings, safety seminars and going with her to Section meetings and Conferences when possible. He also helped at a Lake Erie pinch hitter course as an instructor.

— Evelyn Moore

KATAHDIN WINGS CHAPTER

The Katahdin Wings Chapter has been busy with aviation outreach, airmarking and fundraising throughout the spring. Members gathered at Eastern Slopes Regional Airport (IZG) in Fryeburg, Maine, on the morning of April 14, which dawned bright and clear with light winds — a perfect start to the 2012 Women Interested in Aviation Day.

Mary Build “shared her wings” with the women and young girls who arrived in a steady stream that morning for their first experience in a small aircraft. They were able to take the controls and fly, some with their moms looking on from the back seat. While Mary took the girls and women on intro flights, Lori Plourd, Jenny Jorgensen and Lisa Reece were on hand to help inspire an interest in aviation. Lori greeted them at the FBO, sharing info on our Chapter and The Ninety-Nines and gave a presentation on women pioneers of aviation history. Jenny took parties on tours of the hangars, explaining the different makes/models of aircraft and sharing other aviation information.

On May 19, the members again gathered at IZG to give the compass rose, previously painted in 2009, a needed touch-up. This also gave members a chance to complete the compass rose with the official 99s interlocking nines logo.

In June, the Katahdin Wings had a successful fundraiser by hosting a barbecue lunch as well as a merchandise/info booth and selling various raffles at the annual New England Seaplane Safety Expo held at Brandy Pond Seaplane Base in Naples, Maine. Funds raised at this event are donated annually to Maine ACE Camp Inc., which holds week-long summer aviation career exploration camps for teenagers.

— Lorena Plourd



Mary Build with two of her passengers during Women Interested in Aviation Day.



Staffers Kim Winsor, Wendy Gluhushkin, Corinne Shalley, Akky Mansikka, Robin Hadfield and newest member Valerie Marshall at the 99s Poker Run terminus at Collingwood Airport June 16.

FIRST CANADIAN CHAPTER

June was a busy month for the First Canadian Chapter. On June 10 we repainted the compass rose in Hanover, Ontario, Canada, in preparation for the Canadian Owners and Pilots Association (COPA) convention and annual general meeting. Mireille Goyer received the COPA President's Award for her contribution to aviation. Lesley Page from the First Canadian Chapter accepted the award on Mireille's behalf.

Also in June we held our annual poker run, our one and only fundraiser. We raise enough funds to run the Chapter's activities, with enough money left over for scholarships and donations to worthwhile aviation causes in keeping with The Ninety-Nines mandates. But the main purpose of the poker run is to thank the aviation community for its support and for everyone to have fun. This year over 45 planes participated, raising over \$2,000.

On July 24, Amelia Earhart's birthday was celebrated with a fly-out to Peterborough, Ontario.

— Akky Mansikka

RIO GRANDE NORTE

On June 19, New Mexico 99s from the Rio Grande Norte and Albuquerque Chapters (wo-)manned the timing line and assisted on the ramp in Gallup, New Mexico, for the Air Race Classic. This was definitely a team-building exercise for our 99s and 49½s and truly an honor to be able to serve our sisters in aviation. Because Gallup is far from our hometowns, it also provided one of our Chapter's favorite activities: the overnight fly-out!

August 4 brought over 20 Girl Scouts to the Santa Fe airport for a morning of aviation fun. The Chapter ran five sessions covering everything from altimeters to careers to flight physics and weather, a whirlwind educational tour of this awesome adventure called flight.

— Elizabeth Hunke

New Zealand 99 Rhona Fraser, a Pilot of Many Firsts

BY SUE CAMPBELL
Governor New Zealand Section

More than 60 years after she gained her “wings” and joined the ranks among New Zealand’s earlier female aviators, New Zealand Section Ninety-Nine Rhona Fraser has lost none of her passion for life amongst the clouds.

Since the days when daring Kiwi pioneer pilot Jean Batten won the hearts of the world, New Zealand women aviators have slowly built in numbers. Their skills and enthusiasm are fostered through the organization Rhona Fraser created.

At a sprightly 85, Rhona juggles her love of her lifestyle properly, including her long held enthusiasm for flying. “I don’t fly solo any more, but any chance I have to go up with the girls, I do. I just love talking about the old days, what women in aviation are doing now and encouraging the younger ones to stick with it.”

“Women may still be very much a minority in aviation but we are big on spirit.”

Her life has been filled with firsts. She was the first woman after World War II to gain a pilot’s license and fly solo in a Tiger Moth from the Wellington Aero Club. She was the first female welder at the old General Motors plant in the Petone. She was employed as a sheet metal worker and die caster and therefore did most of her flying before breakfast. Her father wasn’t keen on her chasing a dream of being a career pilot, so she tried to rein in her

FLORIDA SUNCOAST

The May meeting was held in Winter Haven hosted by Janeen Kochan. She and her husband, who regularly fly a Grumman Goose to the Bahamas, presented a most interesting program on the various aspects of flying such an incredible seaplane.

In June, another interesting meeting was hosted by Guidi Davis and her husband Tom in Crystal River, Florida. Tom discussed navigation aids and aeronautical charts over the last 50-plus years, including what it was like for him to fly “back in the day” without the advantages of our current technology.

Our Space Camp winners, 6th graders Emma Price and Sarah O’Neil, were presented with a certificate for the 2012 Jessie Woods Space Camp Scholarship On May 23. Angela Inderwiesen gave a brief description of the award and presented the scholarship on behalf of our Chapter. After the girls return from Space Camp in Huntsville, Alabama, they will attend one of our meetings and be our guest speakers.

— Sophia M. Payton



Rhona Fraser, front row far left, with members of the New Zealand Section at the 2011 AGM.

passion and bought some land and set up a riding school instead.

But flying was far from over. It was on a return flight from Australia some 50 years ago, where she had been involved in an aviation competition, that Rhona hatched the plan of getting New Zealand women together to fly to a destination to increase their knowledge of cross-country flying and share costs. That was the birth of the New Zealand Association of Women in Aviation, which today boasts over 150 members.

Today Rhona is Patroness of the NZAWA and is an active member of the New Zealand Section of the Ninety-Nines, being a regular attendee at meetings and reader of the 99 News.

Well done, Rhona!

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NEW HORIZONS

GWEN CRAWFORD

Oklahoma Chapter

The Ninety-Nines lost a cherished friend and steadfast supporter as Gwen Crawford slipped on to New Horizons in July 2012. From her first Powder Puff Derby in 1972 to the airplane earrings she wore every day in later years at St. Anne's Retirement Center, it was clear that her associations with aviation, The Ninety-Nines and the Flying Farmers, were highlights in her life.

— Jan Perry

DELIA GREER

Greater St. Louis Chapter



Delia Greer as a U.S. Air Force flight nurse in Germany.

"We have lost a great aviator, an angel who is now home."

This is how one of our Chapter members summed up the untimely passing of Delia Greer, a life member of The Ninety Nines and member of the Greater St. Louis Chapter for over 30 years. Delia died unexpectedly in her home on July 23, 2012, just 10 days after she and Jean Murry had received the Award of Achievement for Humanitarian Efforts at the 2012 Ninety Nines International

Conference for her work with Wings of Hope.

This was not the first such honor for Delia. In 2006 was named a St. Louis Woman of Achievement for her humanitarian work.

Delia was born April 15, 1935. When she graduated from high school in 1953, career opportunities for women were limited to nurse, secretary or teacher. Delia decided on a career in nursing. She graduated from St. Mary's Infirmary School of Nursing in 1957. Soon afterward she joined the Air Force, completing basic orientation for officers of the Medical Service in 1958 and the Flight Nurse course in 1959. She was initially stationed in Oklahoma, where she found little to do during her off hours. She was soon drawn to the base flying club and discovered that "it was such a joy to fly."

Lt. Greer spent three years at Rhein-Main Air Base in Germany in the 1454 Aeromedical Evacuation Squadron. This squadron was the first to use jet aircraft, the C-135 Boeing Stratolifter, for aerovac patients. Following her stint in Germany, she was stationed at Scott Air Force Base near St. Louis. She was certified as a Registered Professional Nurse in March 1966.

Following her discharge from the Air Force, Delia became certified as a Professional Nurse in the Merchant Marine in August, 1969. She subsequently served for 10 months during 1969-1970

on the U.S. charity hospital ship SS Hope, visiting Tunisia and Indonesia where she worked with local nurses. She then returned to St. Louis where for over 28 years she was a surgical nurse assistant.

In 1995, Wings of Hope recruited Delia to travel to foreign countries to provide health care to the poor and to tribal groups in South America and the Caribbean. She also made several trips with the Remote Area Medical charity to bring free health care to poor communities and remote areas of the United States, including post-Katrina Louisiana and Mississippi.

Wings of Hope President Doug Clements related, "Delia was the ideal field volunteer. Nothing fazed her, whether it was eating grub worms for lunch or treating leprosy patients. She always brought her humanity to the poor and needy without hesitation."

Most recently, Delia was Chief Flight Nurse managing the St. Louis Medical Relief and Air Transport (MAT) Program at Wings of Hope. She supervised the on-board health care of hundreds of patients who required transport to distant medical facilities.

"Delia set a hallmark for all of us as we wish the world to be a better place. She believed in peace on Earth and made it one of her passions," said Clements.

— Libby Yunger

CHARLOTTE KLYN

Colorado Chapter

Charlotte Piffer Schrier, born on June 14, 1916, in Indianola, Iowa, recently flew to New Horizons. Charlotte graduated from Indianola High School in 1934 and then attended Simpson College, majoring in Economics. Following her graduation in 1938, she attended the University of Iowa and obtained her master's degree in speech. She married Andrew Klyn of Pella, Iowa in 1941. Over the years, Charlotte taught English and also developed an interest in the Spanish language and began taking classes. She continued her study of Spanish at the Universidad de Saltillo in Saltillo, Mexico and then became a part-time Spanish instructor.

In the late 1960s, Charlotte followed Andy's interest in flying and began taking flying lessons. After earning her private pilot certificate, she went on to become instrument and multiengine rated and earned commercial and airline transport pilot certificates. In addition, she became a certificated flight instructor for airplane and instrument ratings and was a Gold Seal Flight Instructor. She was also a Federal Aviation Administration designated pilot examiner for private and commercial certificates and multiengine and instrument ratings.

In 1973, Charlotte became a professor in the Aerospace Science Department of Metropolitan State College in Denver, Colorado. Upon her retirement from Metro in 1982, she was awarded the status of Professor Emerita.

Charlotte and Andy used their airplane for relaxation and to travel extensively in the United States and Mexico.

— Linda Horn

NEW HORIZONS

HELEN HOLBIRD Oklahoma Chapter

Helen Holbird left for new horizons on June 14, 2012. She earned her private pilot certificate at age 52 and became very active with The Ninety-Nines. She loved flying her Cessna 172 and was the first to donate her plane to establish an endowment fund for the Museum of Women Pilots. Helen was also a valued member of CAP and the Oklahoma Pilots Association.

She always was generous of her time, energy and resources. We will miss our friend, this warm, caring lady.

—Carol Sokatch

WALTRAUT MOOG German Section

The German Section is mourning the loss of their Governor, Waltraut Moog, an enthusiastic pilot and above all, a singular woman.

Waltraut was born on April 28, 1942, the daughter of a German Air Force pilot. She graduated from Bonn College and became a teacher at various secondary schools from 1982 through 2004 at the Gymnasium Zum Altenforst in her hometown of Troisdorf. She married Klaus Moog in 1963, and they had two daughters.

Waltraut's dream of flying no doubt began in her childhood, influenced by her pilot father. But caring for her family, it took some decades to realize what became her great passion. She started flying only in her 50s and earned her PPL(A) license in 1999. In the same year she joined the VDP German Women Pilots Association and, in 2000, AOPA Germany. In 2002 she became a Ninety-Nine, and by 2005 she was already the Governor of the German Section. She stayed in this position until her death.

The weekend before she died, she enjoyed flying with two other Ninety-Nines to a meeting of about 50 women pilots. This indeed was her last flight before she passed silently and suddenly away on July 4, 2012.

We German Ninety-Nines miss Waltraut Moog so very much. We miss a passionate pilot, a woman who enjoyed life and shared her joy with us and cared for us, a wonderful woman with a big heart and the ability to weave networks of friendship all over the world.

We Ninety-Nines, her family and all her many friends buried her in a sea of flowers, with one of our girls circling above in a Katana with black long ribbons hanging from the wings. Happy landing, Waltraut!

—Doris Gerecht



Waltraut Moog.

ELEANOR SHARPE Florida Suncoast Chapter

An old friend of general aviation in Hawaii, Eleanor Sharpe, surely "slipped the surly bonds of Earth" on July 1, 2012. She had just celebrated her 95th birthday on May 22 in Largo, Florida.

Proving that disabled doesn't mean unable, Eleanor Sharpe met Jack Gentry at Civil Air Patrol in Hawaii. He found her an airplane, an Ercoupe, which has no rudder pedals, and taught her to fly. After receiving her certificate, with a medical waiver for effects of polio, she and Jack formed Handi-Flyers, Inc. to teach others with mobility problems.

She owned and flew an Ercoupe in Hawaii, the perfect airplane for her. She joined the Aloha Chapter in 1978. When she retired as a United States Army financial advisor in Hawaii, she came to Florida, bringing her airplane with her and joined the Florida Suncoast Chapter. She was active in the EAA Young Eagles program, CAP and Post-Polio Health International. She didn't let her disability stop her. She was an inspiration to all who knew her and will be missed.

—Sophia M. Payton

JACQUELINE BENNETT SPRAGUE Long Beach Chapter

Jacqueline Bennett Sprague, 87, a native of Long Beach, California, passed away on July 16, 2012.

Jacque was born just before Christmas in 1924. Just before her 17th birthday, Jacque and her family were living at Hickham Field on Oahu when the Japanese attack on Pearl Harbor occurred. After being evacuated from Hawaii to the mainland, she enlisted in the USMC and served as a Marine Air Corps transport pilot. When the war ended, Jacque returned to Long Beach, where she married and raised three sons with her husband, Don Sprague.

When their youngest son left home in the mid-'70s, Don and Jacque bought a Cessna, and she returned to flying, this time as a hobby. After Don passed in the mid-'80s, Jacque continued to live at the family home. She was extremely independent and was an active member of The Ninety-Nines and the Civil Air Patrol.

WHAT'S HAPPENING WITH THE PROFESSIONAL PILOT LEADERSHIP INITIATIVE?

I'm glad you asked. We have 12 new Captains this session who are well underway identifying new leadership skills and goals. We have an active Captains Circle who are tackling discussion topics like company moral and staying motivated, as well as technical topics like icing. Our Navigators are stretching their comfort zone and being dedicated mentors.

A warm welcome goes out to returning Senior Navigators and to new and returning Mentoring Coordinators.

Please look for us at Section Meetings and other events. If you missed this session, remember to apply by January 31, 2013 for the 2013A session.

—Wendy O'Malley, PPLI PR Coordinator



Fran Bera and Pat Prentiss.



Jody McCarrell says "Come and get it!" at the popular Lobster Bake on the beach.



The live steel drum band prompted an impromptu conga line at the Welcome Reception.



Ninety-Nines enjoy a Newport Bay tour of historic lighthouses from the water.



Peggy Doyle presents the AEMSF medallion to Hannah Northern.

Background cover photo: Castle Hill lighthouse by Lilian Darling Holt.