

99 News

The Official Magazine of the International Organization of Women Pilots

March/April 2013





99 News

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

The 99 News

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

Email:

news@ninety-nines.org

Online Form:

ninety-nines.org/99newsreports.html

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

For advertising information, specs and rates, or to place an ad, please contact advertisingmgr@ninety-nines.org

On the Cover

Although Elizabeth 'Beth' Ulysses Grant McQueen never became a pilot, she was considered the "arch godmother of aviation." Her lifelong mission was to secure world peace through a network of women, words and wings. Beth played an important role in the public's acceptance of aviation in general and more specifically, women pilots. She was often in the company of Dick McQueen, her trained parrot who entertained the troops by whistling reveille and taps and singing songs.

Photo: Special Collections, Honnald/Mudd Library.

PERPETUAL CALENDAR

2013

APRIL

- 1** Due date for submissions to the 99 News for the May/June issue.
- 5-6** **2013 New England Section Spring Meeting** hosted by the Connecticut Chapter, Hilton Garden Inn, Glastonbury, Connecticut. For more information, visit womenpilotsnewengland.org.
- 5-7** **Southeast Section Spring Meeting**, Mobile, Alabama. For more information, email Terry Carbonell at godusty@hotmail.com.
- 11** **WASP Luncheon**, Sun 'n Fun Fly-In, KLAL, Lakeland Florida, 11:30 a.m.
- 19-21** **North Central Section Spring Meeting**, Cleveland, Ohio. For more information, contact Deborah Downey, 216-496-5741, dldowney@roadrunner.com or Evelyn Moore, 440-257-2793, ermoore@oh.rr.com. Forms are available in the Waypoint and on the NCS website.

MAY

- 2-5** **Southwest Section Spring Meeting**, Bakersfield, California, Bakersfield Marriot at the Convention Center, 801 Truxton Ave. Hosted by the Bakersfield Chapter. For more information, contact Elaine LeCain at 661-319-8565, elecain@hotmail.com, or go to sws99s.org.
- 18** **99s Poker Run**, Pitt Meadows, BC (CYPK), (new rain date June 1). Open to all pilots. Abbotsford, Boundary Bay, Chilliwack, Delta Airpark, Langley, Nanaimo, Squamish, Pitt Meadows (terminus). Lots of fun and prizes; funds raised go towards aviation scholarships and projects. For more information visit www.bccoast99s.com or call Alice at (778) 883-6406.

- 16-19** **South Central Section Spring Meeting**, San Antonio, Texas. For more information, email Cathy Prudhomme at cwappler99@hotmail.com.

- 24-26** **East Canada Section Annual General Meeting**, Montreal, Canada. Hosted by the Montreal Chapter. For more information, visit www.canadian99s.org/ECAN/index.htm.

JUNE

- 1** Due date for submissions to the 99 News for the July/August issue.
- 21-22** **International Forest of Friendship**, Atchison, Kansas. This year's theme is Security and Solace through Flight: Military Avia-

tion, Flying Doctors and organizations like Angel Flight. Visit www.ifof.org for more information.

JULY

- 8-9** **Northwest Section Spring Meeting, Bozeman**, Montana. For more information, email Kim Rayburn at kayburn@live.com.
- 10-13** **Ninety-Nines International Conference**, Bozeman, Montana.
- 29-Aug. 4** **EAA AirVenture 2013**, Wittman Regional Airport in Oshkosh, Wisconsin. Visit eaa.org for more information.

AUGUST

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

OCTOBER

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

NOVEMBER

- 1-2** **Fall Board Meeting**. Contact Headquarters for additional information.

DECEMBER

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

RAFFLE!



GoPro Hero3 Black Edition
Video Camera and Accessories

Drawing July 13, 2013
in Bozeman, Montana

Tickets \$5 each, 5 for \$20
or 15 for \$50

Contact Mary Wunder for tickets
at 484-571-8145 or
marywunder@gmail.com

Camera donated by Sporty's!

OFFICERS AND DIRECTORS



Martha Phillips
President



Jan McKenzie
Vice President



Cynthia Madsen
Secretary



Leslie Ingham
Treasurer



Corbi Bulluck
Director



Malinda Caywood
Director



Dianne Cole
Director



Marjy Leggett
Director



Susan Larson
Past President

99 News published by THE NINETY-NINES, INC.®

International Organization of Women Pilots
A Delaware Nonprofit Corporation
Organized November 2, 1929
(ISSN 1548-565X)

INTERNATIONAL HEADQUARTERS

4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159-1140 USA
405-685-7969 or 800-994-1929
FAX: 405-685-7985
Email: 99s@ninety-nines.org
Website: www.ninety-nines.org

PUBLICATIONS COMMITTEE

Donna Crane-Bailey, Chairman
Laura Barnett, Marie Fasano, Lu Hollander,
Susan Larson, Marion Nauman, Janice Pelletti
Bobbi Roe: Editor-in-Chief
Danielle Clarneaux: Associate Editor, Graphics

AVIATRIX PUBLISHING, INC.

Lake Forest, IL 60045-0911

THE 99 NEWS

4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159-1140
Fax: (405) 685-7985
Email: news@ninety-nines.org

COUNCIL OF GOVERNORS

Arabian: Alia Al Twal
Australian: Jennifer Graham
Austrian: Monika Stahl
British: Dorothy Pooley
East Canada: Kathy Fox
Far East: Kyung O. Kim
Finnish: Paivi Ilves
French: Isabelle Bazin
German: Ursula Hammer
Ghanaian: Patricia Nyekodzi
India: Nivedita Bhasin
Israeli: Avigail Barbara Colorni
Nepal: Sabina Shrestha
New Zealand: Susan Campbell
Norwegian: Bente Heggedal
Russian: Khalide Makagonova
West Canada: Betty Moore
United States:
Mid-Atlantic: Linda Mathias
New England: Lori Plourd
New York-New Jersey: Willie Mattocks
North Central: Paula Hook
Northwest: Kimberly Rayburn
South Central: Cathy Wappler
Southeast: Terry Carbonell
Southwest: Penny Nagy

THE NINETY-NINES MISSION STATEMENT

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.®

99 News is published bimonthly by The Ninety-Nines, Inc.®, International Organization of Women Pilots, at 4300 Amelia Earhart Drive, Suite A, Oklahoma City, OK 73159-1140.

The \$12 price of a yearly subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, OK and other additional mailing offices. Neither The Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein.

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

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

Annual Dues:

U.S. – \$65
Canada and the Caribbean – \$57
Overseas – \$44 (U.S. dollars)
(F) Member – \$35 (\$65 after first two years)

Non-member Subscription Rates:

U.S. – \$20
Canada and other countries – \$30 (U.S. dollars)

Add a one-time \$10 initiation fee for new members in all categories of memberships.

POSTMASTER: Send address changes to:
The Ninety-Nines, Inc.®
International Organization of Women Pilots
4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159-1140 USA



International Director Lin Caywood, center, with Susan Bell, right, her 2012 Air Race Classic partner, and Mercedes Eulitt. Lin and Susan flew home with a 5th place ARC ranking.



Darlene and Jim McCarthy get ready to spend a cozy night in an igloo. Rental fees were donated to cover gas costs by pilots who flew about 500 women in The Ninety-Nines Women Fly event on March 9 during Women of Aviation Week at St. Andrews Airport near Winnipeg in Manitoba, Canada.



Two girls in San Carlos, California, are all smiles after their first ride in a small aircraft during Women Of Aviation Worldwide Week 2013.

99 News

March/April 2013

- 6** A Signature Quilt
by Janine Nunes
- 7** Updated 99s Logo
by Pat McCollum
- 8** Malinda 'Lin' Caywood
New Director Likes the Wind in Her Hair
by Sarah Byrn Rickman
- 10** 99s Elections 2013
by Trish Sauve
- 14** Setting the Stage
by Barbara H. Schultz
- 19** My Journey to Aircraft Ownership
by Vikki Mena
- 19** Cold Cash Funds Fuel for Event
by Jill Oakes
- 23** 99s Volunteer at NIFA Events
by Maureen Kenney

IN EACH ISSUE

- 5 President's Page
- 7 Careers
- 18 Time Travels
- 20 Touch & Go
- 22 New Members
- 23 Training Milestones
- 24 Grass Roots
- 29 New Horizons

President's Page

BY MARTHA PHILLIPS, International President

I know we are all looking forward to the Annual Conference in Bozeman, Montana, this summer. One of the many highlights of each Conference is attending the Scholarship Luncheon where the Amelia Earhart Memorial Scholarship Fund (AEMS F) Trustees present the winners of that year's scholarship competition.

It is such a pleasure to meet the winners who are able to attend and to hear about all of the other winners and their aviation goals. In addition, we also get to hear from past winners and learn about their accomplishments made possible by scholarships and grants from the Fund.

With the exception of a few primary training scholarships and research grants, most of the scholarships are for advanced training. This helps many of our members with their career advancement in aviation, and this recognition looks particularly good on their resumes. It is an outstanding example of our commitment to growing and advancing the female pilot population.



Victoria Hodges is the first place winner of the scholarship initiated by Barry Schiff in his column — and a new 99.

However, there is another group that also needs our help. With the declining number of pilots and the rise in training, gas and equipment costs, student pilots also need a lot of financial aid. Many of our Chapters already give scholarships of various kinds: solo, emergency maneuvers, advanced ratings, check rides, etc. There are many differences in requirements, location of training and amount of these scholarships.

Interestingly enough, the one thing we see in common is that Chapters that give scholarships are the ones that are usually growing and thriving. Not only do they have the satisfaction of bringing more people into aviation, but those Chapters also note an uptick in their outreach to the aviation community as well.

An example of what a difference financial aid can make is to look at what Barry Schiff, noted aviation lecturer/speaker and long-time columnist for the Aircraft Owners & Pilots Association, did recently. (Yes, I bomb out on his aviation question columns, too). In the fall of 2011, he wrote an article in their magazine, *AOPA Pilot*, announcing a solo scholarship for \$3,000 that he would award to a young person between the ages of 16-20. To apply for the scholarship, a young person was to send an email and a 500-word essay about why the applicant wanted to learn to fly.

Within a few weeks, other donors and headset makers approached Barry with additional donations and enabled him to award a total of ten \$3,300 scholarships. Although he did nothing more than mention the scholarship in his column, he received 150 applications and essays and announced the names of all 10 winners in his April, 2012 column.

Eight have already soloed, and three of them have their licenses. The remaining two are scheduled to begin their training. By the way, 25 percent of the applicants were young women, one of whom was the first place winner, a senior in high school



I want to encourage all Chapters that are not giving scholarships to consider doing so, if at all possible. Some Chapters started with \$300 or \$500; students are happy to receive any help at all with their expenses.

in Virginia and now a member of The 99s. Welcome, Victoria Hodges!

I want to encourage all Chapters that are not giving scholarships to consider doing so, if at all possible. Some Chapters started with \$300 or \$500; students are happy to receive any help at all with their expenses.

There are many ways to accomplish this, and Chapters that are currently giving scholarships are glad to share their information, requirements and methods with those Chapters considering setting up their own scholarships. Ask around, look at scholarships that are promoted online and help those who need your assistance in getting started with or completing their dreams.

See you in Bozeman!

A Signature Quilt

BY JANINE NUNES,
Montana Chapter Chairman

A special project is awaiting your name! As many of you know, fabric signature blocks have been sent out to every Chapter, Section and Member at Large. Our goal is to collect a piece of material that represents every Chapter and Section around the world, and also collect every living Ninety-Nine's signature – all 4,768 of them (as of July 10, 2012). The representative pieces of fabric will be sewn together to form the background upon which our beautiful compass rose will be placed. The signature blocks that are embroidered with every Chapter or Section name will form the border.

During the 2013 International Conference, attending Ninety-Nines will have the opportunity to assemble the quilt, and upon completion, the quilt will be donated to Ninety-Nines Headquarters. Together we will craft a memento that speaks of our diversity and also our unity.

The first person in your Chapter or Section who received your signature block selected a half yard of fabric that she feels best

represents your Chapter or Section. This chosen piece of fabric has been traveling with the signature block so you may all see it when you sign your name. Once the last person in your Chapter or Section has signed the signature block, the selected piece of fabric and signature block is sent back to me.

So far, I have received 41 of the 223 signature blocks. The fabric pieces you are sending are wonderful. I can't wait to see this all put together at the Conference. So we will be set to sew at the Conference, please return the signature blocks with your fabric by June 1. Many people have told me that the chances of getting back all the blocks from all across the oceans, continents and states are not likely.

But then I think of all the people who thought it unlikely that women would fly, and I know we can do this. If I could personally bring the block to you to sign, I would. And if I could personally meet every single living Ninety-Nine, I would. So, that is exactly what I am doing.



Signatures from every Ninety-Nine in the world will be embroidered on a quilt using fabric that is representative of each Chapter, Section or Member at Large. The signature squares will be assembled by Conference attendees in July, and the quilt will be presented to International Headquarters for display. Do we have YOUR signature yet?



BY DONNA MILLER
International Careers Committee

PILOT CAREERS: Why We Fly

Like many pilots I know, I enjoy airports. I love watching people from all walks of life who are going somewhere. International travelers intrigue me; I wonder what brought them so far from home. Families on vacation are passed on the moving walkway by business travelers with a purposeful step.

We crewmembers join the symphony of motion as we make our way from one gate to the next. Occasionally I have a few extra minutes and take the opportunity to talk briefly with the passengers and learn more about them than just their destination. I had a conversation with a passenger recently that began a very thought provoking text exchange with my sister. Here's how it started.

While waiting for our inbound plane to arrive, I began talking to an Army sergeant waiting at our gate. He had been deployed to Afghanistan several times and now was anxious to see his family again for the first time in four years. He talked excitedly about seeing his parents and his older brother who had become a new father in his absence. He would finally meet his nephew for the first time. "What time will we arrive?" he asked more than once. I promised to turn jet fuel into airspeed and get him home safely and as quickly as possible, and that our flight would actually arrive at his destination about 10 minutes ahead of schedule. As the inbound flight deplaned, I texted my sister and told her about

this young soldier and how this is one of the aspects of my job that I really love.

Marcie responded immediately. "I was thinking today how lucky you are to have a job that presents you with daily opportunities for celebration... and for heartbreak, for you also take people to funerals and hospitals. That is not a downside — it is an honor to be allowed into a family's circle at such a powerful and tender time. So hooray for homecomings and birthdays and weddings! But don't forget the importance of the powerful role you and your coworkers play in those other, more difficult passages."

Wow. I realize that I am more emotional about my job as a pilot than most. I fly with captains who never see the passengers, nor care why they are traveling. For them it's simply the logistics of getting from Point A to Point B, and if you can do that without delays, mechanical problems, adverse weather or the FAA on the jumpseat, all the better.

But for me, it's about the people we are taking with us. I like to think that I made a difference to that sergeant, if only to assure him we would be on time. Because of my sister's text, I have become more aware of my passengers and, I hope, more compassionate.

While we may never know why they are flying on our plane on this day, don't you hope that you can somehow make a difference?

Updated Ninety-Nines Logo

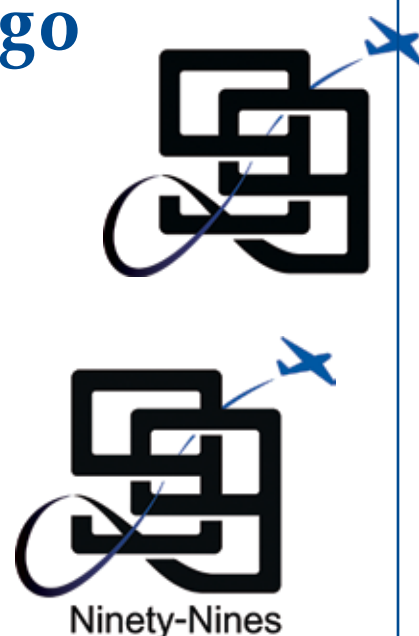


At the fall International Board Meeting, an additional 99s logo was approved.

Along with our existing Interlocking 99s and Compass Rose, this trademarked logo can be used where appropriate. With its use of a generic airplane, it is especially appropriate in situations to denote our association with aviation.

The new logo and variations are available in the library area of the website for members only. It is especially impressive with the tag line "Inspiring Women Pilots Since 1929" located below it.

As always, usage of this logo (as well as the Interlocking 99s and Compass Rose) for any commercial purposes requires the permission of the Trademark Committee. The logos were designed by Pat McCollum.



Malinda Caywood

New Director Likes Wind in Her Hair

BY SARAH BYRN RICKMAN
All-Ohio Chapter

I like extreme things. I've always liked the wind in my hair — the open cockpit kind. As a kid, it was horses, riding very fast with the wind in my face.

Malinda 'Lin' Caywood was dating a private pilot and thought she would try the pinch hitter course to see what flying was all about. After her first lesson, her instructor said, "You're too good to be in the right seat." She moved to the left seat and has been there ever since.

She learned in a Piper Archer and promptly bought one after earning her private certificate. Now she owns and flies a Cessna 182.

"I like extreme things," says Lin, a recently elected Ninety-Nines International Director. "I've always liked the wind in my hair — the open cockpit kind. As a kid, it was horses, riding very fast with the wind in my face."

A Harrier jet once landed right in front of her at an air show. That got her attention. "The thrill stuck with me." She grew up near Dulles Airport and remembers the Concorde flying over as well as the space

shuttle riding piggyback on a 747.

Lin used to run marathons "before injuries caught up with me." In Alaska to compete in a run, she took a side trip in a floatplane that landed on a glacial lake. "I really need to do that, I told myself, and in 2010, I came full circle and got my seaplane rating." Lin holds single engine land and single engine seaplane ratings and her instrument rating.

Not only does Lin like extreme things, she loves to compete. The Air Race Classic has taken the place of the marathons she used to run. She has flown the last three but will sit out 2013. "The Air Race Classic is some of the most fun I've ever had. It is a confidence builder, and the camaraderie with the other women is incredible. You get to meet friends and spend two weeks with them. I can't say enough about it."

But flying is not only about the fun, the thrills, the competitions — though they are admittedly a big part — flying is also about giving back, says Lin. She does volunteer flying for Patient Airlift Services, flying patients to medical treatments or families to be with patients who are far from home. She also flies tissue samples and materials for transplants.

Lin believes in making flying a reality for others. She flies Young Eagles, participates in Learn to Fly Days and, most of all, wants to introduce other women to aviation.

"I discovered The Ninety-Nines right after I got my private. I joined the Maryland Chapter, but in 2005 some of us formed our own Chapter on the field at Frederick, Maryland, my home airport. We are Sugarloaf Chapter, named after a nearby hill that is an important geographical point on the edge of the 'special flight restricted area' around Washington, DC. Our Chapter is small, but mighty. We have 13 members."

Lin has had several memorable flights. "The first time into Oshkosh, very memo-



Lin with her mother, Carol Caywood, at Oshkosh July 2012.

table. I was there.” She has fond memories of her first Air Race Classic back in 2010. “I was copilot in that one, flying with Carolyn Van Newkirk. The terminus was Frederick, Maryland. Home. That landing was my most memorable.” Another was Key West. “You have to fly over all that water and then find the runway.”

Lin earned her BA in history at Hood College in Frederick. Right out of college, she took a job as the curator of a small museum, which she loved, but eventually she moved into the family land surveying business and from there into real estate. “I found I liked the finance end of real estate better than sales. Now I support my passion for flying by working in mortgage banking.”

Lin is engaged to a private pilot who works in the aerospace industry and builds his own airplanes. She helped him build his latest, a Bushby Mustang II, to go with his Aircam, a twin-engine, open cockpit taildragger.

Her path to the International Board of The Ninety-Nines has been a steady one. She served as Vice Chairman and Membership Chairman of her Chapter, Secretary of the Mid-Atlantic Section for one year and Treasurer for several. Lin will be in Oshkosh to help Rita Adams set up and “woman” The Ninety-Nines tent.

“I love history, and I see how successful The Ninety-Nines have been at preserving our history and the history of women in aviation. We must make sure we continue to preserve that history, the camaraderie of women pilots and our unique attachment to each other. But, we also need to ask, “How can we, as an organization, add more value to that?”

Lin believes that the female collegiate aviators of today are our richest source of future members because most women who are entering aviation as a profession are coming from the higher education schools of aviation. The organization needs new, young blood and the enthusiasm and new ideas they bring with them, says Lin. But it also needs the older, more established members who have more time and financial support to give and who have valuable corporate memory built up. The two together will help The Ninety-Nines to grow.



“We have to balance the needs of the academic-based members with the needs of the members who do not plan to make aviation a career but still have the same passion for flying. And we need to support those who want to stay in aviation.

“There is so much diversity in this group and such a top-notch talent base. Balance is the key.

“‘Fly it forward.’ I believe that.”



After her first pinch hitter lesson, her instructor said, “You’re too good to be in the right seat.” She moved to the left seat and has been there ever since.

Photos above and left, Lin helps her fiance build his latest aircraft, a Bushby Mustang II, to go with his Aircam, a twin-engine, open cockpit taildragger.



Ninety-Nines Elections 2013

BY TRISH SAUVE
Election Procedures Chairman

We will be voting for two mid-term International Directors and new Trustees at the 2013 Ninety-Nines International Conference in Bozeman, Montana.

Voting will take place during the Annual Business Meeting in July. Ballots will be given to eligible delegates with each of their voting cards when they check in at the Credentials desk. Only those delegates authorized to vote in the meeting will be able to vote in the election. Ballots will be collected, counted and the results announced during the Business Meeting.

Position statements from the candidates follow, listed in postmark or timestamp order within the office sought. Candidates will have an opportunity for a short speech to the delegation either in the Communication Session or the Annual Meeting.

See you in Bozeman!

International Director (2 Positions)



MAUREEN KENNEY

San Fernando Valley Chapter, Southwest Section

I am seeking election to the position of Director on The Ninety-Nines Board of Directors. It is my goal to act as liaison with Chapters that have been inactive or underactive. I would like to help them to revitalize their memberships and to become more active in education activities, for the pilot communities and for youth. In addition, I believe that my technical expertise will be valuable to The Ninety-Nines at every level.



PATRICIA ANN OHLSSON

Long Island Chapter, New York-New Jersey Section

As a member of the International Board, I can give back to The Nine-Nines some of the benefits I have received as a member of The Ninety-Nines organization. I have been a grass roots supporter of The Ninety-Nines over 36 years, now a Life Member.

My pride in The Ninety-Nines is demonstrated by my contribution, on a regular and continuing basis, to a wide range of organization projects and activities, many of which include participation in trade shows, spokesperson at various organizations and as an active pilot.

My career paralleling my aviation interest has included marketing, manufacturing and production control experience as a supervisor. I have successfully owned two businesses, Busy Bee Airways, Inc., an aviation charter and sight-seeing organization, and an apiary with an excess of 100 honey beehives. My relocation in the late 1980s presented an opportunity to participate in the ownership and operation of a highly successful aviation-oriented real estate corporation with my husband in a residential airpark, Spruce Creek Fly-In, Daytona Beach, Florida. A career and love of aviation, the best of both worlds.

International Director (2 Positions)...continued



MARJY LEGGETT

Mid-Columbia Chapter, Northwest Section

It has been an honor and a pleasure to serve as your International Director for these past two years. The dialogue with members from all parts of the U.S., Canada, and abroad has provided invaluable insight into the thoughts of our members and the direction our membership wishes to proceed.

As a Board liaison, I have worked with the Scholarship Committee, Trade Shows, Technology Committee, Membership, and as the lead in the Strategic Planning Committee researching Internet Forums. The program I developed for the Leadership Training, "CPR for Struggling Chapters," was well received and sparked interest in ways to boost attendance and participation at the Chapter level.

As Ninety-Nines, we share a uniqueness that compares to no other organization. In order to maintain the organization, it is imperative that we keep open the lines of communication, continue to build membership, promote the visibility of the organization to not only the aviation community, but to the general public, all the while preserving our history. We need to reach out to our members, help Chapters and Sections be successful, and address the future through innovation and technology.

The role of International Director is challenging, yet rewarding. I have the passion, enthusiasm, determination, experience and skills to work collaboratively to help move us forward. I am always approachable and willing to listen. Serving as your International Director these past two years has been an honor. I ask your vote so I may continue to serve and provide continuity and effective leadership.

Amelia Earhart Birthplace Museum Trustee



CAROLE SUTTON

Nebraska Chapter, South Central Section

Carole lives in Chester, Nebraska. She is the past Chairman of the Amelia Earhart Birthplace Museum Board of Trustees and Membership Chairman of the Nebraska Chapter. Since joining The Ninety-Nines in 1973, she has served all offices of the South Central Section and Nebraska Chapter. Carole earned her private and commercial licenses, and then with the assistance of an AE Memorial Scholarship, completed her instrument rating.

She served as Secretary of the AEBM when the restoration began and served six years as Chairman of the AEBM. Therefore, Carole understands the fundamentals of how it operates. Her goal is to continue to serve on the AEBM Board of Trustees and to be involved with the continuing efforts for the restoration, perpetuation, maintenance, improvement, and enhancement of the museum and to maintain camaraderie with the citizens of Atchison. Carole is willing to dedicate the time and effort needed to make the AEBM a lasting aviation historical memory for all to enjoy.

Carole owns and operates an aerial spraying business that she and her husband, who passed away in 2012, started in 1968. She earned her aerial application license in 1977 and was the first female certified for aerial application in Nebraska.

Carole belongs to other aviation affiliations that include the Nebraska Aviation Trades Association and the Kansas Agricultural Aviation Association. Presently she serves as president of Belleville Flyers, Inc. and works with the local Chamber of Commerce to promote aviation activities. She has served as Stop Chairman for several Air Race Classics.

Endowment Fund Trustee (2 Positions)



ELAINE MORROW

Minnesota Chapter, North Central Section

I cannot imagine the aviation world without the presence and impact of The Ninety-Nines. I firmly believe The Ninety-Nines Endowment Fund will help preserve the organization for future generations, by supporting the scholarship, mentoring, historical, membership and building maintenance efforts.

I have been a cheerleader for the Endowment Fund for years and would now like to take a more active part as a trustee to help reach the goal of one million dollars and beyond!



BARBARA HARRIS-PARA

Carolinas Chapter, Southeast Section

Being a member of The Ninety-Nines for over 22 years and a recent Life member, I have been involved since I first came to a meeting in New Jersey in 1990. I have served many positions on the Chapter level, recruited for the Section level achieving the Governor's position. I also served The Ninety-Nines on the International level first in Aerospace, Trademark, which I am still serving on as Chairperson, the Nominating Committee, and finally as a trustee of the Endowment Trust.

I believe that I bring to this trust a lot of experience and knowledge, which I have already utilized during my first term on the Trust. Some of the areas that I have worked on are the Silent Auction, the Bequest Committee, and finally giving reports to the Southeast Section on our progress in the Trust. We are slowly but steadily making progress to the one million dollar mark, and I would like to see the many items that I have already started be completed in the next few years.

I feel that I have started so many items that need to see to fruition, and another term would allow me to do this. One of the items that I feel very strongly about is the many ways a member of The Ninety-Nines can help the Endowment without spending their own money continuously. Good Search/Good Shop, Dining Out, trusts for the fund, i.e. securities that can be earmarked for The 99s contribution cards, as well as giving cash donations that are deductible as well as earn you levels of giving. I have done much of the above as much as I could and feel strongly that this is our future as an organization.

99s Museum of Women Pilots Trustee



CAROLYN SMITH

Oklahoma Chapter, South Central Section

Our 99s Museum of Women Pilots is a wonderful part of The Ninety-Nines organization. It tells the wonderful story of women pilots past and can inspire the women pilots of the future. It is because of this that I am seeking the office of Trustee for the 99s Museum of Women Pilots.

I have already had the honor of serving two terms as a Trustee for the 99s Museum of Women Pilots in the past. It was a responsibility filled with pride and joy, as well as some frustration. The Museum was able to build and organize its collection. It expanded many of its exhibits. It cooperated with other aviation museums in developing exhibits which highlighted the wonderful achievements of women pilots. Still, there is more work to be done, and I would like to be part of that effort.

I thought long and hard about running again for the Board of Trustees. A Board always benefits from the input of new members and fresh ideas. Yet there is something to be said about the value of a continuation of the "corporate knowledge" about the Museum and its efforts, about its past undertakings and their success or failure. I feel I could contribute that knowledge for the benefit of your Museum. My heart belongs to the Museum and its mission. I know I could do a good job for you.

AEMSF Trustee



SHELLEY VENTURA

Aux Plaines, North Central Section

Ever since my first flight lesson in early 1999, I have been passionate about flying. The Aux Plaines Chapter welcomed me as a student pilot and made me proud to become a full member upon earning my license. They encouraged me throughout instrument training and nominated me for the 2003 Amelia Earhart Memorial Scholarship, which enabled me to earn my commercial license. I felt so fortunate to receive the award and have since dedicated myself to Ninety-Nines service.

During my 13-year membership, I have maintained an active leadership role in the organization. I've served as Chapter Chairman, Vice Chairman and Treasurer for Aux Plaines, chaired several Chapter and Section committees, served as Director, Vice Governor and two terms as Governor for the North Central Section, and was twice elected to be the Council of Governors Spokesperson.

I am also an active volunteer pilot for the Young Eagles Program and Illinois Animal Rescue. As Director of Internal Operations for a national construction firm, I am no stranger to the challenges women face in a male dominated field. I, along with many influential women in my industry, have always had to work hard to recognize opportunities, gain experience and earn respect and responsibility. In the aviation world, ambitious, motivated women frequently struggle to reach their goals, too. But supported by the efforts of the AEMSF Board, their financial challenges can be reduced. If elected, I would be honored to put my skills and enthusiasm to work as a Fund Trustee.



NOW HIRING PILOTS AND MECHANICS

NEW RATES AND ROTATIONS



POSITIONS AVAILABLE:

- ISR Pilot
Beechcraft King Air 90 / 200
- ISR Pilot Dash 8
- ISR DHC-8
Field Technical Representative
- ISR King Air
Field Technical Representative

DAILY RATES:

- Captain: \$630
- First Officer: \$580
- Field Technical Representative: \$580

Deployment Schedule
60 days on, 60 days off

For more information and requirements regarding each position please visit us at:
<http://www.dynamicaviation.com/index.php/careers/current-openings/>

www.dynamicaviation.com • Bridgewater, VA

Setting the Stage

BY BARBARA H. SCHULTZ
Antelope Valley Chapter

Left, Beth, proudly wore her police badge. She convinced the Beverly Hills police chief to deputize her in 1929. Complaints by numerous residents of Beverly Hills prompted the passage of a city ordinance that required a minimum altitude of 1,600 feet for pilots and prohibited stunt flying over the city. Beth's duties consisted of enforcing these municipal laws. To expand her capabilities, she formed the Women's Aerial Police on July 29, 1933. Three years later, the group expanded under the newly-formed Women's International Aerial Police, which represented 30 countries.



Photo: Author's collection

On November 2, 1929, 26 licensed women pilots flew, drove, took a train and walked to Valley Stream, Long Island for that memorable meeting and their first photo in a hangar at Curtiss Field. But did you know that a remarkable woman set the stage for this event?

When Los Angeles Times columnist Alma Whitaker referred to Elizabeth "Beth" Ulysses Grant McQueen as "the arch godmother of aviation," she couldn't have been more right. McQueen's life-long mission was to secure peace around

the world through an ambitious network composed of women, words and wings. Only by happenstance did McQueen embrace aviation. She initially viewed flight as a vehicle to further world peace, but it became much more than that. Historical references to her are sparse, but archived collections reveal that Elizabeth McQueen played an integral role in the public's acceptance of aviation and, more specifically, women pilots.

Beth, born September 26, 1878, was raised by her father, the Reverend Ben-

jamin Lippincott and several uncles, all Methodist clergymen. Social and religious restraint was the order of the day. This proved difficult for a young girl full of energy and curiosity. Believing that there was a universal need for a woman's compassion, understanding, and ultimately world peace, she chose to spread the church doctrine in her own way.

In 1896, after completing a one-year Teacher's Course in piano at Pennington Seminary, Beth immersed herself in the science of spiritual healing and educat-

ing women on the merits of kindness and understanding for others. She believed that a woman's inspiration and intuition was necessary for everlasting peace.

Beth's marriage to Ulysses Grant McQueen in 1901 gave her the financial freedom to travel the world to pursue her passionate causes. A manufacturer and holder of numerous patents for door and window hardware and 15 years older than Beth, Ulysses was genuinely supportive of his wife's activities. He affectionately referred to her as 'Queenie,' a moniker she enjoyed. She would reply, "Just call me Queenie," when introductions were made.

During WWI, Beth organized a women's group to provide spiritual comfort to the soldiers as they prepared to depart Boston Harbor for Europe. She also brought along her trained parrot, Dick McQueen, to entertain the men at Fort Andrew and Fort Warren. Acquired in 1910, Dick could reportedly sing opera and perform tricks.

Five members of the group traveled to Egypt in 1919 to assist in the aftermath of

a massive peasant revolt against British control. With their mission completed, they traveled southeast across the Arabian Desert to the seaport of Aden and their ship home. This journey changed the direction of Beth's life dramatically. As she wrote some years later, "When I saw seven airplanes take the place of two regiments of soldiers in the Arabian Desert at Aden on the Red Sea, I at once became interested in the possibilities of aviation for peace — to think a few airplanes could save a mother's boy from that hell hole of desert heat was sufficient to arouse interest in any woman's heart.

"To become air-minded meant the spreading of mental protective wings over humanity, with the hope that war might eventually be wiped out. Why not? Where regiments of soldiers were almost helpless in the blistering heat of the desert, a few planes were effective in defensive operations. I resolved then and there to preach the doctrine of aviation and add my bit to peace after my war bit. If the plane was

"When I saw seven airplanes take the place of two regiments of soldiers in the Arabian Desert at Aden on the Red Sea, I at once became interested in the possibilities of aviation for peace – to think a few airplanes could save a mother's boy from that hell hole of desert heat was sufficient to arouse interest in any woman's heart."



In 1938, a plaque honoring the Aerial Policewomen's Association was placed on the Wall of Wings at the historic Mission Inn in Riverside, California. From left, Karina Shields, Bobbi Trout, Mary Charles, Maude E. Miller, Betty Furman, Beth McQueen and Pretto Bell.

valuable in times of war, it has unlimited possibilities in times of peace.”

Beth returned home and studied everything available about aviation. She enrolled in Lieutenant Walter Hinton’s Washington, D.C. ground school course to learn the fundamentals of flight training and become familiar with the rules and regulations of civil aeronautics. Uncomfortable with machinery and motors, Beth chose not to pursue a pilot certificate. She simply wanted to gain enough expertise on the subject of flying to sway a public that was not yet convinced of an airplane’s safety or its usefulness.

Educating women was her first priority. She believed that they were holding back a general interest in flying due to their ignorance of the sport, the result of which was a fear of flying. Earhart reiterated this belief in a February 1937 article for *Liberty Magazine*, entitled “American Women Holding Aviation Back.”

Beth’s first opportunity to formally discuss the benefits of aviation took place aboard the S.S. Laconia in 1922. As a member of the faculty on the university cruise, she saw an opportunity to combine aspects of aviation with that of the cruise’s purpose – to promote world peace, prosperity and friendship. With curricula that included strengthening international

Beth’s most historically significant accomplishment was organizing the First Women’s National Air Race in 1929. She saw an all-women’s race as an opportunity to bolster the public’s awareness of the competency of women pilots.



Women flying in the 1929 Women's Air Derby, Parks Airport, East St. Louis, Illinois, from left, Mary Von Mach, Chubbie Keith-Miller, Gladys O'Donnell, Thea Rasch, Phoebe Omlie, Louise Thaden, Amelia Earhart, Blanche Noyes, Ruth Elder and Vera Dawn Walker

understanding and goodwill for its 300 students, Beth incorporated a new term, “airminded,” in her lectures.

The key element in developing an airminded society was publicity. Beth educated her university pupils about the benefits of aviation and encouraged them to travel by airplane, send their freight and mail by air, and, if so inclined, study to become a pilot. The highlight for Beth proved to be her first airplane ride. She flew in a German Junkers from Berlin to Copenhagen, a flight of nearly five hours. There was no doubt in her mind that flying was one of the finest pleasures in the world.

“I feel that everyone should know the joys of flying and the peace of looking up and out on the unsurpassed picture of a vast, diversified scenery as it unfolds itself to view. The altitude of the airplane is nowhere near the height of the mental attitude of the enthusiastic air traveler. Flying is the finest enjoyment in the world today — and it has come to stay and to bless mankind.”

Beth’s most historically significant accomplishment was organizing the First Women’s National Air Race in 1929. She saw an all-women’s race as an opportunity to bolster the public’s awareness of the competency of women pilots. According to Beth, “The public press generally censured this outburst of ‘feminism’ in a man’s

world. I encountered derision and criticism as did the earlier trail blazers, but happily, a comparative short time later, the wisdom and judgment of my idea was vindicated, which the general public had considered ‘unthinkable’ only a few years ago.” As a result, the Powder Puff Derby, a name chosen for the competition by Will Rogers, became a permanent fixture in aviation.

Planning an event of this magnitude required support, both financially and politically. This seemed to be of little consequence to Beth for she was well-connected and extremely influential. She initially contacted Senator Hiram Bingham, president of the National Aeronautic Association in February 1929, requesting that he support a woman’s contest in conjunction with the Cleveland National Air Races.

When she received no response, she began contacting potential financial backers, race organizers and, of course, women pilots. Good friend Harry Wetzel, vice president of Douglas Aircraft, put Beth in touch with Santa Monica’s city manager to discuss using Clover Field as the starting point for the race. He welcomed the inaugural event. Clover seemed the appropriate place as, some five years earlier, four Douglas World Cruisers departed Clover for the first round-the-world flight.

At a luncheon with the Exchange Club

of Santa Monica, Beth, record-setting pilot Bobbie Trout and National Air Race Manager Cliff Henderson asked the Exchange Club for financial backing and discussed how the planning of the event should proceed. The Exchange Club agreed to finance the race by making it the backbone of their national publicity campaign that year. They would guarantee \$4,000 if the Cleveland Race Committee put in an equal amount for the cash awards.

Henderson appointed Beth to chair the Pilots and Trophies Committee. As part of her duties, she sent letters and telegrams to potential women pilots inviting them to participate in the inaugural event. By April, nine women were signed up. This included Amelia Earhart, Louise Thaden, Marvel Crosson and Bobbi Trout. To secure trophies, Beth traveled to cities along the race route. Significant prizes were received from the Pneumatic Tool Company of Cleveland, the *Los Angeles Times*, the WIAA and lawyer C.C. McWhinney of Long Beach who donated a bronze statue of Mercury in memory of his wife.

The week preceding the race, events were scheduled to welcome and interview the 20 registered women. The Honorary Reception Committee, which included Beth, greeted 10 of the entrants at the Shrine of Friendship, the well-known Breakfast Club of Los Angeles. Established in 1925 by Maurice de Mond, the club celebrated Friendship, Hospitality, Humanity, and Horses every Wednesday morning over breakfast. Breakfasters included celebrities visiting Los Angeles, the Hollywood crowd and social notables.

On this occasion, a tremendous crowd, numbering almost 1,000, gathered to catch a glimpse of the feminine flyers surrounded by newspaper reporters, photographers and motion picture cameras. This seemed mild compared to the 100,000 spectators that attended the start of the race. The aviation-related industry knew the persuasive value of women in advertising and for weeks heralded this inaugural event to boost their sales. Several major companies, including Union Oil, Golden Eagle Aircraft and Lockheed, financed individual flyers. The Travelair Company sponsored five entries.

Early afternoon on August 18, 1929, a thunderous din filled the hot summer sky

as the ladies yelled "contact!" and their round engines roared to life. Beth would have reveled in the excitement, but she was already in the air. She flew ahead of the racers in a Lockheed Vega piloted by Alaska bush pilot Joe Crosson in order to be at the refueling and overnight stops to greet the ladies.

Newspaper headlines followed the racers to Cleveland, examining every detail of their flying. When Marvel Crosson's plane went down, fatally injuring her, the press, public and officials wanted to call off the event. The women would not be deterred. They were determined to prove themselves as equally reliable as male pilots; they would complete the race for Marvel.

Despite mechanical failures, navigation errors, inclement weather and rumors of sabotage, 15 women crossed the finish line in Cleveland to the resounding cheers of the crowd. They proved, and would continue to do so, that no gender difference existed when it came to piloting an airplane.

As aviation journalist Elizabeth Hiatt Gregory wrote about women several years

earlier, "Once given the opportunity, she never asserted her rights with quicker effectiveness in a sphere thought to be reserved for man than she did in aviation. She surmounted the obstacles, went up in the air, handled her machine with a skill that was the envy of her male confrere and came down the idol of the populace."

There's no doubt that Beth was as pleased with the outcome of the race as much as its participants.

As for Dick McQueen, he continued to do his part as well. He was appointed a "Dollar-A-Year-Man" by Air District Commander General Jacob Fickel and continued to entertain the troops at March AFB and other camps by whistling reveille and taps, singing songs and asking the pilots, "Can you fly as I?" and "Are you airminded?" These were the famous parrot's last patriotic performances for he would die in 1945.

Extracted from "Elizabeth Ulysses Grant McQueen, Wings around the world for peace, prosperity, and world friendship" by Barbara H. Schultz, copyright 2013.



Beth placed her eagle on the Wall of Wings at the Mission Inn in 1934. The inn proved the ideal location to provide assistance to nearby March Field, which housed nearly 85,000 troops at the peak of the war. During the war, the number of Wings increased as the inn honored several war heroes including Captain Collin Kelley, Captain Eddie Rickenbacker and Captain Ivan Smirnoff. Photo: Mission Inn Museum Archives.

Ohio Mom Says She's Bored, Husband Suggests an Around-the-World Flight

BY GENE NORA JESSEN
Idaho Chapter

In 1963, I received a phone call from a Wichita businessman who specialized in tanking airplanes asking if I would host a woman planning an around the world flight. She was in town awaiting the completion of a complicated fuel system enabling many hours of flight, in this case, 178 gallons. The installation left just enough room for a pilot's seat. Of course, I was honored to do so.

why don't you fly around the world"? She jumped right on it, researched what it would take, put together all the planning herself. Russ found sponsors, and Jerrie set out to see the world.

Her takeoff goal from Columbus to Columbus was April 1, 1964. But who would expect a project of this magnitude to proceed smoothly? Jerrie suddenly learned that another woman, Joan Merriam Smith,

gleefully turned these two flights into a race. Jerrie quickly advanced her takeoff schedule following Joan by two days,

Murphy's Law was firmly in place for Joan, and everything that could go wrong did. In fact, both women suffered mechanical problems on their over-water shakedown leg. Jerrie's radio problems were eclipsed by Joan's leaking fuel tanks, and though on widely separated routes, both encountered abysmal weather.

Amazingly, Jerrie made her first actual instrument approach to the Azores after crossing the Atlantic. At one point, as Jerrie was enduring rough air, her E6B, a round computer (you can imagine how sophisticated avionics were in 1964) flew out of her hands, landing irretrievably behind a gas tank. Fortunately, Jerrie had a miniature E6B on her key ring, which provided needed calculations for the rest of the trip.

Jerrie Mock completed her flight around the world, Columbus to Columbus, in 158 flying hours over 22,858 miles in 29 days — the first woman to fly around the world, 27 years after Amelia Earhart tried it (with a navigator).

A congratulatory telegram from Joan Merriam Smith awaited her return, and President Lyndon Johnson presented Jerrie with the FAA's Decoration for Exceptional Service.

Meanwhile, Joan Merriam Smith plowed onward on her longer course, finishing in 23 actual days of flying but 59 elapsed days from takeoff. The next year, early in 1965, Joan's prized Apache burned after an emergency landing. Five weeks later, at the age of 28, Joan died while on a test flight in a Cessna 180 (ironically, Jerrie Mock's airplane of choice). She was awarded the 1965 Harmon Trophy posthumously.

Jerrie Mock spent the next year on the "chicken and peas circuit" telling the story of her flight. She made other entries into the aviation record book, then retired from flying to a quieter life in Florida in 1969. Cessna Aircraft Company bought her faithful 180, presenting it to the Smithsonian. The unpretentious "Three-eight Charlie, Spirit of Columbus" is now hanging out with the more exotic airplanes at the Smithsonian's Udvar Hazy.



Jerri Mock with Shukria Ali in Pakistan on April 5, 1964.

The woman, Jerrie Mock of Columbus, Ohio, appeared at the Beech factory where I worked, and we toured and lunched in Mrs. Beech's dining room. Jerrie was a 38-year-old mother of three, short in stature with a slim log book and an 11-year old Cessna 180. Why would she attempt such a flight in an older single-engine airplane? Because that's what they owned.

Jerrie said that she had been bored, and her husband, Russ, challenged, "Then

a 27-year old dynamo, was going to depart for an around the world flight on March 15. Actually, Joan's plans made more sense. She was flying a twin Piper Apache with two engines versus Jerrie's single, it was faster than Jerrie's Cessna, and Joan was a professional pilot with an Airline Transport Pilot certificate.

However, to Jerrie's advantage, Joan's would be a longer flight nearer the equator, more similar to Amelia Earhart's. The press

My Journey to Aircraft Ownership

BY VIKKI MENA
Fullerton Chapter

It all started when I was a low-time student pilot, working on earning my private pilot certificate. One day, before ground school, I confessed to a fellow student pilot that I have always dreamed of owning my own airplane. I became consumed with the fantasies of clear blue skies at the controls of my own aircraft, flying over a beautiful countryside. I was hooked!

Later, with certificate in hand, my search began after settling on the make, model and price range of the aircraft. Buying an airplane was a huge unknown. I found AOPA an invaluable resource, both online and by contacting the Pilot Information, which is staffed with technical specialists who were more than willing to guide me through the process, step by step, of buying my first aircraft. Attending the AOPA Convention, "Buying Your First Aircraft" workshop was also very informative and helpful.

I am also indebted to my patient and generous friends who are pilots, aircraft owners, A & P technicians and mechanics who shared their experience and important insights on purchasing an aircraft — and



Vikki Mena with her "dream-come-true" airplane, N9277D.

endured months of my endless questions.

Before signing on the dotted line, I decided to have dinner with a trusted non-pilot friend. I asked her to become my devil's advocate regarding this important purchase, as I knew she would be impartial, unlike my pilot friends.

I asked her, "Remember years ago when we dreamed how great it was going to be out on our own, free from school and someday becoming homeowners? Do you remember all the wonderful surprises life handed to you once committed to those endeavors? Well, airplanes are no different. There are dead batteries, unexpected and

expensive Airworthiness Directives, blown alternators and annual inspections. After all my pros and cons are accounted for, does buying an airplane make sense?"

My friend didn't miss a beat. "Who says it really has to make sense? I have never seen you happier. You have found your bliss. Go for it!"

On January 16, 2013, after an extensive and thorough pre-buy inspection, I became the proud owner of N9277D, a 1996 Piper Cherokee. I jumped around like a kid on Christmas morning and have not been able to wipe the grin off my face. This is truly a dream come true!

Cold Cash Funds Fuel Costs for Event



Guests gather for a cool photo in one of the igloos.

On the outskirts of Winnipeg, Manitoba, Canada, local Ninety-Nines, pilots, family, friends, neighbors and adventurers from around the world build and then sleep in igloos at Lyncrest Airport (CJL5). This fun winter survival weekend shares Inuit-style igloo building techniques taught by Canadian Inuit to Drs. Jill Oakes, Manitoba Chapter, and Rick Riewe, University of Manitoba. The workshop is offered every winter on the last weekend of January and first weekend of February. People are also invited to fly-in and spend the night in an igloo. Jill and Rick provide the caribou skins and instructions.

This year the money raised by renting out igloos was used to help pay for some of the fuel costs for pilots who flew about 500 women in The Ninety-Nines Women Fly event on March 9 during Women of Aviation Week at St. Andrews Airport.

— Jill Oakes



Sandra Clifford presents the Crystal Eagle Award to Julie Clark, left. Photo by: Frank Sweeney

JULIE CLARK HONORED WITH CRYSTAL EAGLE AWARD

Julie Clark was presented the Aero Club of Northern California (NAA) Crystal Eagle Award on November 9 at the Hiller Air Museum, San Carlos Airport. San Carlos is also her home town and where she learned to fly in the '60s.

The Aero Club Crystal Eagle is presented annually by the Aero Club of Northern California to recognize an individual whose accomplishments have significantly contributed to the advancement of aviation or space technology. Clark now shares this prestigious honor with luminaries such as General James 'Jimmy' Doolittle (the first year recipient in 1983), Brigadier General Chuck Yeager, Wayne Handley, Eileen Collins and 'Bud' Anderson, to name a few.

The inscription on her award reads, "In recognition of her outstanding contributions to the field of aviation while overcoming great personal adversity to become one of the world's foremost air show aerobatic artists and as one of the modern pioneers who opened the flight decks of the major airlines to women pilots."

DORIS TURNS 103

Doris Lockness, Southwest Section member, celebrated her 103rd birthday on February 2.

Doris still lives alone in her apartment and did her own cooking, cleaning, banking and shopping until she decided this year not to renew her driver's license and sold her car. She bought the Jaguar Sport model after she sold her last airplane in 1999.

She loves The Ninety-Nines and remembers many members she has met over the years.

Though she no longer uses her email, I'm sure she would be thrilled to hear from her many sister 99s via the telephone or just a note to wish her well having reached this remarkable milestone in her life. — Lois Erickson

WASP CELEBRATE 70TH ANNIVERSARY AT SUN 'N FUN

The Women Airforce Service Pilots of World War II will be celebrating a historic occasion, their 70th anniversary, with activities at the 2013 Annual Sun 'n Fun International Fly-In & Expo.

For the fifth year in a row, Wings of Dreams Aviation Museum will work with The Ninety-Nines and Sun 'n Fun management to organize the gathering of the WASP and activities. The WASP will be based at the Ninety-Nines building from April 11, the official "WASP Day," until Saturday, April 13. The Ninety-Nines are organizing the annual WASP Luncheon and Forum on Thursday, April 11.

This year, the Wings of Dreams Aviation Museum will host 10 WASP, five of whom

are Ninety-Nines. In light of the fact that the WASP had to pay many of their own expenses to serve our country during World War II, the Museum wants them to be their special guests and honor them for their service and patriotism. To achieve this, Wings of Dreams is accepting tax deductible donations to help cover the costs of airline transportation, lodging, meals and other incidental expenses. Donors will be recognized with a banner displaying their names at the Ninety-Nines building.

For more information, visit www.wingsofdreams.org.

2013 SUN 'N FUN WASP GUESTS

(The numbers after the names indicate the WASP year and class number.)

Dora Dougherty McKeown 43-3
Nell Bright 43-7
Elizabeth Strohfus 44-1
Marguerite Bernhardt 44-3
Kathryn Miles 44-5
Shirley Kruse 44-6
Penny Halberg 44-6
Barry Smith 44-6
Bee Haydu 44-7
Kathleen Hilbrandt 44-10

UNIQUE HONOR FOR LEE ORR

Well known local pilot, flight instructor and Blue Ridge Chapter member Lee Orr received a unique honor recently: she had an instrument approach fix named after her. Now how many pilots can say that?



The GPS runway 23 final approach fix at SPA was named LEORR. Lee was awarded this honor in recognition of her tireless efforts in promoting not only general aviation but also for her years of aviation education and promoting women involved in aviation.

— Lori Irvin-Connorton

NINETY-NINES IN FOUR CONTINENTS PARTICIPATE IN WOMEN OF AVIATION WORLDWIDE WEEK 2013

Pilots, including many Ninety-Nines worldwide, flew balloons, ultra-lights, airplanes, seaplanes, and helicopters more than 1,500 hours to introduce over 5,300 girls and women to flying during Women Of Aviation Worldwide Week. The event was launched by Ninety-Nine Mireille Goyer in 2010 and has been held annually since then during the week of March 8, the anniversary date of the first female pilot certificate worldwide.

The event aims to foster diversity in aviation by celebrating history, raising awareness and sparking vocations as girls and women are introduced to aviation during female-centric events.

Sparking vocations it did. More than 77 percent of the girls and women attending said that they would consider undertaking an activity for pleasure or for a career in aviation as a result of their experience.

Among the girls and women who flew in a small aircraft for the first time during the week, 66 percent of them wanted, first and foremost, to learn to fly in the future.

Women Of Aviation Worldwide Week 2013 in Numbers

- 17,000+ girls and women attend events worldwide
- 5,300+ girls and women took flight in a small aircraft for the first time
- 2,500+ viewed the live stream broadcast of the speeches



New Orleans Chapter Ninety-Nine Janet Gonzales delights passenger Madeline with her first flight in a small airplane.

of astronaut Chris Hadfield, astronaut Pam Melroy, NASA scientist Manta Patel Nagaraja, and MDA Space Missions robot operator and space engineer Natalie Panek

- 64,000+ visited the official website (preceding and event week)
- 4 Continents: Africa, Asia, America, Europe

MADELEINE THIBAUT MEYERS HONORED WITH QUEEN ELIZABETH II DIAMOND JUBILEE MEDAL

Montreal Chapter member Madeleine Thibault Meyers was presented with the Queen Elizabeth II Diamond Jubilee Medal in February. Canada minted the Diamond Jubilee Medal as a way to recognize people who have made a significant contribution to Canadians.



Member of Parliament Lysane Blanchette-Lamothe presented the medal to Madeleine.

Madeleine, a World War II Royal Canadian Air Force veteran, overcame resistance to become the first female pilot in Quebec and helped Air Cadets achieve their dreams in the field of aerospace.

RACING ACES GIVE THEIR 2012 AIR RACE CLASSIC PURSE AS SCHOLARSHIP

The 2012 Air Race Classic champions Dianna Stanger (Houston Chapter) and Victoria Holt awarded a \$5,000 scholarship to LeTourneau University (LETU) student Whitney Brouwer, a senior flight science major from Raymond, Minnesota.

On February 1, Dianna presented Whitney with the scholarship during a luncheon celebration at the Abbott Aviation Center. "There is nothing better than giving back — especially when it is so well deserved," said Dianna. Donating a scholarship on behalf of her Air Race team, Racing Aces, is just one of the great ways to give back, she says.

Dianna and Victoria won the 36th Air Race Championship in June 2012 following a four-day air race covering nearly 2,900 statute-miles across eight states and making nine stops. They decided to donate their \$5,000 winning purse and sponsorship money to empower a female flight student to realize her own dream of flight.

Whitney dedicates her time to working with the university flight team and working at a local flight service center. She earned her private pilot certificate in August 2010 and has logged over 250 flight hours.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

BABIS, Catherine, Greater St. Louis Chapter
BROWN, Anna, Hampton Roads Chapter
DERBY, Erica, San Diego Chapter
FRAZER, Wendy Jo, Idaho Chapter
GILLETTE, Bambi, Phoenix Chapter
GREEN, Kimberly, Russian Section
LUTHIN, Melinda, Orange County Chapter
MEESE, Gabriele, Tennessee Chapter
OVED, Reut, Israeli Section
SHAFFER, Simona, Southeast Section
STOOK, Elaine, Tulsa Chapter
SZEWCZYK, Adina Marie, Central New York Chapter
THOMPSON, Anna, Alberta Chapter
WYRICK BEULEN, Helen, Phoenix Chapter
YOUNG, Elizabeth, Eastern New England Chapter

Welcome New Members

AMARAL, Michele (F), Sacramento Valley Chapter
ATKINS, Lindsay Holman, Shreveport Chapter
BARRETT, Monica (F), Santa Clara Valley Chapter
BEHNKE, April, Tucson Chapter
BLEVENS, Robin Lee (F), Kentucky Bluegrass Chapter
BRADSHAW, Nancy (F), Antelope Valley Chapter
BROOKS, Janet (F), Scioto Valley Chapter
CARTER, Lori Brannon (F), Mississippi Chapter
CLAREMONT, Gail (F), Pikes Peak Chapter
CLEVELAND, Anne (F), San Diego Chapter
CONVERSE, Maria, Phoenix Chapter
CORMIER, Rebecca (F), Eastern New England Chapter
DAVIDSON, Austin (F), Santa Barbara Chapter
DEUEL, Kristen (F), Columbia Cascade Chapter
DRUSKINS, Christina, Michigan Chapter
ERICKSON, Alana (F), Idaho Chapter
FAULKNER, Georgia, Paradise Coast Chapter
GAETA, Mary Lou (F), Connecticut Chapter
GREGORY, Janet, San Joaquin Valley Chapter
GUARNERI, Morgan (F), Eastern Pennsylvania Chapter
HARRIS, Elizabeth (F), Columbia Cascade Chapter



*Eileen Kay,
Washington D.C.
Chapter*

HOWELL, Shannon, Chicago Area Chapter
JACK, Debra, Greater Pittsburgh Chapter
JONES, Elizabeth, Intermountain Chapter
KAY, Eileen, Washington DC Chapter
KIM, Yoomi (F), San Fernando Valley Chapter
KUCHARSKI, Amelia, San Fernando Valley Chapter
LAMB, Lori (F), Phoenix Chapter
MALHOTRA, Tanya (F), Columbia Cascade Chapter
MCCOY, Catherine, Hampton Roads Chapter
MCNEVIN, Heather, Minnesota Chapter
MINCONE, Samantha (F), First Canadian Chapter
OAKES, Jill, Manitoba Chapter
POEPELMAN, Elizabeth Ann, Mississippi Chapter
RANDOLPH-GRAHAM, Monica (F), Fort Worth Chapter
RUSSELL, Kristin, San Diego Chapter
SCHIFF, Judith, Paradise Coast Chapter
SCHWARTZ, Lily Khlood, Long Island Chapter
ST ONGE, Carly, Manitoba Chapter
STAUFF, Lisa (F), Chicago Area Chapter
STEINSON, Erica, Connecticut Chapter
STEWART, Kristin (F), San Diego Chapter
STOEPLER, Heidi, Bakersfield Chapter
SUAREZ, Kathleen, Florida Goldcoast Chapter
THOMPSON, Erin, Kentucky Bluegrass Chapter
URBINE, Amy (F), Eastern Pennsylvania Chapter
YOST, Doreen, Kentucky Bluegrass Chapter
YSQUIERDO, Cherity Ann (F), Ambassador Chapter

99s Volunteer at NIFA Competitions

BY MAUREEN KENNEY
San Fernando Valley Chapter



The Region 2 (also known as Pacific Coast) National Intercollegiate Flying Association (NIFA) competitions were held January 16-20 in Salinas, California, hosted by San Jose State University. Southwest Section members from several Chapters came together under the leadership of Virginia Harmer to volunteer as judges, scorekeepers and test proctors for the events. San Gabriel Valley, San Fernando Valley, Rio Colorado and Monterey Bay Chapters were represented. One member of the Northwest Section drove down from Oregon to participate.

The NIFA competitions include flying activities such as precision navigation, IFR practices, simulator activities, short field landings, message drop and power-off landings. Paper/pencil tasks include competence with the E6B flight computer, comprehensive aviation knowledge and aircraft identification.

The overall winner of the regional competitions, together with the second place team, will represent the region at National competitions in April. This year the overall winning team was the Embry-Riddle Prescott team. The second place team was San Diego Christian College. Also competing were teams from Mt. San Antonio College, San Jose State University and Cypress College. The U.S. Air Force Academy team, actually a member of the Region 7 schools, participated in the competitions but was not ranked among the Region 2 schools.

NIFA, also known as SAFECON, works to promote increased safety and professionalism among collegiate pilots. Each year the



From left, front row: Linda Rever, Tookie Hensley, Maureen Kenney, Virginia Harmer. Back row: Nelli Kerez, Patty Viall, Tracy Rodriguez, Claudia Contreras, Cathy Jameson. Right side, Samirah Abdelfattah.

competitions are held at an airport nearby and hosted by one of the participating schools.

Those of us who volunteered at the events gained much. We met people from each of the colleges, experienced the joy and energy of 160-plus college students who are actively engaged in flight training. We also enjoyed the camaraderie of fellow volunteers as we gathered each morning around 6:30 a.m. in the hotel breakfast room, to late evening dinners at local cafés. We laughed and relayed hanger-flying stories as we manned our posts to judge the flying events.

Consider becoming involved next year when we gather at Lake Havasu in February, 2014.

TRAINING MILESTONES

Kelly Decker – Private Pilot
Ventura County Chapter

Tammy Hand – Instrument
Eastern Pennsylvania Chapter

Regina Hoffman – Private Pilot
Iowa Chapter

Marcia K. Gitelman – Basic Wings Level 5
Finger Lakes Chapter

Elizabeth Jones – Private Pilot
Intermountain Chapter

Jennifer Julian – Private Pilot
Bay Cities Chapter

Gail Newell – Private Pilot
British Columbia Coast Chapter

Abigail Pasmore – Instrument
Florida Suncoast Chapter

Debra Plymate – CFI
Oregon Pines Chapter

Kandace Rawling – A&P Mechanic
Wisconsin Chapter

Jennifer Treese – CFI
Tucson Chapter

Sarah Vawter – Private
Ventura County Chapter

Krystene Zehnder – CFII
San Diego Chapter

Share your aviation milestones! Send your accomplishments to news@ninety-nines.org



Ninety-Nines and friends create a compass rose at Sebastian Airport.

FLORIDA SPACEPORT CHAPTER

What a beautiful day for creating a compass rose at Sebastian Municipal Airport (X26), Sebastian, Florida. On February 9, four members of the Florida Spaceport Chapter, three members of the Embry Riddle Chapter and 15 members of the Falcon Flight Team from Florida Institute of Technology arrived bright and early, ready to go to work.

Previously, the staff of the airport had blacked out the old compass rose and had the area surveyed. The surveyors did an extra special job by marking the cardinal and the ordinal points of the rose for us. These two things gave us a big head start on the day.

First order of business – drop chalk lines for the spokes of the rose. Then draw the circle that surrounds the 99 logo in the center. Start painting white. We did not have to redraw

the 99s logo, since they still lined up well with the north and south points. The large white 9 was marked and then painted. The white painting was done in short order, and there was just enough breeze that the paint was drying quickly. On to the blue paint. The short, fat 9 was marked and painted, along with N, S, E and W.

We finished all this before lunch. The Airport Director supplied a generous lunch, and we topped it off with birthday cake since the following Tuesday was Laura Sherwood's birthday.

Back out onto the tarmac. There were a few places that needed to be touched up and a few drips that needed to be covered. We were finished and cleaned up by 2 p.m. That's a record!

Many thanks to all the college students who helped, we couldn't have done it without you. — Bobbi Lasher

FINGER LAKES CHAPTER

Finger Lakes Chapter members Frances Englund and Jan Sarbou spoke at the Geneva, New York Zonta Club meeting on January 9. We were asked to speak about the "Amelia Earharts" of today.

When Amelia returned to the United States after being the first woman passenger to fly across the Atlantic Ocean, she received a telegraph offering her membership into the Boston Chapter of the Zonta Club. Amelia was the epitome of what the Zonta organization stood for then and stands for now, to advance the status of women worldwide.

Amelia, as Ninety-Nines well know, actively encouraged women to take on roles in non-traditional fields such as aviation. Frances expressed the feeling that she could not remember the time when she did not want to fly, and her time in the air brings strength and determination to her world. Jan stated that the Amelia Earharts of today are really no different than Zonta members. She looks at flying as a special gift. It's her way of expressing the things women dare to dream of and do.

Frances also gave a brief talk about The Ninety-Nines.

— Frances Englund and Jan Sarbou

SANTA CLARA VALLEY CHAPTER

In December we gathered for dinner and a gift exchange, enjoying the company of family and friends. We had a huge turnout of 27 pilots and friends for lunch at Watts Woodland Airport, inviting several other local aviation groups, both students and long-time pilots, to join us. We've discovered this is a great way to increase attendance at our flying activities.

Many of the same people attended our January Whale Watching fly-in, with 35 of us meeting for lunch at the new Props Restaurant in Watsonville, owned by Monterey Bay 99 Kryss Crocker.

In January, six Chapter members presented an after-school program about aviation to a local elementary school under the auspices of City Year/Americorp. We were impressed by the eager, well-behaved 2nd to 5th grade students and their enthusiasm for airplanes, as well as the superb job done by their teachers in managing and channeling the students' energy and enthusiasm so constructively!

— Judy Stark

VENTURA COUNTY CHAPTER

On February 17, the first annual Valentine's Day Flash Mob Picnic Lunch was held at Santa Ynez Airport (KIZA) — our first fly-out that wasn't weathered out in over a year!

The word spread of our little happening, and soon we had 17 planes with 36 aviators and sweethearts unpacking their tables, chairs and picnics on the lawn in front of the airport office for a few hours of levity and mirth. Decked out in red, white and black, the lawn was a field of picnic baskets full of gastronomic delights.

We had the Santa Paula crowd show up in various planes including some Skywagons, a Tiger Moth and even a Howard! There were people who came from as far north as Auburn and south as Whiteman and Van Nuys. The prize for best setup went to Carolyn Brown.

It was a glorious way to spend a belated Valentine's Day. We are already planning for next year's event. Stay tuned for the video.

In other Chapter news, congratulations go to Arlene Wilske, Orange County 99, on winning the Emergency Maneuvers Training (EMT) Lottery Scholarship. Arlene was thrilled when she was informed she had won. In Arlene's words:

"Thank you very much for awarding me the EMT Scholarship. I am very excited to have won and can't wait to get started! A little about my background. I was first a member of The 99s in Florida in the 1990s when I was a flight instructor and then a first officer for Comair Airlines. I flew the Embraer Brasilia and Canadair Regional Jet with Comair. My ratings include ATP, CFI, CFII, MEI, and I have about 4,200 hours.

"I left the airline in 2000 when my first child was born. I was a full-time mom until 2011 when I decided it was time to dust off

my wings. First thing I did was renew my membership with The 99s, in Orange County this time. I have spent the last 1.5 years knocking the rust off my flying skills, mostly in Cessnas and Seminoles and making wonderful new friendships within The 99s.

"I am thrilled to be flying again and was recently offered a job flying a Pilatus for Surf Air, a new Part 135 airline that will offer shuttle service between Los Angeles and the Bay Area. They are still completing the AOC process with the FAA, but I hope to be in training by April. I am so looking forward to using your scholarship. The EMT training will help me to be a better pilot. I can't thank you enough!"

— Linda Ehrlich



Chapter Chairman Carolyn Brown and her husband Greg enjoy a Flash Mob lunch at KIZA.

From bottom to top: Harriett Hall, speaker and author Dr. Jamie Cutler, Betty Meyer, Nancy Salomon, Holly Roe, Hilda Ray, Peggy Colvette-Pepper, Nancy Miller-Borg, Nancy Swanner, Nicole Banks, Ramona Banks.



ALABAMA CHAPTER

On January 19, the Alabama Chapter, along with Zonta International, held their 17th Annual Amelia Earhart Luncheon to raise funds for the Amelia Earhart Birthplace Museum.

The afternoon's speaker was Dr. Jamie Cutler Harper, daughter of Lois Cutler, a WASP and Ninety-Nine. Dr. Cutler has written a book about the WASP, *Angels Without Wings*. She is also a singer, songwriter and playwright.

Over the years, these luncheons have raised thousands of dollars for the Birthplace Museum.

In other Chapter news, the Alabama Chapter hit the beach with a visit to Orange Beach. There were outings to local airports, Fort Morgan and Flora-Bama. Nicole Banks provided an instructional briefing on identity theft to help us all look out for our financial safety. And of course, there was hot tubbing, billiards and eating!

— Betty Meyer

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

FULLERTON CHAPTER

The Fullerton Chapter from California shared an amazing weekend with the Rio Colorado Chapter from Arizona. Lake Havasu hosted its 3rd Annual Balloon Festival, which was held January 18-21.

Some Fullerton members drove, but most flew, which was a much better mode of transportation. There were 13 attending from Fullerton, but who could beat that beautiful 100-mile visibility in the high 60s degree weather in January? —*Kim Ernst*



Photo left, Pat Savage, Bev Hawkinson, Shirley Pynckel, Kim Ernst, Vikki Mena, Dana Glidden, Denise Jennings, and Mike Blackstone.

HAMPTON ROADS CHAPTER

Ann Robinson, professional school counselor at Sedgefield Elementary School in Newport News, Virginia, reached out to the Hampton Roads Chapter early in 2012 to make a presentation to their 3rd graders. I was the presenter on October 12, 2012 in three sessions running from mid-morning to the lunch period.

The presentation consisted of expired sectionals, my animated self and some new technology in the form of an interactive whiteboard. It allowed me to show some videos of my flying, display SkyVector maps and show them familiar things to really bring the message home. I mentioned to them that Virginia has 434 airports, 66 of which are open to the public, and asked them to name a few. I will admit to being shocked when one of them mentioned Virginia Tech (aka KBCB)!

Overall, they asked very good questions outside of the usual about "What happens if you crash?" Others asked included, "How fast can you go?"; "How high can you go?"; "Have you flown to New York?"; and "When did you start flying?" Informal surveys indicated that a few were thinking of going into the military, becoming a doctor, vet or teacher, but there were a few hopeful pilots in the mix.

I really admire the fact that schools are recognizing the importance of reaching the kids early and trying to put a spark in their minds regarding non-traditional career paths.

— *Suzanne Collins*

FLORIDA SUNCOAST CHAPTER

A great time was had at our holiday party at the Columbia (Flagship) Restaurant founded in 1905 in Ybor City, Tampa, Florida. It is Florida's oldest restaurant and the largest Spanish restaurant in the world. On January 12, Angela and Kristin Inderwiesen hosted our meeting with their delicious Sloppy Joes and potluck and spot landing at the Wauchula Airport.

Congratulations to Marie Grein! After returning from her trip to China recently, Marie completed one of the items on her "bucket list," which was to visit all seven continents.

— *Sophia M. Payton*

RENO HIGH SIERRA CHAPTER

Congratulations go to several of our Chapter members. Lila Glaser, economics professor at the University of Nevada, Reno, received the NASA Small Business Innovation Research Award for her contributions to the project "Advanced Exoplanet Star Tracker for Orbit Self Determination" with Keystone Aerospace in Austin, Texas. She also was appointed to the Governor's Workforce Investment Board Aerospace and Defense Sector Council for the state of Nevada.

Chapter Chairman Moe Makowski was the recent recipient of the Sutter Buttes scholarship and will use her \$1,500 award towards her CFI rating. Our Chapter is awarding \$5,500 in scholarships in May.

Reno High Sierra members Heather McCoy and Moe Makowski will be participating in their first ARC as team #37. We wish them loads of luck!

— *Lynn Meadows*

KEYSTONE CHAPTER

The Keystone Chapter offered inspiration and advice to high school girls attending "Women Fly" at Queen City Airport in Allentown, Pennsylvania on March 9. The event was part of Women of Aviation Worldwide Week and included presentations from Embry-Riddle, local flight schools and the U.S. Coast Guard, Air Force and Civil Air Patrol.

A live feed from Frederick, Maryland tied the event to others around the country. The girls had a beautiful sunny day to enjoy their first flights, provided by EAA Chapter 70 through the Young Eagles program.

The event was also a great demonstration of how 99s support each other and our joint mission. The North Jersey Chapter sent three members to help Keystone, and a fourth 99 from the Eastern Pennsylvania Chapter, representing the Coast Guard, joined us. Altogether, eight 99s were present to show the girls how The 99s can help them achieve their goals.

— Sally Moritz



From left, Rosanne Isom, Jean Scibetta, Susan Westervelt (North Jersey), Irene Koehler, Diana Kelly (Keystone), Norma Hunter (Eastern PA), Toni Marina and Sally Moritz (Keystone).

OREGON PINES CHAPTER

Ninety-Nines in Oregon are more inspired than ever about aviation education. The first meeting of the year was dedicated to planning seminars, organizing educational tours and assigning committees to work on various projects.

Our meeting in February was a WINGS Seminar, Understanding Spatial Disorientation, presented by CFI Wayne Nutsch, who demonstrated susceptibility and effects using a Barany Chair. What

a vivid illustration of the importance to maintain proficiency under the hood and to rely on aircraft instruments!

Several of us attended AOPA's Chart Challenge in Eugene one night and Portland the next. A few days later, we headed north for a tour of Seattle Center. Chasity Vanauken gave an orientation on air traffic operations, then took us on a tour of the control room, plugged in handsets and assigned each of us to monitor control-

lers working sectors in central Oregon. It was very educational to observe traffic inbound to airports where we fly.

We spent the weekend in log cabins at American Lake on Fort Lewis and attended the Northwest Aviation Conference and Trade Show at Puyallup. What a great experience to share with teens Ashley and Andrea, who visited several college and career booths.

The Oregon Pines Chapter is coordinating with Hilo, Hawaii, to replace the sign on Amelia Earhart's banyan tree. Amelia planted the tree during her visit to Hawaii in 1935 prior to becoming the first person to fly solo across the Pacific in her Lockheed Vega. Chapter member Barbara Anderson visited Banyan Drive last September looking for the tree and was not able to find it. The sign was missing. Look for a new sign at the tree on Banyan Drive on your next visit to Hilo.

— Debra Plymate



Oregon Pines members visit Seattle Center, from left: Andrea Wood, teen aircraft builder; Patty Viall, 99; Chasity Vanauken, ZSE staff and helicopter pilot; Bev Clark, 99; Leo Auch, 49½; Ashley Collins, teen aircraft builder and student pilot; Debbie Origer, 99; and Debra Plymate, 99.

LAKE ERIE CHAPTER

On January 12, the Lake Erie Chapter celebrated our 39th anniversary at the Stonewater Golf Club in Highland Heights, Ohio. The celebration was arranged by 2011 Pilot of the Year Bernice Barris with help from three other former winners, Nancy Matras, Carol Stocker and Nancy Wood.

The anniversary cake was beautifully decorated with our charter on it. After dinner, we heard from guest speaker Capt. Guy Gruters, a U.S. Air Force fighter pilot best known for his survival as a prisoner of war in Vietnam.

This year it was decided to combine the annual Charter Banquet and Pilot of the Year Banquet. Our Pilot of the Year for 2012 is Chris Takacs. Chris holds a private glider pilot certificate and has been a member of the Lake Erie Chapter for 12 years, helping our Chapter in all categories. She recently took on the job of organizing and keeping our Chapter albums up to date. She has a lot of experience in this area since she also volunteers at the International Women Air & Space Museum (IWASM) where she is in charge of maintaining donor files, object files, databases for both accessioned objects and the research library and archives, plus historical records and objects. She is busy helping coordinate our upcoming Spring Section Meeting in Cleveland April 19-21.

— Evelyn Moore



Chris Takacs
at IWASM.

COLORADO CHAPTER

Back in May of 2008, the Colorado Chapter did an ever-so-cute airmarking on the floor of the Wings Over the Rockies Museum. This did not go unnoticed by the owners of the Pueblo Weisbrod Aircraft Museum, who want one, too.

The Pikes Peak Chapter has been asked to airmark a compass rose at the Pueblo museum, and they have requested our help with both expertise and bodies. March 23 is set as the tentative date.

Pueblo's aircraft museum is fun and is the home of Peachy, a fine B-29 that you can crawl into if you'd like.

— Margot Plummer



Colorado 99s airmarking the floor at Wings Over the Rockies in May, 2008.

VIRGINIA CHAPTER

Toy Airlift 2012 was a fabulous success! Finally we broke the 1,000 mark in toys given to the military, a goal we've been striving to reach for several years.

The low clouds kept any planes from flying in until nearly noon, but once they started landing, they all just kept coming. It was great to see them.

The women from the Eastern Pennsylvania Chapter were unable to fly out of their area due to heavy rain, so they shipped their donations of 35 toys and \$520 in gift cards for the Veterans' Hospital. There were a couple of late deliveries that brought our totals to 1,005 toys for the military, 91 gifts to the hospitalized veterans, 55 gifts for the homeless veterans to give their children and \$1,070 in gift cards for McGuire's Veterans Hospital.

At 10 a.m. about a dozen children waited at the fence to greet Santa David Hinkle as he made a grand entrance in his beautiful red and white Monocoupe. After posing for pictures, he greeted the soldiers, then made his way into the terminal as the children accompanied him. Many of them gave their donations directly to Santa and his elf, which thrilled the children.

About noon, Santa Hinkle was relieved by Santa Jim Anderson of Wing Nuts and his elf grandson, who finished out the shift. Around 2 p.m. they waved to everyone and departed in N75612, a C-172/180 hp, on their way back to the North Pole.

— Betty Vinson

Past President Thon Griffith Flies to New Horizons

THON GRIFFITH DELONG APRIL 25, 1923 – MARCH 6, 2013

Thon was a much-loved baby, so the family named her The One. Drop the e's and you have Thon. True story. Maybe that's why she grew up to be such a compassionate and charming person.

Thon was an aviator for 50 years, along the way flying the Griffith Company P58 Baron on corporate business. There were Baron charity flights also, with Thon taking college teams to NIFA competitions. She loved racing and served as route Director on the AWTAR board, which was commonly called the Powder Puff Derby. She flew across the U.S. including Alaska, Canada, Mexico and numerous flights into Central and South America, also competing in the International Air Race.

The dichotomy of a kind disposition along with strong management skills stood Thon in good stead serving as Chairman of the Amelia Earhart Scholarship board. She was always active in The Ninety-Nines on the local and regional levels and was justifiably recognized and honored along the way. Thon served as International President of The Ninety-Nines from 1978 through 1980.

Thon never grew jaded. She thrived on being surrounded by scores of the older accomplished and pioneer pilots and especially enjoyed the newbies just discovering aviation. She delighted in the adventures of meeting members off the continent, for example hanging out with Nancy Bird Walton, fondly known as Australia's Amelia Earhart, and meeting with the American Expatriate Saudi Arabian Ninety-Nines. Since a woman traveling alone to Saudi Arabia was not allowed to deplane unescorted, a Saudi prince was dispatched to escort Thon to the U.S. compound.

Thon's devotion to The Ninety-Nines has been constant. She spent weeks slaving with the volunteers establishing the 99s Museum of Women Pilots. She and her husband Bob saw to it that Louise Thaden's 1929 Travel Air could be purchased for The Ninety-Nines and today is on display in Oklahoma City.

Thon has left us physically yet has simultaneously gifted us with a legacy of unending treasured memories.

— Gene Nora Jessen



Thon with Chuck Yeager, 1979.



Thon with Charter members Bobbi Trout and Melba Beard.

NEW HORIZONS

AUDREY BAIRD Northwest Section

Audrey Baird, 93, died on February 3, 2013. Audrey Louise Larson was born July 22, 1919, in Minneapolis. She was a graduate of South High School.

In her early 20s, Audrey decided she was going to take flying lessons. After discussions with her parents, she was off to the Robbinsdale/Crystal Airport outside of Minneapolis for ground school and flying lessons. Audrey earned her private pilot certificate flying a float plane in Florida, taking off and landing on water.

Audrey was a charter member of the North Dakota Chapter. She continued her lifelong pursuit of flying and obtained her commercial rating and an instrument rating. In 1970, she and her best friend and flying companion, Geneva Oleson, participated in the Women's Transcontinental Air Race. Audrey often talked about her favorite flying adventure when she and her son, David, flew her Beechcraft Bonanza from Dickinson to Fairbanks, Alaska in 1993.

— Anna Baird, Granddaughter



Audrey Baird.

CATHERINE 'KITTY' HOUGHTON Marin Chapter

Kitty Houghton, 70, of Novato, California, passed away tragically on January 28, 2013, the victim of homicide in New Hampshire.

She was a native of Reno, Nevada. She was a graduate of Saint Mary's, earned her bachelor's degree in anthropology from the University of California, Berkeley and her master's and doctorate in linguistics from Stanford University.

Kitty learned to fly while stationed in Africa and joined The Ninety-Nines in 1996. In recent years, she worked to help the organization expand its membership overseas. Kitty also served as Membership Chairman for the Marin Chapter. She was also a volunteer pilot for Angel Flight, Inc. and LightHawk.

Kitty served the Peace Corps from 1964-66 in one of the very first groups to go to Nepal. She worked as an international officer for Bank of America and DuPont prior to joining the U.S. Foreign Commercial Service in 1979, working at embassies all over the world during the course of her 28-year career in public service.

Kitty left the world an amazing legacy, a standard of generosity, achievement and compassion.

— 99 News Staff



Kitty Houghton.

MAY E. HASKELL Reno Area Chapter

May E. Haskell, 87, flew to new horizons on January 3, 2013 in Bel Air, Maryland.

One of her greatest loves was aviation. May touched many lives through her enthusiasm and shared her passion for flying through service to others and aviation education. There are a great number of pilots out there who were encouraged and got their start because of May. Her daughter, Loretta was one of them. Not many people can say that their mother flew them to their flying lessons like she can.

Through The Ninety-Nines, she worked at the Reno Air Races and the Truckee-Tahoe Air Show and helped establish a flying scholarship. She and her husband owned many airplanes through the years and were always involved in flying clubs where she organized fly-ins and social occasions.

As a young girl she became a member of the Civil Air Patrol. After she moved to Maryland, she once again became involved with CAP and used to joke that she was the world's oldest Second Lieutenant. She loved the young people and especially enjoyed making educational presentations.

— Loretta Cook, Daughter

KAREN LEE JOHNSON Ventura County Chapter

Karen Johnson, beloved Chairman of the Ventura County Chapter, flew on to New Horizons on January 2, 2013, while flying frost control in a Bell 206 JetRanger near Delano, California.

A gourmet chef, editor and avid horsewoman, Karen first announced her intention to learn to fly helicopters on her 50th birthday. After earning her commercial rating, she went on to pursue all necessary fixed-wing certifications to work as a Part 91 co-pilot in a Cessna Citation CJ3 while simultaneously employed as a Part 135 charter pilot for San Joaquin Helicopters. Already a Ground Safety Coordinator for Studio Wings, Karen was accruing hours to work as an on-camera pilot for the motion picture industry.

Before becoming Chapter Chairman, Karen served as Secretary and then as Treasurer for two terms. As Chairman, Karen placed mentorship at the top of her agenda and generously shared her knowledge or connections whenever it could benefit someone else.

Remembered as a joyous, humble, hard worker who looked for the good in people and coaxed it out, Karen will remain an indelible inspiration to all who knew her.

— Lindsey Bell



Karen Lee Johnson.

NEW HORIZONS

BETTY McMILLEN LOUFEK **Los Angeles Palms Chapter**

Betty Loufek passed away peacefully at home on January 24, 2013. She joined the Los Angeles Chapter in 1944 (later to become the Los Angeles Palms Chapter). She raced in the 1948 Powder Puff Derby with her twin sister, Claire Walters, and again with her in two Palms to Pines races in the 1980s.

Betty was a Powder Puff Derby board member in 1951-1956 and publicity chairman, 1954-1956. She developed a national Ninety-Nines publicity network, making the race a nationally-recognized event. She persuaded the 1955 board to allow famous cartoonist-pilot Bill Mauldin to race so he could write the story for *Sports Illustrated*.

Betty flew small planes for pleasure and a sailplane in which she established official U.S. women's records in 1948-50. She was the first American woman to fly the standing wave and the second American woman to earn a Silver badge.

She held a BA in anthropology and journalism, was a world traveler and wrote articles illustrated with her own photographs. Together, she and her sister Claire wrote *This Flying Life*, which focused mainly on Claire's flying adventures but also included a chapter on Betty's sailplane distance record. She self-published the book to raise funds for the 99s Museum of Women Pilots.

— Roberta Loufek, Daughter



Betty McMillen Loufek.

MARILYNN LUCILLE MILLER **Scioto Valley Chapter**

Marilynn Lucille Miller, age 90, flew to new horizons on October 11, 2012, in Lebanon, Ohio, with her family by her side. She was born November 18, 1921 in Columbus, Ohio.

Marilynn joined The 99s in 1961 shortly after she and her husband, Robert, earned their private pilot certificates. Over the years, Marilynn added commercial certificates, with instrument multi-engine (both land and sea), single-engine sea and glider ratings. She even had 0.5 hours in the Goodyear blimp and participated in over 45 air races.

Marilynn served The 99s at the multi-state Section level as Governor and at the Chapter level in many officer positions, multiple times. She was the driving force behind the founding of the Scioto Valley Chapter in 1981 and not only presented aviation programs for children via Air Bears but also mentored other Chapter members in taking over that program.

On January 28, 2012, members of the Scioto Valley Chapter presented Marilynn with a certificate honoring her 50 years of membership. Her inspiration, encouragement and leadership will be greatly missed in our Chapter. We will remember and think of her often.

— Paula Rumbaugh

BEVERLY FRANZ PRICE **MICHIGAN CHAPTER**

Beverly Franz Price recently flew to new horizons. A lifetime Michigan resident, Beverly learned to fly in 1964. She was a single and multi-engine land and sea flight instructor and an FAA designated pilot examiner who gave hundreds of checkrides to prospective pilots in the mid-Michigan area. She was a longtime active member of the Michigan Chapter even after moving to Crossville, Tennessee.

Beverly logged more than 7,000 hours and was active in the FAA Accident Prevention Program and the Pilot Proficiency Award Program. She was director of flight training at Air-Flite at Tri City Airport in Michigan.

She received many awards, including Flight Instructor of the Year, Grand Rapids FSDO and Accident Prevention Counselor of the Year for the FAA Great Lakes Region. She participated in many races including the Powder Puff Derby, Michigan SMALL Race, Illi-Nines and Indiana Fair Ladies.

— Linda Langrill

DOTTIE ANDERSON SHELTON **All-Ohio Chapter**

Dottie Anderson, a lifelong resident of northwestern Ohio, flew to new horizons on December 8, 2012. She was born January 7, 1926 in Columbus Grove, Ohio.

Dottie graduated from Bluffton High School and Bowling Green State University. She took her first flight in a Ford Tri-Motor at age 8, started learning to fly at 15, and in 1944, earned her private pilot certificate at 18 — even before she got her driver's license.

Dottie once said, "My dad decided if people would let me fly airplanes, he'd let me drive the car." She once built her own plane, a Pitts Special.

In 1948, she began sharing her gift of flying as an instructor, and over the next 60-plus years, she taught hundreds of students. In 1978, she became a flight examiner, a position that she held until her recent illness. She accumulated more than 40,000 hours of flying in her logbook and crisscrossed the United States by flying in countless air races, including 32 outings in the annual Air Race Classic.

She was a Life Member of The Ninety-Nines as well as belonging to AOPA, EAA and several professional aviation organizations. Dottie was best known as a pilot at Bluffton Airport (5G7) with the Bluffton Flying Service. She was also selected for participation in the astronaut training program in Colorado during its early years, but she declined, saying, "It was a really busy time at the airport, and they were shorthanded."

Dottie changed and enriched the lives of so many people. The earth and skies above are better for the contributions that she made.

— Minnetta Gardinier

BEFORE YOU KICK THE BUCKET...



FILL YOUR BUCKET HERE!

MONTANA

~Rafting~Spelunking~Horseback-Riding~Ziplining~Flying~Theatre~Fly-Fishing~
~Soaking~Shopping~Music~Golfing~Sightseeing~Touring~Exploring~

2013 Ninety-Nines International Conference: July 10-13, 2013

Holiday Inn, Bozeman, Montana

5 East Baxter Lane, Bozeman, MT 59715

406-587-4561

Conference Registration:

www.montana99s.org

Conference Co-Chairs:

Linda Marshall

Charity Fechter

Janine Nunes

linda99s@msn.com

c2shirley@3rivers.net

nunes@flysummit.net

406-539-5909

406-682-4943

406-388-8359

