

99 News

The Official Magazine of the International Organization of Women Pilots

May/June 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

India Section Ninety-Nines celebrated Women of Aviation Worldwide Week by introducing girls from underprivileged sections of society to the possibilities of aviation. The girls experienced simulator rides, received an aviation coloring book designed by the India Section, visited the air traffic control tower, made model airplanes and visited the Airforce Museum. March 10 was the closing ceremony of the week's celebrations, and the Ballooning Club of India gave hot air balloon rides to more than 120 young and excited girls. During the week, almost 475 girls were introduced to flying. Photo by Capt. Nivedita Bhasin

PERPETUAL CALENDAR

2013

JUNE

- 1 Due date for submissions to the 99 News** for the July/August issue.
- 9 Wisconsin Fly In Breakfast**, Watertown Airport (KRYV), Watertown, Wisconsin, 8 a.m. to noon. Adults \$7, kids \$5. Contact (920) 261-4567;
- 18-21 37th Annual Air Race Classic**, beginning in Pasco, Washington, and finishing in Fayetteville, Arkansas, encompassing 2,449 statute miles. The race route has stops at nine airports in a total of four days. Visit www.airraceclassic.org.
- 21-22 International Forest of Friendship**, Atchison, Kansas. This year's theme is Security and Solace through Flight: Military Aviation, 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.
- 16-17 35th Annual Okie Derby Proficiency Air Rally** staged at Wiley Post Airport, Bethany, Oklahoma. Entry fee \$45 by August 12 and \$60 thereafter. For Rally packet and other

information contact Heather Gomer at hl-gomer@gmail.com, 405- 412-0711 or Janis Love at Jslove15@cox.net, 405-818-0815 or 405-478- 0590.

SEPTEMBER

- 20-22 Southwest Section Fall Meeting**. For more information go to <http://sws99s.org/>.
- 27-28 New York-New Jersey Section Fall Meeting**, Atlantic City, NJ. For more information go to <http://www.nynj99s.org/>.
- 27-29 South Central Section Fall Meeting**, Holiday Inn, Tyler, Texas. For more information go to <http://www.scs99s.org/>.
- 27-29 Southeast Section Fall Meeting**, Gulfport, Mississippi. For more information go to <http://www.sesection99s.org/>.

OCTOBER

- 1 Due date for submissions to the 99 News** for the November/December issue.
- 12 Mid-Atlantic Section Fall Meeting**, Virginia Beach, Virginia. For more information go to <http://www.mid-atlantic99s.org/>.

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.

2014

JULY

- 9-13 2014 Ninety-Nines International Conference**, New Orleans, Louisiana.

ENDOWMENT FUND TRUSTEE ELECTIONS CORRECTION

Please note that although there are two candidates for the Endowment Fund Trustee position, there is only one position open. In the March/April issue of 99 News, the heading incorrectly indicated that two positions were open.

As a reminder, 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.

The ballots will have the correct information about the Endowment Fund positions open.

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



India Section 99s urging the young girls from Takshashila and the Institute for Speech & Hearing Impaired to "Spread Their Wings" with the Indian Air Force Women Pilots.



Pilots Ursula Davidson and Tamra Sheffman with Noelle and Adele during Women of Aviation Worldwide Week.
Roger Scruggs@tvphotog.com



In 1953, Betty Miller was the first woman to fly solo across the Pacific.

99 News

May/June 2013

6 Ninety-Nines Make Final Rounds of Annual Lightspeed Grant Competition
by Susan Liebler

8 Ride Into the Sunset
by Nivedita Bhasin

12 Fly It Forward Titusville
Helping Women and Girls Dream Big
by Barbara Ganson

16 The Vicki Cruse Memorial Scholarship —
A Lesson in Life
by Jacqueline Milroy

18 Attitude Adjustment
by Peggy Doyle

20 Director Dianne Cole
"Ninety-Nines Are a Family"
by Sarah Byrn Rickman

23 Discovering Yellowstone
by Rhonda Glennon

26 Eileen Vollick's Uniform is 'Back Home'
by Natalie McHaffie

IN EACH ISSUE

- 5 President's Page
- 7 Careers
- 7 Training Milestones
- 11 Time Travels
- 15 Welcome Ninety-Nines
- 25 Touch & Go
- 27 Grass Roots
- 31 New Horizons

President's Page

BY MARTHA PHILLIPS, International President

My last few months have been dominated by aviation trade shows, starting in March with the Women in Aviation Conference in Nashville, Tennessee. Activity in The 99s booth was in full swing every day focusing on meeting and signing up new members and reinstating previous members. Many thanks to Rhonda Glennon from the Santa Barbara Chapter for coordinating the booth volunteer schedule.

The Professional Pilots Leadership Initiative (PPLI) group held a presentation and reception to introduce current and potential members to the benefits of participating in the program.

In April, volunteers in The 99s Building at Sun 'n Fun saw many current members stop by and sign the guest books, signed up new members, and other attendees dropped by wanting to know more about The 99s.

On Thursday, April 11, the Lightspeed Aviation Foundation announced there that The 99s were again honored by being among the finalists in their 2013 grant competition. We immediately began gathering votes. On Friday, the eight WASP attending Sun 'n Fun were honored at The 99s-sponsored luncheon. Chairmen for the event, Barbara Sierchio, Nancy Wright and Barbara Yeninas of the Florida Suncoast

Chapter, did a magnificent job (as they do every year) organizing it.

Sometimes, at trade shows (and also in phone calls to Headquarters), we hear from 99s who wonder whether or not they should continue to be a member of the organization since they are no longer flying. This could be due to an illness that precludes getting their medicals renewed, the high cost of flying, or a multitude of other reasons, but they feel that if they are not currently flying, perhaps they should give up their membership.

Nothing could be further from the truth. We value our members, currently flying or not. Just like the familiar, "Once a pilot, always a pilot," we say, "Once a 99, always a 99."

Nearly every Chapter has members who no longer fly or are not currently flying. Often these are some of the most valued members of the Chapter. They may have the Chapter history we need, hold office, serve on committees, work on airmarking or Girl Scout Days, host meetings, and/or perform a myriad of other activities that benefit the Chapter. They have many stories to share and have done some extraordinary and fascinating things. This is something that can be inspiring to our newer and younger members and provides



We value our members,
currently flying or not.
Just like the familiar,
"Once a pilot,
always a pilot,"
we say, "Once a 99,
always a 99."

them with a historical perspective of who and what we are.

One of my Chapter members came up with the idea of being sure that this group knew we valued them, wanting to unofficially call them "Well-Grounded Women." The plan was to be sure that they received all The 99s information whether or not they had access to computers or social media, to invite them along on flights having an empty passenger seat and to generally make sure they felt, and were, included in all Chapter activities.

Whether or not there is a special name for them, it is a good idea for all Chapters to recognize and appreciate members who are no longer flying PIC.

So, for those members who question whether or not they should still be members, know that we value you, need you and you still soar high in our estimation.



Bee Haydu (WASP), Martha Phillips, Barry Vincent Smith (WASP) and Major Christine Stanaback (USAF) enjoy some time together at Sun 'n Fun.

Ninety-Nines Make Final Rounds of Annual Lightspeed Grant Competition

BY SUSAN LIEBELER
Fundraising Chairman

On April 11 at the annual Sun 'n Fun International Fly-In and Expo in Lakeland, Florida, Lightspeed Aviation Foundation announced that The Ninety-Nines have been chosen as a finalist in the annual Lightspeed Aviation Foundation Pilot Choice Awards.

Selected from a field of hundreds of nominees, The 99s are one of 15 aviation charities to compete for grants up to \$10,000 that Lightspeed will award to the aviation non-profits receiving the highest Internet vote tally in an annual grant competition.

In previous years, The Ninety-Nines have used Lightspeed Foundation grant money to increase outreach programs and expand participation in aviation events, support scholarship programs and expand The 99s' participation in the EAA Women Soar Program at Oshkosh. We have also been able to increase the number of flight training scholarship awards given to Women Soar participants.

Through our scholarship and education programs, we are committed to working with other aviation organizations to advance aviation and the growth of the pilot community. With votes and support from aviation enthusiasts, the aviation community, our members, friends and family, The 99s can win the 2013 grant competition and use the Lightspeed grant to establish and market



Sheila Collier shows Russ Etheridge how to cast his vote for The Ninety-Nines.

a new solo scholarship. It will provide young women between the ages of 16 and 20 with the funding needed to support their flight training through their first solo.

Upon learning that The 99s was a finalist in the Lightspeed grant competition, 99s President Martha Phillips said, "We are grateful to Lightspeed for inspiring us to increase our outreach and visibility in the aviation community and beyond. We will use the grant competition to talk to aviation enthusiasts about aviation and The 99s while soliciting their votes."

Vote for us at www.vote99s.com

RAFFLE!

GoPro Hero3
Black Edition
Video Camera
and Accessories

Retail value \$400!



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!



PILOT CAREERS: People are Watching

BY DONNA MILLER
International Careers Committee

Don't worry that children never listen to you. Worry that they are always watching you.

—Robert Fulghum

Regardless of what you are doing, someone is watching, especially at work. Let's face it: Women pilots are still just 5 percent of the professional pilots in the U.S. and even fewer internationally, so of course you stand out. In the sea of passengers in the terminal, someone is looking up to you now, ready to follow your example. It may be the little girl who, just by seeing you, believes that it is possible for her to pursue a career in aviation. It could be a grandmother who didn't have the doors opened for her to realize her dream but watches you with a slightly envious, "Go get 'em, Girl!"

It's easy to think we are living in a vacuum, that everyone is too busy living their own lives to see or care what we are doing. We think that even in public our actions are mostly private. But what would you do differently if you knew that your every thought, your every word, your every deed was going to be imitated by one who admires you? Would you take more care in your professional appearance? Would your walk-around be just a bit more thorough? Would you take the opportunity to help an unseasoned traveler find his or her way through the maze of the airport you know by

heart? Would you do anything differently?

Here's a challenge: Just for a day, let this premise guide your choices. It's not just that people are watching. It's that you are setting an example. You are representing yourself, your company, pilots and professionals. When people see you, they see who they are trusting their lives to, and that's a big deal. You make a difference in the eyes of those around you whether you realize it or not, and you get to choose how you show up.

On the lighter side, while doing the walk-around once, I was admiring the lines of the airplane I was about to fly. I looked at the size of the plane and reveled in the fortune of being the pilot who was going to fly her. I took a deep breath of cool morning air and continued my walk-around. When I got to the nacelle, I just hugged her. "Let's go, Girl," I whispered as I patted the nacelle and finished my preflight check.

I loaded the flight plan into the FMS, got the ATIS and clearance and then greeted passengers as they boarded. "Was that you hugging the airplane?" one of the passengers asked. I was busted. They had seen me from a corner window in the terminal. I had to cop to it. "No one loves their job more than I do!" I responded. "It shows, and I'm happy about that!" the passenger replied. And so it is. The next time you're at work, know that there is someone watching and admiring you. Show them what you've got.

TRAINING MILESTONES

Kathleen Devlin – Private Pilot
San Diego Chapter

Laura-Beth Gathman – Instrument
San Diego Chapter

Mignon Gery – Private Pilot
Ventura County Chapter

Karen Kalishek – CFII, IGI
Multiengine, Wisconsin Chapter

Nysa Kline – Private Pilot
Marin County Chapter

Leni Malherbe – Private Pilot
Ventura County Chapter

Ashley Pinnix – Private Pilot
Kitty Hawk Chapter

Geralyn Stonack – Private Pilot
Greater Seattle Chapter

Ashley Tinkler – CFI
Ventura County Chapter

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



Ashley Pinnix, proud private pilot.



*Wish Balloons being released by all present at the opening ceremony of Women of Aviation Worldwide Week at the Delhi Flying Club.
Photo by Deepak Kapoor*

Ride Into The Sunset

India Section Ninety-Nines celebrate Women of Aviation Worldwide Week by introducing girls from underprivileged sections of society to the possibilities of aviation.



It was a week of excitement, exhilaration, with a mix of trepidation and nervousness thrown in, but one that gave us immense happiness and satisfaction. Mireille Goyer's Women of Aviation Worldwide Week celebrations had caught my eye on more than one occasion and, this year, we at the India Section decided to "Spread Our Wings."

The plan was to "Celebrate History, Raise Awareness and Spark Vocations." It was an idea waiting to take shape. Some of us have been airline pilots for almost three decades now, and this was the opportunity to give back. It was the first time such an event had been planned outside of the U.S. or Canada. Here in India, we wanted it to be really special. We wanted the young girls to know what aviation is all about and how much fun it is. One of our goals was to show them what opportunities exist in the various fields of aviation and how these could help them shape their careers.

We joined hands with premier aviation organizations like the Aero Club of India, the Ballooning Club of India, the Indian Air Force, the Airport Authority of India, the Delhi Flying Club, the Aero Modellers Association and the Indian Women Pilots' Association to help us organize the week-



Children loved the feel of sitting in a real airplane at the Delhi Flying Club, New Delhi.
Photo by Capt. Mrinalini Devi

long events. When they heard about our aviation education program, other organizations such as the Rotary Club and even a medical company, East West Rescue, chipped in to be a part of our events. The Ninety-Nines Headquarters was in constant touch with us, lending their support and guiding us at every stage.

What made this celebration so special was the fact that all the girls to be introduced to aviation were from the underprivileged sections of society, and some were even differently abled. These girls were from the village schools, schools run by

nonprofit organizations and also orphanages. Most of them had never even seen an airplane, much less dreamed of sitting in one. For the opening ceremony, Prof. Kiran Walia, the Hon'ble Minister of Education, Social Welfare and Women & Child Development, was the guest speaker. She encouraged the girls to be self-sufficient and independent and to think of themselves as equal to and as capable as men.

The Delhi Flying Club gave simulator rides to all the girls present, and they were thrilled to have their first ever "air experience." The girls also had the opportunity to sit in the trainer airplanes and move the control surfaces. The Aero Club sponsored the printing of a coloring book designed by the India Section along the lines of the Air Bear Coloring Book. We replaced the bear with girl characters, and each of them was given a name based on real women involved in aviation in India. The first copy of this book was presented to Sangita Singh, India's pioneer woman balloon pilot.

Prof. Walia also planted a Kachnar tree sapling, on which beautiful fuchsia flowers will bloom. She compared the flowers to the girls from the orphanage who were present and said she will return again next year to see the flowers and the girls.

On March 5, we visited the air traffic control tower, which was indeed very exciting as the children watched big jets landing and taking off. They also heard their real time conversation with the Delhi Control Tower.



From left standing, Suganha, Prachi and Ananya (future 99s), with Niharika Bhasin and Anila Bhatia. Seated are Reetika Dwivedi and Nivedita Bhasin sitting with balloonist Capt. RK Wason, truly the man of the day. Photo by Hemant Rawat

March 6 was Aviation Activity Day organized by the National Bal Bhawan. Painting, aero modeling and origami classes were held. The Indian Air Force hosted a day at the Air Force Museum on March 7 for the special children from the Institute of Speech and Hearing Impaired. It was so heartening to see these girls asking questions in sign language and wanting to know all about the various airplanes and war equipment in the museum. Two women pilots from the IAF joined us, and it was a great exchange of ideas and experiences.

Early morning on March 9, the India Section 99s led a cycling event, Flying Fit. Later, the Aero Modellers Association put up a display of radio controlled planes and jets. This, and the flower dropping, completely mesmerized the girls present. The two women Air Force pilots and our own 99s answered many flying related queries of the students and shared their flying experiences.

March 10 was the closing ceremony of the week's celebrations, and the Ballooning Club of India gave hot air balloon



Balloon pilot Capt. RK Wason patiently took more than 125 children for a hot air balloon ride on March 10 at Balloon Port near Delhi. Photo by Hemant Rawat



Keeping the 99s flag flying high at the Air Force Museum are India Section 99s from left, Reetika Dwivedi, Niharika Bhasin, Nivedita Bhasin and Anila Bhatia.

rides to more than 120 young and excited girls. Capt. RK Wason, an ace glider pilot and an experienced balloonist, patiently explained the nuances of ballooning to the young, budding aviation enthusiasts.

Over a period of seven days, we succeeded in introducing almost 475 girls

to flying and its related activities. Each girl received a certificate of participation and gifts for every event, in addition to refreshment packets every day. These special children warmed our hearts with their beautiful smiles, and we can't help but look forward to next year.



Children of Takshashila with their teacher Abbey Marsden and Ninety-Nine Capt. Nivedita Bhasin at the Delhi ATC, March 5.

First Woman to Fly Solo Across the Pacific Celebrates 50th Anniversary of Her Flight

BY TOM WHARTON, reprinted with permission from the *Salt Lake City Tribune*

While most history buffs know the story of Amelia Earhart becoming the first woman to fly across the Atlantic Ocean in 1932 and about her mysterious disappearance on an around-the-world flight in 1937, only a few have discovered the story of the first female to fly solo across the Pacific Ocean.

That woman's name is Betty Miller, Utah Chapter member, who now resides in Bountiful and who learned to fly at Wendover's historic airfield in the early 1950s.

Unlike Earhart, who was accompanied by navigator Fred Noonan on her historic flights, Betty flew solo, unless you count her lucky troll doll named Dammit.

Betty left Oakland, California, in a Piper Apache on April 25, 1963, making stops in Hawaii, Canton Island, Fiji and New Caledonia. When she landed in Brisbane, Australia, on May 13, Betty climbed out of the plane wearing a cotton dress and high heels to the cheers of a large crowd. The moment would be recorded by an Associated Press photographer.



President John F. Kennedy presented Betty with the Federal Aviation Administration's Gold Medal for Exceptional Service.

The photo would be the first transmitted by a new wire-photo process. Betty would be featured on the covers of magazines, the front pages of newspapers and given high aviation honors by Presidents John F. Kennedy and Lyndon B. Johnson.

Now 87 and recovering from a broken hip, Betty remains humble about her accomplishment. The aviator says she simply had a job to do. She needed to deliver a plane to a buyer in Australia.

In those days, small planes didn't have the fuel capacity to fly overseas. They were taken apart, shipped and then reassembled at their destination.

William Piper, who manufactured Piper airplanes, devised the plan to allow Betty to fly the small plane to Australia. Max Conrad, a record-breaking long-distance pilot, helped design the extra gas tanks required for the long flight. The plane needed to carry so much fuel that some airports would not allow it to land.

"I didn't do it for the purpose of setting a record, though that was a nice part of it," said Betty, who operated a Santa Monica, California, flight school with her husband. "People wanted the airplane, and I was willing to deliver it."

She used her training as a radio specialist to navigate, trying to check in with ships or ground stations every half hour whenever possible. On the flight to Hawaii, she flew 20 hours straight. Betty dealt with equipment problems and a hurricane.

Was she frightened?

"If you've got a brain and it works, you think about all these things," she said. "You get thoughts, but you think about your own skills and education."

The Pacific flight was a small part of her aviation pioneering. Working with husband Chuck Miller at a flight school in Santa Monica, California, she was an instructor, dispatcher, bookkeeper and maintenance scheduler. The pair helped



Betty celebrates the 50th anniversary of her solo flight across the Pacific. Photo by Rick Egan, Salt Lake Tribune

train more than 4,000 new pilots, including movie stars such as Jimmy Stewart.

She helped set physical standards for women astronauts that are still used today, was the first woman to solo a Hughes model 269A helicopter and only the 38th woman to earn a helicopter license, was the chairperson of the FAA's Women's Advisory Committee on Aviation and served as a flight instructor in Hawaii and Puerto Rico.

Miller participated as a member of the U.S. Helicopter Team in the second World Helicopter Championships held in England in 1973 and participated in the original Powder Puff Derby All Woman Transcontinental Air Races 11 times. She is a Utah Chapter member of The Ninety-Nines and a Whirly-Girl.

She lives with her parrot Paco, who often says "Roger That!" and has flown with Betty. Last August, at 86, she piloted a Cessna out of Salt Lake Airport No. 2 with the plane's owner, Randy Mitchell.

Though she should be one of the most famous pilots of all time, Betty remains humble and quiet. It takes some prodding to get her to talk about her many accomplishments, though family members and friends continue to document her story. They gathered with her in Centerville on May 5 to celebrate the 50th anniversary of the 7,415-mile flight.



Photo Above: A display of women astronauts captures the interest of several young attendees at Arthur Dunn Airport (X21) near Kennedy Space Center. This year's theme for Women of Aviation Worldwide Week was "Women and Space" and marks the 50th anniversary of women in space.

Photo by Roger Scruggs© tvphotog.com

During Women of Aviation Worldwide Week in Titusville, 116 women and girls were introduced to aviation.

Fly It Forward Titusville

Helping Women and Girls Dream Big

BARBARA GANSON
Florida Gulf Stream Chapter

Through teamwork, especially with key members of the Gulf Stream, Gold Coast and Spaceport Chapters, in conjunction with the International Women's Air and Space Museum, as well as Ninety-Nines from Long Island, North Jersey, Eastern Pennsylvania and Finger Lakes Chapters, we introduced 116 women and girls to aviation.

As part of Women of Aviation Worldwide Week, The Ninety-Nines sponsored free discovery airplane rides at Arthur Dunn (X21) Airport near the Kennedy Space Center on Saturday, March 9, in Titusville, Florida. Fourteen pilots and seven

aircraft, including a powered glider, were on hand to give 15-minute airplane rides over Cape Canaveral.

Through networking with the FAA and NASA flight operations, we were able to visit the 15,000-foot runway where the space shuttles once landed, as well as buzz the field, if we chose to, during our discovery flights. It was an awe-inspiring experience, especially for those of us who flew that exciting day.

By invitation, some 68 aviators or aviation enthusiasts toured Kennedy Space Center on March 8. Many were VIPs, including members of academia, USAF

and the aerospace industry. We visited the immense Vehicle Assembly Building, a launching pad and the shuttle runway. Tom Fries, head of NASA Flight Operations, joined us for our tour of the runway and an area at the end of the runway where NASA recreated the surface of the moon to conduct tests.

Younger pilots and teenagers were treated to a special interactive educational activity conducted by NASA's educational resource team before being given free tickets to the Visitor's Complex.

On Saturday, we had a meet and greet at the airport with NASA astronaut Robert Springer, who worked with IMAX cameras during his shuttle launches on Discovery and Atlantis. NASA KSC Deputy Director Janet E. Petro, one of NASA's highest-ranking female executives, spoke with engineering students from Florida Atlantic University and students from the aviation program at Jacksonville University.

NASA engineers Wanda Harding, Anne Caraccio and Clara Wright were on hand to talk about their research on NASA launches, failure analysis and the conversion of space junk into something useful.

Terry Ryan, a first officer for Southwest Airlines who is actively involved with Southwest's Adopt-A-Pilot Program, shared her insights about working for the airlines. American Airlines 757/767 Captain Kimberley Lowe was also on hand to share her thoughts about aviation careers, as did Ninety-Nines pilot Ursula Davidson, a pioneer founder of the Broward Aviation Institute.

Ruth Jacobs shared pictures of her round the world flight to all seven continents as a copilot and provided information about the early women trainees for the space program and women astronauts.

On Saturday evening at the Holiday Inn Titusville, aviator/adventurer Gustavus 'Gus' McLeod served as our Master of

Ceremonies, having already flown numerous passengers during the day, as well as serving as our chief pilot. He wowed the audience by talking about humankind's need to explore space.

NASA KSC Deputy Director Janet Petro told us about the role of NASA today, women in NASA and its future dreams to reach the stars. Jennifer Dittmer, a senior from the U.S. Military Academy (West Point) presented Janet with a surprise mentoring award.

I have proudly served this past year as the Florida team leader for Women of Aviation Worldwide Week and Chairman of the Florida Gulf Stream Chapter. Through participation in Women of Aviation Worldwide Week, I discovered a new love and a sense of direction to engage more of our Chapter members in the aviation community to serve as mentors for other women and girls so they can achieve their own dreams of flight.



Some of the many Ninety-Nines, volunteer pilots and other volunteers during Women of Aviation Worldwide Week gather in front of Kennedy Space Center.

It All Began in 2010...

In January 2010, Mireille Goyer, British Columbia Coast Chapter, founded Women Of Aviation Worldwide Week. It celebrated the centennial of the first female pilot license earned by Raymonde de Laroche of France on March 8, 1910.

A significant part of this celebration is a program named Fly it Forward. It encourages pilots from around the world to introduce girls and women to aviation during Women of Aviation Worldwide Week.

This year, events were held the week of March 4-10 on four continents around the world. The theme was "Women in Space" to honor the 50th anniversary of Russian cosmonaut Valentina Tereshkova's flight as the first woman in space. It is also the 30th anniversary of Sally Ride's first space flight.

— Marcia K Gitelman

Photos clockwise from top: Amy and Chey after their flight with pilot Elisabeth Wuethrich in her PA28-181 Archer; NASA's Mr. Spaceman was on hand to greet visitors at the Kennedy Space Center; Engineering students from Florida Atlantic University attended the Saturday night banquet; A meet and greet with NASA astronaut Robert Springer; Pilot Len Ohlsson, 49½ Long Island, gave Hollye Hills her first airplane ride in his Piper Cub.



Welcome New and Returning Ninety-Nines!

Welcome Back Members

ARSENAULT, Bethany, Las Vegas Valley
BECKUM, Toi, Houston
BHAKRI-MIRCHANDANI, Chitra,
India Section
BRAY, Sable Nicole, Georgia
BROWNE, Patti Diane, Antelope Valley
BRUSCHI, Cindy (F), Florida Goldcoast
CASINI, Angela Jane, Kentucky Bluegrass
COOLEY, Dorothea, Southwest Section
DENSON, L Dianne, Alaska
DIBBLE, Kimberly (F), Tucson
DILLMAN, Lois, Orange County
DUNNAM, Mary Helen, Tip of Texas
FARZAD, Zahra, Arabian Section
GOPUJKAR, Sonal Satish, India Section
GRANDY, Vicki Jo, Central Oregon
HAND, Lisa, Columbia Cascade
HERBEL, Patricia, Fort Worth
HUISSON, Victoria, British Columbia Coast
HULTGREN, Nancy Diane, Colorado
JAKOB, Marlene, British Columbia Coast
KIMBLE, Valerie, Eastern Pennsylvania
KRAESZIG, Lana Edwards, Brazos River
KRAUSE, Katerina, Chicago Area
LORENZ, Sherrie Lynn, Paradise Coast
MAKAGONOVA, Khalide Khusyainova,
Russian Section
MARTINOVICH, Vera Ann, Greater Seattle
MCCARROLL, Jennifer Joyce, Utah
MEINERS, Alice, Sugarloaf
MILLARD, Joyce Janet, Michigan
MILLER, Betty, Utah
MINOR, Gay Leslie, Ambassador
MOORMAN, Bridget Anne, Tucson
OLSEN, Charlene, Pikes Peak
OPANOVA, Antoaneta, Ambassador
PURCELL, Mary, Colorado
RICHARD, Josephine, Georgia
SCHOCH, Courtney, Lake Erie
SMALKOSKI-SHERRICK, Lauren, Iowa
SMITH, Peggy Jeanne, Fullerton
TRAPP, Sherry Ann, Northwest Section
TROTTER, Judy, Midnight Sun
VAN ARENDONK, Caroline, Sleeping Giant
VANSICKLE, Amanda, Idaho
VOELKER, Leah, Michigan
WENTZ-RICHTER, Cynthia (F),
Greater Kansas City
YARBRO-SPEER, Jo Ann, Memphis

Welcome New Members

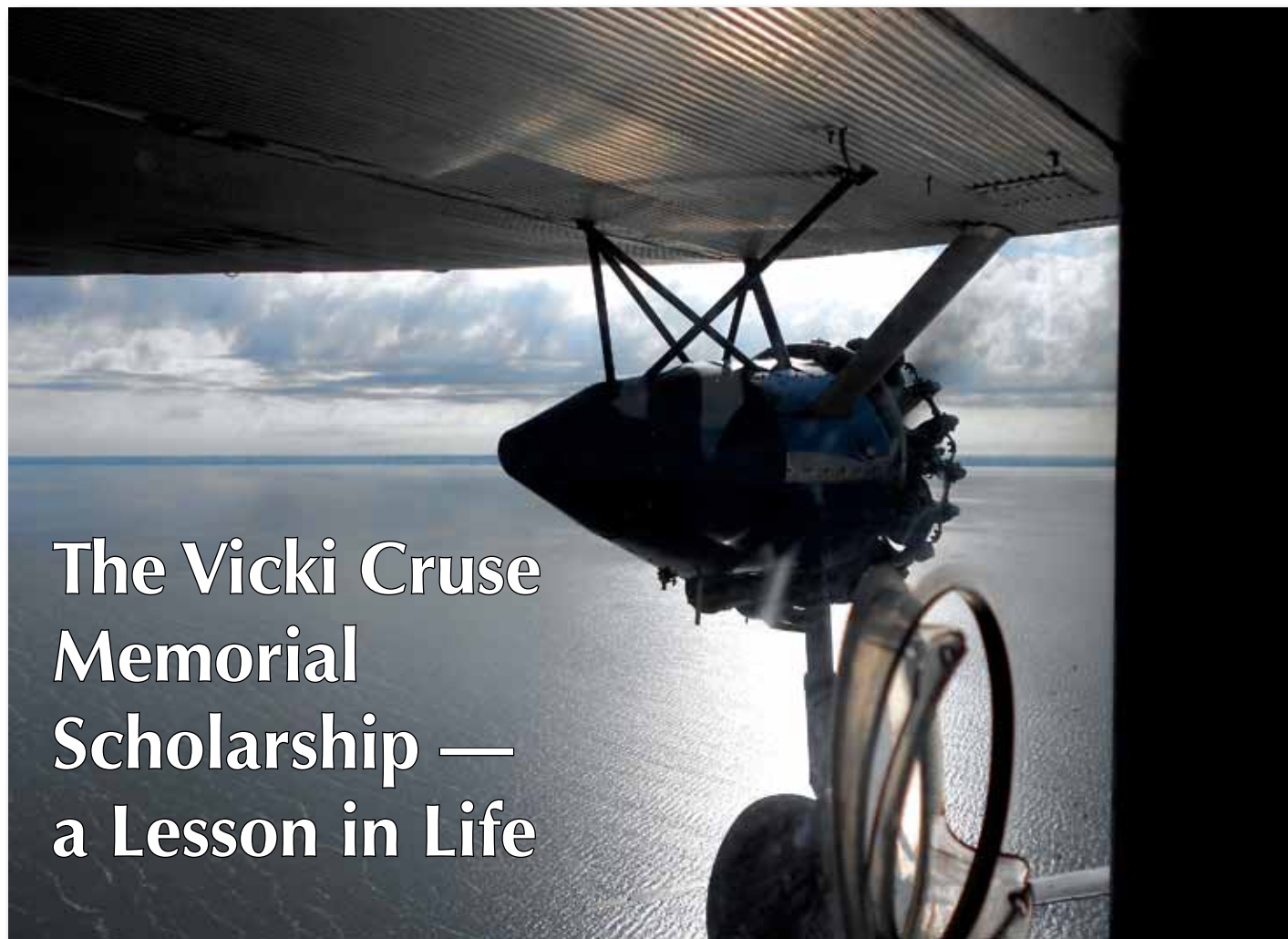
ADACHI EDWARDS, Sayoko (F), San
Fernando Valley
ALBRITTON, Kerry Burks (F),
Greater Seattle
AMARAL, Antoinette, Santa Clara Valley
AMSLER, Evelyn, Western New York
ATWOOD, Marissa, Utah
BALDWIN, Cara (F), Greater Pittsburgh
BARRETT, Valerie, Kitty Hawk



Reetika Dwivedi, India Section.

BAUMAN, Jennifer (F), Ventura County
BAUMAN, Jessica (F), Ventura County
BERRETH, Kelsey, Phoenix
BHATIA CHEEMA, Anila, India Section
BISSELL, Dawn, Tip of Texas
BOISJOLI, Genevieve (F), Montreal
BORST, Victoria Alexis, Columbia Cascade
BRANCH, Donna, Alaska
BROUWER, Whitney, Texas Dogwood
BURCH, Patricia Ray, Texas Dogwood
BURTON, Heather, Chicago Area
CARPENTER, Elizabeth, Northwoods
CARTER, Eileen, British Columbia Coast
CASSELBURY, Sarah, Eastern New
England
CHEEMA, Miriya, India Section
CHESIRE, Suzanne, San Diego
CHRISTENSEN, Shannon (F), Aloha
CONDON, Heather, Ventura County
CUMMING, Paula, Georgia
DANIEL, Amanda, Utah
DWIVEDI, Reetika, India Section
ELLIS, Kiersten (F), Orange County
ELSEY, Mary Denise, Women With Wings
GEHMAN, Adriana, Three Rivers
GORNY, Jennifer, Tip of Texas
GOTTLIEB, Katherine, Cook Inlet
GRIGSBY, Judith (F), Tennessee
GUO, Qixun, Montreal
HAGAN, Kirksey (F), Florida Spaceport
HALTER, Tybee, Hampton Roads
HERNANDEZ, Laura (F), Orange County
HETRICK, Willow, Alaska
HOLMSTROM, Katrina (F), Alaska
HOLTZEN, Jacqueline, Phoenix
HUFNAGEL, Sarah (F), Orange County
HUGHES, Michelle (F), Antelope Valley
HUNTER, Zebradreda (F), North Jersey
JOHNSTON, Kathryn (F), San Gabriel
Valley
JONES, Marissa, Southeast Section
KATVALA, Deborah (F), Dallas
KAZIMER, Joy (F), Eastern Pennsylvania

KIRKLAND, Jamie (F), Colorado
KIRKPATRICK, Kathleen (F), San Antonio
KOCINSKI, Chris, Minnesota
LANNON, Marcella, Florida Goldcoast
LATTANZIO, Gabrielle, Canadian Rockies
LAYMAN, Stephanie, Phoenix
LEE, Jennifer, Santa Clara Valley
LEEDY, Angela (F), Central Pennsylvania
LEWIS, Krystal, Colorado
LOCKWOOD, Ann, Colorado
MAJALI, Saja Ibrahim, Arabian Section
MARCUM, Mattie, Tip of Texas
MARKOSKI, Julie (F), Kitty Hawk
MCCOLM, Laura, Florida Spaceport
MCDERMOTT, Karen, Carolinas
MEHANJA, Valdeta, Florida Spaceport
MITCHELL, Kathie (F), Eastern
Pennsylvania
MONAHAN, Jaime, Katahdin Wings
MOORE, Kristie, Nebraska
MUELLER, Marce Lynn, Houston
MYERS, Jocelyn Kelly, Ventura County
NEALON, Laura, Sutter Buttes
NEESE, Katherine (F), Chicago Area
NELLY, Abinaya, India Section
NICHOLSON, Connie, Ambassador
PAINTER, Stephanie, Alaska
PARKS, Sandy, Florida Spaceport
PATTON, Stacey, Florida Suncoast
PHILLIPS, Amber (F), Idaho
PLASO, Danielle Marie (F), Phoenix
POSADA NARANJO, Melissa (F),
Ambassador
RIVERA, Melanie Leigh (F), Bay Cities
ROBERTS, Ashley (F), Eastern
Pennsylvania
ROVNER, Sarah, Houston
ROWLAND, Amber (F), Columbia Cascade
SAKATA, Nobuyo (F), Sugarloaf
SCHATZ, Erica (F), Greater New York
SCHOFIELD, Mary Jean, Florida Spaceport
SCHULZE, Dagmar, German Section
SEAMAN, Kristen, Sugarloaf
SHOREY, Bambi (F), Katahdin Wings
SIGGINS, Emily, Florida Spaceport
STOLEN, Lexie Ann, Florida Suncoast
STREMPEL, Carolyn (F), Houston
STRINGER-SEIBEL, Tonya, Fort Worth
STURM, Tammy, Minnesota
TOMASINO LOCK, Colleen (F),
Chicago Area
TORRES SANTIAGO, Lesly (F),
Chicago Area
TORRES, Prances (F), San Fernando Valley
VAUGHN, Karen (F), Orange County
WADE, Jennifer, Phoenix
WESCOTT, Marcia, Katahdin Wings
WIENOLD, Niki (F), San Luis Obispo
County
WILLIAMS, Rebecca Jayne, Tip of Texas
WOOD, Glenna Sue, Tip of Texas
WRIGHT, Samantha (F), Wisconsin
YADAV, Swati, India Section



The Vicki Cruse Memorial Scholarship — a Lesson in Life

While at Oshkosh, Jackie Milroy flies over Lake Winnebago in a Ford Tri-Motor.

Facing Fear, Developing Confidence During Emergency Maneuver Training

BY JACQUELINE MILROY, Australian Section

*I love a sunburnt country,
A land of sweeping plains,
Of ragged mountain ranges,
Of droughts and flooding rains*

So reads a line in a famous poem written by Dorothea Mackellar, third generation Australian born in 1885.

In her poem, *My Country*, Mackellar captures the feelings I have for my country Australia, as well as the new found pride and spirit I now extend to America. This is thanks to being the inaugural recipient of the Vicki Cruse Memorial Scholarship.

I could hardly believe the email I was scanning as I read the words, “Your application was carefully evaluated by the

Amelia Earhart Memorial Scholarship Trustees at their Spring Meeting and you have been selected.” I read and re-read the email. I simply could not comprehend the words I was reading. Little was I to know at the time the extent of the honor and significance of the news I had received.

So began a whirlwind time. It was an experience that included the highest of dizzying heights and the loneliness of lows.

Having the opportunity to meet with members of the International Ninety-Nines at Oshkosh in July was certainly up there. To be presented with the scholarship at the International Aerobatic Club Banquet Dinner at Oshkosh was another highlight. The entire Oshkosh experience was an amazing

occasion to meet with so many incredible women who have made such remarkable contributions to the aviation industry. It was truly humbling.

The experience of meeting with people who knew her and were in close proximity to the life and loss of Vicki Cruse was very emotional. All described her with great affection, as a “force of nature” and a “truly focused person.”

And then there was the flying.

I returned from America to stormy skies and record rains. Day after day the forecast read of low clouds and rain. My bubbling enthusiasm was slowly cooling to a whimpering simmer as lesson after lesson was forced to be cancelled.

Several times I battled traffic in the two-hour drive from Trafalgar in Victoria's Gippsland region to Melbourne's Moorabbin Airport, only to turn around and head back home. There was no flying, definitely not enough height in the sky for a lesson in spin recovery.

Making the most of the effort to get to Melbourne, much of this time was spent on the theory aspects of spinning and emergency maneuvers. With instructor David Pilkington, many hours were spent looking at recovery techniques, human factors and disorientation. Time was also spent reading through and analyzing the investigation report of the accident at Silverstone Race Circuit in Britain on August 22, 2009, that claimed the life of Vicki Cruse.

Then the theory was finally put into practice. At first the maneuvers did not come easily. In my mind's eye, I just couldn't work out where I was in the sky or what the Decathlon was actually doing. I felt like a first time flyer. I was totally unable to respond to the situation in the specified manner to gain control of the aircraft and rapidly decaying situations.

There was one day that really stands out. The only place where the clouds offered enough height for our lesson was over Melbourne's Port Phillip Bay. The churning grey waters melded into the rolling clouds of the equally grey sky. The dullness of the day ensured very little in the way of a clearly defined horizon. That day's lesson was inverted flight. I thought I was getting the hang of flying upside down when I rolled the aircraft the wrong way and became totally disorientated. That night I woke several times in fright. I didn't know if I even wanted to continue.

Back home at Latrobe Valley Airport, I was discussing my lack of progress and newfound fear with a flying buddy, Gerard Lappin, from Aerial Extras. Over the next few Sundays, Gerard had me spinning and flying, generally inverted, up to a minute and a half at a time, across the skies of the valley. I felt I was back in the game!

Then came the summer fires. After a few weeks of high temperatures and strong northerly winds, the grass and bush growth that had flourished due to record rains erupted into wild bush fires. Gerard, a credit to his flying ability, headed off to

fly the fire-fighting firebombers.

David Pilkington, a superb and renowned instructor in aerobatics, emergency maneuver training and spin recovery, was having a well-earned break after a difficult year. I was grounded again.

When David returned, I headed back

Such is the spirit of Vicki Cruse.

I wish to take this opportunity to thank the Trustees of the Amelia Earhart Scholarship Fund for this honor and opportunity. It has been a time and experience I will treasure forever.

I would also like to encourage all

I thought I was getting the hang of flying upside down when I rolled the aircraft the wrong way and became totally disorientated. That night I woke several times in fright.

to Moorabbin to show him, and myself, that I really could fly. We put in a few solid lessons of stalling, spinning and emergency maneuver recovery. Within a few short hours we had completed all of the requirements of the training.

As much as a lesson in increasing my aeronautical skills and knowledge, the Vicki Cruse Memorial Scholarship has awarded me the opportunity to learn more about myself. It has also ensured lessons in patience, tolerance and of perseverance.

women pilots to take the time, make the effort and apply for the scholarships on offer through the Amelia Earhart Memorial Scholarship Fund. You don't know where they can take you.

McKellar's poem continues:

*I love her far horizons,
I love her jewel-sea,
Her beauty and her terror –
The wide brown land for me!*

I can only agree.



Jacqueline Milroy, fourth from left, is congratulated after receiving the Vicki Cruse Memorial Scholarship at Oshkosh. From left, Susan Liebler, Ellen Herring, Peggy Doyle, Jacqueline, Martha Phillips and Susan Larson.



Peggy Doyle takes the Citabria for a spin during her Emergency Maneuver Training course.

BY PEGGY DOYLE
Old Dominion Chapter

The ground was coming up fast as I twirled and twirled headed straight down towards a big hurt. “RUDDER OPPOSITE! ...AILERONS NEUTRAL!” came the voice in my headset. “PULL! Easy now... Neutralize the rudders,” she said. “Not so much forward push. You just need a gentle release or you’ll pick up too much speed,” she explained. “How do you feel? ... OK, let’s do another one.”

I had just recovered from my first spin training with Judy Phelps. Well, I can’t say totally recovered. The lump in my throat was a big one. I wasn’t frightened. I wasn’t dizzy. I was shocked at how fast everything was happening. I didn’t remember that from my earlier experiences spinning, but I am 30 years older now. Could be that contributed to the change in my perception.

I had done a little spin training with my primary instructor three decades ago and had the opportunity to practice those skills once with a student in an old Mooney. The spin recovery with the

Mooney, needless to say, was unintentional; not the recovery, the spin. That was an experience I’ve never forgotten but hadn’t thought about in a long time, until now.

I probably would never have sought out Emergency Maneuver Training at this point in my flying career if I hadn’t recently won the training in a raffle sponsored by The Ninety-Nines and donated by CP Aviation at Santa Paula Airport in California. Judy had donated her time and talent to introduce unusual attitude recovery and stall spin recovery in the interest of safety to some lucky pilot who was willing to take a chance. I took several chances in support of The Ninety-Nines and, lo and behold, I won! Flying with Judy would be the prize of a lifetime.

The training is conducted in modules with two flights a day. The award included module I and II with eight flights. My flying career had been inspired by my dad, a stunt pilot and air racer in his early days of flying. Learning to fly at the age of 43, it had taken me years to realize that I could achieve some of what he experienced in the sky, and this was an opportunity to experience

some more of that joy. I couldn’t pass it up.

A short GPS mistake later, I arrived at CP Aviation. The wait seemed unusually long, but once Judy came out and explained that someone had just ground looped their Citabria (my to-be training plane) and she had been tied up with damage control. She assured me that there were other planes to fly and calmly set upon making me comfortable and giving me the lay of the land. I got a good first look into the calm personality and steady character of my flight instructor.

The next morning came several times with the anticipation. Finally, sun up, I jumped out of bed to be at CP by 7:45 a.m. The place was closed up tight. I waited, not so patiently, until 8 a.m. for my first morning of climbing Dutch rolls, climbing turns, slow flight, power on and power off stalls. The maneuvers were familiar, but the quick response of the Citabria controls compared to the C-182 or Bonanza that I fly made it an all new experience. The afternoon flight brought the stalls and spins described earlier. Would I ever get used to doing that? Judy assured me that I would,

as we would be doing them every day, morning and afternoon, until the lump went away and the recovery became natural.

The lesson the next morning was intense with aggravated spin modes including adding power during the spin, adding aileron and added rudder. All of which results in a steeper or more complicated attitude and longer recovery time. It was all about what inputs not to make if you have stalled the airplane and what can happen if you do. The afternoon followed with more spin recovery with slipping stalls and spiral entry and recovery.

By the end of the fourth lesson I was well into spin recovery and the PARE acronym: Power-Off; Ailerons –Neutral; Rudder-Opposite; Elevator-Relax. The recovery for spirals, I learned, is: Power-less; Push-forward; Roll level. Oh, did I mention that we rolled the airplane that ride?

Two days, four flights and lots of ground instruction and I had finished Module I: Stall Spin Awareness. Oh yes, I was aware and felt safer than I have ever felt. My confidence was building. I felt 20 years younger and ready to take on the next Module.

Day three dawned with more gorgeous California sunshine. This was another day of firsts, half aileron rolls, now I was flying inverted, hanging from the straps across my lap. Oh my gosh! I wish I had tightened them more. Please, please don't let loose! Roll back, ahhh. What a hoot! Let's do it again! And so we did, and we laughed and I squealed, and the release of tension and energy was delightful.

We slipped and skidded and cemented the difference in my head. Skidding leads to a stall and spin; slipping never will. You have to couple the roll with the turn to spin. The rudder turns the airplane; the rudder turns the airplane. OK, the rudder turns the airplane. The aileron rolls the airplane. We roll the airplane with the aileron. Now, I finally get it. More spins and recovery, I notice there's less of a lump in my throat. I'm feeling more confident. I can do this – with Judy in the back of course).

"How about a loop?" she asked. "Pitch for airspeed, pull, PULL HARD!" Up and over we went, hanging again. "Now float... relax the pull; look for the horizon. Now pull, PULL HARD!" Whew! I'm level.

"How about again?" And over we went! "Okay, enough for today; let's go home... How about a spin to lose some altitude?" Sure, why not!

After a quick lunch, we were sitting once more in the classroom talking about simulating control loss practice. How would I control the movement of the plane if the rudder was stuck? What would I do if I lost elevator control? What if the ailerons were stuck?

I shared with Judy the time I did lose aileron control. It was on an air race. I was aware that we were having intermittent problems with the aileron sticking and clicking as I used increasing pressure to free it. On final approach to the field, the ailerons failed completely. As I turned base to final, they froze, but I was able to slip the plane to a safe landing keeping my nose aligned with the runway. Having the forewarning was fortuitous. I had the time to think through how I would react. That was the purpose of this training.

That afternoon, we flew out to the coast to practice and worked with simu-

lated locked and failed control input. Judy had me fly the plane home with simulated locked elevator. Using power and trim to level and descend, I successfully flew the plane back and descended into the pattern. On short final, Judy came to my rescue helping to keep the plane descending and aligned with the center line. I had completed four more lessons, the end of Module II; In-Flight Emergencies.

As if that wasn't enough, I elected to pay for module III, which included aerobatic maneuvers and two more days of instruction. But that's another story.

Some friends asked, "Why would you want to do that?" My answer – because it is possible. It demystified aerobatic flying. It was a discovery. It was a wondrous adventure.

Amelia said, "To want in one's head to do a thing for its own sake, to enjoy doing it; to concentrate all of one's energies upon it — that is not only the surest guarantee of its success, it is also being true to one's self."

That about sums it up.



Peggy Doyle, right, with spin instructor Judy Phelps.

Director Dianne Cole



“Ninety-Nines Are a Family”

Dianne pilots the Rockwell Commander 112A, which her husband named Ben Mi Chree, “woman of my heart” in Flemish, when she learned to fly it. Inset, Dianne holds the resolution presented to her by the Contra Costa Board of Supervisors for her work to save the Concord Airport from closure

BY SARAH BYRN RICKMAN
All-Ohio Chapter

Ninety-Nines International Director Dianne Cole experienced her first flight before she even knew how to speak English. At age four, she immigrated from Bavaria with her Russian parents, leaving their home on the island in Lake Constantine that separates Switzerland and Bavaria. “I saw airplanes flying over the lake. I think flying has always been on my mind.”

The family crossed the Atlantic in a converted troop carrier, the USS Harrison, and arrived at New York in time to see the Queen Mary pulling out of the harbor. She was four when she boarded her first aircraft and experienced with her family a storm-tossed DC-3 flight from Schenectady to New York City that was predictably rough. But it wasn’t until she was seven that she was truly awed by flight. Diane and her family boarded a Super Constellation in New York for the flight to their new home in San Francisco. “That was a magic carpet ride. I loved it.”

Dianne discovered the magic carpet again in a small amusement park on the roof of The Emporium Department Store in downtown San Francisco. “Parents could amuse their kids there

while shopping. Boy, was I amused! They had airplanes that flew around a pole. Pull the yoke out, you went higher; push it in, and you went lower. I was hooked. I could control flight. That was my earliest actual flying experience.”

When she was 17, glider lessons at Calistoga Glider Port whetted her appetite. “I loved being in the air.” Dianne started flying lessons when her daughter was two. Then along came her son. Life got in the way, and flying would have to wait until the children were grown, until she had gone through a divorce and married a pilot. Flying, never out of Dianne’s thoughts, was back in her life. She earned her private certificate in 1998, and she is IFR rated as well.

Though historically aware of The Ninety-Nines, Dianne had long believed the group was no longer in existence. A friend she met through a flying club brought her into the fold. The fact that she was unaware the organization was alive and well made a lasting impression on her. The Ninety-Nines, Dianne realized, need to do a far better job of selling themselves — putting themselves “out

there” for women pilots. And that is her goal as a new member of the Board.

“We are becoming more businesslike. We need to offer services to our members similar to what EAA and other organizations offer. It’s hard to explain camaraderie. We must offer our members something tangible. Give them ‘bragging rights’ — tangibles like insurance and a credit union. Give them a concrete answer to “Why should I join?” This won’t happen overnight, but we are looking at these things. That is my vision and my passion, for us to become more nationally recognized, more easily identified.”

Dianne points to the Professional Pilot Leadership Initiative as a program that is working. The organization needs to support younger women who need the encouragement, the contacts, the networking, the mentoring. But it also must support the older members and hold their interest so they don’t drop out if they are no longer current.

“The Ninety-Nines are an incredible family. Many don’t realize that.”

Dianne’s goal for enhancing the face and family of The Ninety-Nines comes from personal experience. When her husband had a life-threatening emergency at the 2011 Section meeting in San Diego, sister Ninety-Nines provided needed medical attention. “They saved his life.” And a sister Ninety-Nine she had never met before offered her a place to stay for the entire time she remained in San Diego for his rehab.

“That illustrates what The Ninety-Nines are. It doesn’t get any better than that. The word camaraderie is used a lot, but The Ninety-Nines are so much more. The meaning goes far deeper than a simple word.”



Diane with her husband Ken and pup Lil' Gal at their second home in Pine Mountain Lake near Yosemite National Park.



The culmination of Dianne’s work to save “her” airport: She holds a pair of scissors at the 2006 ribbon-cutting and dedication of the new viewing area at Buchanan Field Airport, Concord California. The painted diagram is of the airport done to a 1” = 10’ scale. The 99s added a compass rose.

It was a fellow Ninety-Nine who reassured Dianne when she was about to take her first solo trip over the Rockies to Denver. “She told me not to worry and pointed out places to avoid. It is reassuring to have someone say, ‘You can do it.’ And what goes around comes around. Later, I ran into a Ninety-Nine from the East who wanted to fly to Alaska but had never crossed the Rockies. Together, we sat down with a sectional and plotted the entire course.”

Fluent in English, German and Russian and educated as a mechanical engineer, Dianne has served as director, president and chairman of the board, and owner/president of several firms. “Flying became an important part of my business life. I couldn’t have done the volume of business I did with my last company had I not had an airplane to get to small locations to bid on projects.”

Dianne’s activism with respect to aviation extended to saving her home airport, Buchanan Field in Concord, California, from closure and “redevelopment.” She serves as founder/president of Friends of Concord Airport and as chair of the steering committee for the airport’s Master Plan. She was awarded an Airport Tenant Recognition Award for being instrumental in getting the Buchanan Field Viewing Plaza built. In 2006, she received The Ninety-Nines Award of Achievement for her efforts at Buchanan Field.

But flying for pleasure is the best.

“Flying across the U.S. at 3,000 AGL gives you a whole different perspective on life. This country is stupendously beautiful at that altitude.” Dianne vividly recalls a trip she, her husband and their dog made in their Rockwell Commander 112A a couple of years back.

Following a family reunion in Minnesota, they set their course for home to fly over Mt. Rushmore, around Devil’s Tower and through the narrow pass where Lewis and Clark crossed the Continental Divide in the Bitterroot Mountains. “And there, on a high ridge, looking over the left wing, we saw a Rocky Mountain Big Horn ram — at the same elevation — looking at us. You can’t experience that unless you’re in a small plane.”

Discovering Yellowstone

Enjoy an extended exploration of
the world's first national park before
or after the 2013 International
Conference in Bozeman, Montana,
July 10-13.

*Rainbows from Beehive Geyser, which
can erupt up to 200 feet tall, in the Upper
Geyser Basin.*

Although I live in southern California now, I was a seasonal park ranger at Yellowstone National Park when I was in graduate school and have typically visited the park each summer since then. In addition, I also got married in the chapel in the park in 2005, so it is quite a special place to me.

Although the International Conference in Bozeman offers two day-trip options to Yellowstone by bus, some of you might enjoy additional time on your own to explore Yellowstone, which was established as the world's first national park in 1872.

In my opinion, the two "must-sees" at Yellowstone are the Grand Canyon of the Yellowstone and the Old Faithful area. Plan on at least a half day at each location. In addition, if you have yet an extra day, driving south into Grand Teton National Park and the tourist town of Jackson is pleasant. On windless days, the jagged mountains make beautiful reflections on the alpine lakes.

Based on my experience living in and visiting Yellowstone, I've shared below my thoughts on what to see and do in the park. You can also visit the National Park Service's official website, nps.gov/yell/index.htm, to find maps, photographs and other materials to plan your trip.

Logistics

From Bozeman, you can travel south to Yellowstone National Park and enter either through the west or north entrances. If you have a plane, you can also fly into the park's nearby airports, such as West Yellowstone (KWYS), which also offers seasonal commercial service. Car rentals are available at the airport. The fee to visit Yellowstone is \$25 per car, which is valid for seven days in Yellowstone and Grand Teton National Parks, or you can consider buying an \$80 yearly pass that provides admission to all federal fee areas.

Weather in July tends to be either overcast and rainy or partly cloudy, sunny, and warm with highs in the 70s or 80s. Afternoon thundershowers and lightning storms are common. Nighttime lows usually will be in the 40s. However, it could



Lower Falls of the Yellowstone River.

also snow at any time! Make sure to bring raingear, sunscreen and a hat for protection from the elements.

The main roads in Yellowstone are paved but slow, with posted speed limits no higher than 45 mph. In addition, animal sightings (elk, bison, bear, moose, wolf, bald eagle and so on) can make traffic stop. The most common route is to drive the lower loop (in whichever direction makes sense to you) of Madison, Old Faithful, West Thumb, Lake, Canyon and Norris, then to Mammoth. The Tower area in the northeastern area of the park has a nice waterfall, but it's a long drive and isn't as big or powerful as those in the Canyon.

Food, gas, souvenirs and supplies are available throughout the park. Have a look at the park newspaper for more information on the locations and operating hours. Also, be sure to drink plenty of water!

If you have multiple days in the park, you can stay at a lodge within the park, camp or find a hotel in the gateway communities (West Yellowstone, Montana, in the west or Gardiner, Montana, in the north).

Xanterra Parks & Resorts (yellowstonenationalparklodges.com/) runs the park's campgrounds, RV parks and hotels. The hotels are quaint, rustic and clean, but may require sharing bathrooms. The nicest and newest hotel in the park is the Old Faithful Snow Lodge, but be prepared

to spend \$200 per night to stay there. While you often need to plan far ahead to stay multiple days in the park (I typically make my vacation reservations for cabins in the Old Faithful area at least a year in advance), you may be able to find a place if you book now. In addition, after you arrive, you can go to the desk of any of the park's hotels to inquire about vacancies throughout the park and see if there have been any last-minute cancellations.

Yellowstone is very accessible by car, but there are also plenty of hikes you can take. The park's elevation is typically at least 6,000 feet, so expect to take it easy.

Wildlife Viewing

You can see wildlife anywhere in the park, including along the roads. Elk and bi-



An elk buck nibbles on grasses.



Beehive Geyser is near the boardwalk and can erupt up to 200 feet.

son are prevalent throughout Yellowstone. In the summer, you commonly see small calves tagging behind their mothers. The tranquil meadows of the Hayden Valley offer some of the best opportunities for viewing all sorts of animals. Although it is less likely you will see a bear or a wolf during your stay, if there is even a potential sighting, a traffic jam will follow. Please use the pullouts if you want to stop or take a photograph.

Never attempt to feed or approach any wildlife! Each year several visitors are injured from animal encounters.

Canyon Area

The Grand Canyon of the Yellowstone is a deep gorge carved by the Yellowstone River with brilliant red, brown and orange rocks. There are two major waterfalls in the canyon, the Upper (109 feet tall) and Lower Falls (308 feet tall). If it's foggy or rainy and you have multiple days in the park, save Canyon for the clearest day. There is easy access to the falls and canyon viewing areas from the many parking areas, but the lots may be crowded in July when the weather is nice.

Mammoth Hot Springs

The major attraction at Mammoth is the large hot spring terraces. The Upper Terrace Loop drive provides an opportunity to get close to the springs and see an overview of the area. Mammoth is

the park's headquarters and also contains buildings from the early 1900s when the army patrolled the park before the NPS was founded. The field in front of the visitor center is dotted with fenced sinkholes and caves and is often full of elk herds. The chapel in which we were married is also at Mammoth and was built in 1913.

Old Faithful Area

The largest, most accessible geysers are near Old Faithful in the Upper Geyser Basin, and it's worth taking time to see them. Most visitors will go to Old Faithful, sit down, wait for it, then get back in their cars and take off. If you have absolutely no time, that's the thing to do. Old Faithful usually erupts about every 90 minutes and is predicted within a 20-minute window.

For a more satisfying visit, go to the newly constructed Visitor Education Center, check the bulletin board and write down all the current geyser predictions. The rangers usually will predict Old Faithful, Castle, Daisy, Riverside, Grand and Great Fountain geysers. Each should have some indicators of their reliability (+/- 45 minutes or so) to help you plan your day.

In addition, my husband has developed Geyser Notebook, an app for Android phones (available for free on the Google Play Store) that describes the behavior and offers crowd-sourced geyser prediction times. You can also take free, ranger-led walks around the Old Faithful area, as well

as in other locations throughout the park.

Grand is the largest predictable geyser in the world, and assuming the weather is reasonable, would be the most desirable to see of the predicted geysers. Its height may reach up to 200 feet, but the interval between eruptions tends to be 6 to 11 hours.

Other Geyser Areas

In the Lower Geyser Basin, the Fountain Paint Pots trail is a short loop and offers a close-up view of mudpots, a deep blue pool, a consistent perpetual spouter and several geysers. It's an all-around pleasant trail and the easiest way to get close to an erupting mid-size geyser.

Firehole Lake Drive is a nice driving loop with steaming lakes and several large geysers, including Great Fountain. Great Fountain is generally predicted, so check the sign by the geyser. Its terraces also have beautiful reflections at sunset.

Midway Geyser Basin contains the huge Excelsior Geyser Crater and Grand Prismatic Pool. Both are large and interesting but are difficult to see from ground level. The best views of these springs are from strenuous off-trail ascents of the nearby hills. Or, as pilots, we can get an even better view from the air, but please adhere to the 2,000-foot AGL overflight minimums and fly quietly to maintain the tranquility of a national park.



Rhonda Glennon peers over Morning Glory Pool in the Upper Geyser Basin. Bacteria create the hot spring's beautiful colors.

Photo by Alan Glennon

NINETY-NINES TO OFFER KAREN JOHNSON SOLO SCHOLARSHIP AT OSHKOSH

The Ventura County Chapter, The Ninety-Nines and EAA are sponsoring a new scholarship, the Karen Johnson Solo Scholarship, to provide a young woman age 16-20 with financial support for flight training through her first solo.

The Karen Johnson Solo Scholarship will be awarded by EAA and The 99s at Oshkosh during the 2013 AirVenture WomenVenture activities on August 2.

A first and second place award recipient will also be selected from entries submitted by July 1. The application process includes the submission of a 500-word essay describing why the candidate seeks to learn to fly, how she will apply her training and goals for her future. First prize of \$3,000 and second prize of at least \$2,800 will be paid in installments to the applicant's selected flight training program.



Karen Johnson.

The winners will also be expected to provide a 400- to 1,000 word essay to the scholarship committee after their solo, sharing their training experiences and the goals they have met.

For more information or to apply for the scholarship, applicants should go to www.eaa.org/support/scholarships.asp.

Karen Johnson was a beloved member and Chapter Chairman of the Ventura County Ninety-Nines who perished in January 2013 while flying frost control in Delano, California. She held a commercial certificate with fixed wing, rotorcraft, instrument and multiengine ratings. She was employed as a co-pilot on a Cessna Citation CJ3 jet and as a charter pilot for a San Joaquin Valley helicopter company.

— Susan Liebler



Mark Laughridge presents Joyce Revelle with the Wright Brothers' Master Pilot Award.

JOYCE REVELLE PRESENTED WRIGHT BROTHERS MASTER PILOT AWARD

On February 20, Florida Spaceport member Joyce Revelle was presented the Wright Brothers Master Pilot Award by Mark Laughridge from the Orlando FSDO. A ceremony was held at the Spruce Creek Flying Club dinner meeting.

Joyce received her certificate in the late 1940s while still attending high school in Illinois. After her husband received his ticket, they never flew in a commercial aircraft again in the U.S.

Together they flew extensively in the U.S., Canada, Caribbean and Alaska. As a member of the Central NY Chapter, she held many officer positions. Joyce has over 1,000 hours of accident free flying. Congratulations, Joyce!

— Marcia K. Gitelman

RITA ORR INDUCTED INTO MINNESOTA AVIATION HALL OF FAME

Rita Ann Orr, founder of the Minnesota Chapter, was inducted into the Minnesota Aviation Hall of Fame April 20. A number of Minnesota 99s attended the induction banquet and ceremony in Bloomington, Minnesota. Accepting the honor for Rita, who passed away in 2009, was her daughter Janice Orr Pelletti, Chairman of the Tennessee Chapter.

The Minnesota Chapter sponsored Rita into the Hall of Fame for her contributions to The 99s and her enthusiastic promotion of aviation in the state. Among her many activities for The Ninety-Nines were organizing Penny-a-Pound air rides in the '50s and '60s, flying Red Cross Blood flights and American Cancer Society Daffodils, and serving in all North Central Section offices.

She was the first woman on the Faribault Airport Board, initiating runway and navigation aid improvements. An active pilot for 65 years, she accepted the Wright Brothers Master Pilot Award in 2007.



Janice Orr Pelletti accepts the honor for her mother from Randy Koivisto.



First Canadian Ninety-Nines and friends at the CWH Museum where Vollick's uniform is now on display. From left, front row, Deb Logan, Bev Fraser, Akky Mansikka, Dee Birchmore, Lisa Bishop, Hella Comat, MCpl. Johanne Hamelin. Back row, Eileen's granddaughter Martha Lawrence, Eileen's daughter Joyce Miles, Suzanne Wiltshire, Lesley Paige, Jacquie Perrin, Kim Winsor, Natalie McHaffie, Anna Pangrazzi, Jean Franklin Hancher, Marilyn Dickson, RCAF Capt. Kim Wilton. Photo by Bernadette LaBarre Dumigan

Eileen Vollick's Uniform is Now 'Back Home'

BY NATALIE MCHAFFIE
First Canadian Chapter

The First Canadian Chapter of The Ninety-Nines is now the custodian of a very special artifact, the uniform of Eileen Vollick, Canada's first licensed woman pilot.

On March 10, during Women of Aviation Worldwide Week, the FCC threw a well-attended event to mark the unveiling of an exhibit at Canadian Warplanes Heritage Museum in Hamilton. It placed Eileen's uniform on permanent public display where it is now the centerpiece of an exhibit that celebrates our women pilots.

Women entered aviation comparatively late in Canada because, until 1927, no civilian flight schools were allowed here. Eileen Vollick joined the first class in Canada's first civilian flying school, J.V. Elliott's Flying Service in Hamilton.

After 16 hours of flight instruction, Eileen took her federal aviation test. She demonstrated takeoffs and landings on frozen Burlington Bay, performed five figure-eights and flew 175 miles cross-country. On March 13, 1928, she was issued Canadian private pilot's licence #77, the first woman in Canada to qualify as a pilot and the first woman in the world to be trained on a ski-plane.

Jack Elliott realized the publicity value of having trained Canada's first woman pilot and had a uniform made for Eileen.

Dressed in this or her fur-lined flying suit, the former beauty queen was popular at aviation events and speaking engagements. With the attention given to Eileen Vollick's accomplishment and the introduction of more flight schools, there were soon a number of women pilots in Canada.

The display includes four panels, three of which highlight women pilots who have made history with the armed forces. One panel profiles Canadian women who flew with the Air Transport Auxiliary (ATA) and the Women Airforce Service Pilots (WASP) during WWII. A second panel highlights women who have "Led the Way" post-WWII from flying the CF-18 to flying in space and also becoming the first female commanding officer of Canada's renowned aerobatic team, the Snowbirds. The third panel honors women who have served in Afghanistan. This conflict marks the first time that women have flown in combat with the Canadian Forces. The final panel introduces The Ninety-Nines in Canada.

Now the many contributions of Canadian women pilots are proudly featured right next to the entry leading from the museum display area into the aircraft hangar. Eileen's uniform, after all these years, is back home where it belongs.

OREGON PINES CHAPTER

The theme for the Oregon Pines March meeting was Personal Pilot Training and Aviation Goals. Knowing the first step of any goal setting strategy is to write it down and put a date on it. Each 99 responded to a survey on individual aviation goals, including commitments to proficiency training and advanced ratings and certificates.

CFI Jeannie Wildman talked about her journey from private pilot to instrument rating, commercial, multi-engine and instructor in four years and discussed womens' talents in the areas of multitasking, patience and empathy, which transfer well to flying. Touched by a quote from the book, *Cutting for Stone*, Jeannie adapted it for her pilot knowledge: Fly (think) it forward and understand it backward. Jeanne's prescription for pilot proficiency is to designate times to fly a mock checkride on your own and practice all the maneuvers required for pilot certification.

High on our list of Chapter goals is supporting other women in aviation pursuits. To help make ourselves better mentors, we scheduled a tour of the Lane Aviation Academy in Eugene, Oregon. Director Steve Boulton introduced us to both the pilot and maintenance training facilities. By the time we left, we all wanted to enroll in the school.

Inspired by our refreshed commitment to pilot proficiency, Oregon Pines held an Annual Proficiency Training event the first weekend of April, attended by 39 pilots from the community. We are very grateful for the WINGS overview presented



Debra Plymate and Linda Leach watch as Lane Aviation Academy Director Steve Boulton turns the crankshaft in a pre-1920 Siemens & Halske SH II radial engine. Photo by Barbe Park

by FAA Safety Team Program Manager Jim Hultgrien and PTS Maneuvers on Your Checkride by DPE Mary Schu.

Our April Chapter meeting featured another WINGS seminar on Weather Patterns of the Pacific Northwest by NWS Meteorologist Clinton Rockey, attended by 60 local pilots. Several pilots completed a full phase of WINGS following our programs.

— Debra Plymate

OLD DOMINION CHAPTER



A young girl sitting at a flight simulator listens intently to Morgen Reeb during a Girl Scout Day at the Udvar-Hazy Air and Space Museum. The Old Dominion Chapter was on hand to welcome the several thousand Scouts who attended.

On March 23, almost 3,000 Girl Scouts arrived at the Udvar-Hazy Air and Space Museum, and the Old Dominion Chapter was there to welcome them.

The girls loved using the flight simulators even though some of them were too small to reach the rudder pedals. One of the Daisy Scouts asked me if the yoke on the airplane got its name because someone cracked an egg yolk on it. Another Daisy asked if we flew the airplanes into the museum and would we fly them home at night. The Daises were definitely the most entertaining!

The older girls, the Brownies, Juniors and Cadettes, enjoyed learning about the sectional charts on display. They liked looking for their hometowns and then finding the closest airports to them. One of the Cadettes expressed interest in becoming a pilot and asked me what the best route was to take in achieving her goals. All of the girls enjoyed learning the pilot alphabet, and they had fun spelling out their names using it.

Nine members of the Old Dominion Chapter took part in this wonderful event. Juliette Low, founder of the Girl Scouts, would have been proud to see so many girls eager to learn about aviation!

— Laura Abraham

MANITOBA CHAPTER

The Manitoba Ninety-Nines awarded its 2013 scholarship to Paulette Klassen at the Manitoba Aviation Council Annual Gala Dinner on April 25.

Paulette is a grandmother and a late starter in aviation, but she's hooked on flying, as is her husband Murray. They own a Piper Arrow hangared at Steinbach North airport. Paulette plans to apply the scholarship towards her night rating and IFR rating. She is currently taking instruction from Aaron Doherty at Harv's Air in Steinbach. We wish her all the best with her future in aviation.

— Mary Lou Milhausen



From left, Bette Holtman presents the scholarship award for Manitoba Chapter to Paulette, with Murray Klassen and Aaron Doherty, Paulette's Instructor, at the Manitoba Aviation Council Annual Dinner. Photo by Lou Milhausen

PARADISE COAST CHAPTER

Chapter members gathered to honor the winners of the 2013 Wings Over Paradise scholarships at a reception held March 21 at the Page Field Base Ops FBO, Fort Myers, Florida. Since the Chapter's founding in 2007, Paradise Coast members have worked to raise more than \$15,000 for the scholarship fund, presenting the first scholarship award in 2011.

Myra Bugbee of Pembroke Pines, Florida, is the winner of the AST simulator/CFII instruction package donated by Jim Hendricks of Naples Flight Simulator, LLC. Myra, Secretary of the Florida Goldcoast Chapter, has accumulated more than 500 flight hours. Myra will be training for her instrument rating.

The winner of the \$2,000 cash scholarship is our Chapter Secretary, Terry Carbonell, of Alva, Florida. Terry has over 2,000 flight hours. She currently serves as the Governor of The Ninety-Nines Southeast Section and is secretary of the Air Race Classic executive board of directors. Terry will be using her scholarship to complete her commercial/multi-engine/instrument rating.

— Ellen Herr



Scholarship winners Myra Bugbee, left, and Terry Carbonell.

TENNESSEE CHAPTER

Last year's Girl Scout Aviation Day was so successful for the Tennessee 99s that they held two this year at different locations. April 16 was a picture perfect day for our event at Downtown Island Airport in Knoxville. April 27 in Tri-Cities was not as nice a day, but everyone had a great time.

Two hundred scouts and parents attended each event. We had a couple hundred more requests to attend but just didn't have the room. In addition to sparking interest with the Scouts, these highly visible events resulted in our Chapter adding five prospective members. The Chapter is using the proceeds from these events to sponsor solo scholarships for JROTC Cadets in a local aviation program.

The Knoxville location included information and presentations on hot air balloons, gliders, Civil Air Patrol, airline pilot, flight instructor, home-built, ATC and airplane preflight. At Tri-Cities we had programs on hot air balloons, Civil Air Patrol, sport pilot, ATC, 50 years as a flight attendant, flight instructor/DPE, JROTC and airplane preflight.

— Janice Pelletti



Kayla Hobbs, JROTC cadet and student pilot, explains the preflight.

MINNESOTA CHAPTER

The Minnesota 99s held their spring business meeting at the Mankato Regional Airport (KMKT) on March 16. At the meeting, two Chapter scholarships were awarded, one in the amount of \$1,000 to Karen Workman towards her float rating, and the other scholarship was awarded to Chris Kocinski in the amount of \$500 for her currency rating.

Renee Bowman, Minnesota 99 and Adjunct Professor of Aviation in the Department of Aviation at Minnesota State University-Mankato, talked about Mankato's growing aviation program. The Minnesota 99s were then given a tour of North Star Aviation, the FBO at KMKT, and its corporate jets by Kevin Doering.

— Melissa Aho and Johanna Bischof



Minnesota 99s at KMKT for the spring business meeting on March 16. From left, back row: Renee Bowman, Monika Bell, Chris Kocinski, Liz Strohfus (WASP), Karen Workman, Alicia Erickson and Marcy Drescher. Seated: Elaine Morrow, Melissa Aho, Patti Sandusky, Tracy Davenport and Thuy Pieper.

CHICAGO AREA CHAPTER

Chapter members turned out to hear three dynamic speakers at Lake in the Hills Airport talk about how to put your aviation skills and your airplanes to volunteer use. In the spirit of inspiring others to give of themselves and their airplanes, these women told how they combine flying with charitable activities and truly enjoy doing it.

Carol MacCabe, Chicago Area Chapter and Regional Director for Young Eagles Flight—EAA, talked about giving the gift of a first flight. She also explained that when the kids fly, they are given an access code to complete ground school at no cost through Sporty's Pilot Shop. Last year, the EAA also started Eagle Flights at Oshkosh to give an introductory flight to adults 18 and older along with a six-month free membership in the EAA.

Shelley Ventura, immediate past governor of the North Central Section, talked about rescuing animals in need. Since 2010, she has been a volunteer with Illinois Animal Rescue, flying for the Perry County Humane Society in her Piper Archer (with the back seats out). She once flew 19 dogs and puppies at one time.

Pat Klick, glider instructor for Civil Air Patrol cadets at Illinois Flight Encampment, Mattoon, Illinois, spoke about her experience giving glider instruction to hundreds of Civil Air Patrol cadets.

Some of these cadets go on to the Air Force Academy through scholarships. It was a very inspiring panel, indeed. Donor/participants in all of these endeavors are needed, and the rewards are great!

— Diane Cozzi



The panel: Carol MacCabe, Shelley Ventura and Pat Klick, joined by meeting hostess Lorri Borchardt, Northern Illinois Flight Center (far left), and Chapter Chairman Joan Kerwin (far right).

MIDDLE TENNESSEE CHAPTER

The new Middle Tennessee Chapter held their first meeting April 20 at Murfreesboro Airport with five attendees. We had a great time getting to know each other, snacking, filling out paperwork and electing officers.

Attending were Dianne Denson from the Alaska Chapter, Gallatin; Rene Aldrich from the Indiana Chapter, Portland; Stephanie Arcamuzi from Memphis, MTSU Murfreesboro, and Stephanie's sister Alex Arcamuzi, also from Memphis, MTSU Murfreesboro; and Judith Grigsby from the Tennessee Chapter, Shelbyville.

Charter members not attending are Lisa Wright, Mary Dietrich, Marissa Jones, Alicia Ludwig and Penny Weinhold.

We are excited about getting our new Chapter off the ground!

— *Dianne Denson*



Indiana Dunes members Joy Valek, Christine Murdock and Jan Topp enjoy a look through a Chapter photo album during the break at their March meeting.

INDIANA DUNES CHAPTER

Indiana Dunes members enjoyed listening and talking to Lee Lane at our March meeting. Lee flew Blackhawk helicopters in Iraq for the National Guard. At age 26 and having no prior flying experience, Lee was accepted into the Army Reserves flight program where she flew Hueys. She was eventually shifted to the National Guard and sent to Iraq in 2004. Stationed about 50 miles north of Baghdad, her company flew what they called "ash and trash," mostly people and supplies.

Although she had many stories to share, Lee seemed most happy to be in a room of women pilots. Much of her story centered around her feelings of joy at discovering The 99s at her home airport a few months ago. Today, Lee works as a lawyer and in her free time flies a Stinson she owns with her husband.

— *Lynn Pergher*

FLORIDA SUNCOAST CHAPTER

Florida Suncoast Chapter members Jeanne Burklund, Marilyn Shafer, Stacey Patton, Marie Grein, Nancy Wright, Cindy Hardeman and Kim Elshoiz teamed up with the Girl Scouts of West Central Florida to present an Aviation Day at Clearwater Air Park (KCLW) on March 23.

The Girl Scouts' experiences earned them an Interest Patch after a morning of Alka Seltzer rocket launches, pre-flight of a Cessna, a souvenir photograph in the captain's seat, touring an EAA 282 hangar to see a plane under construction, building a balsa wood airplane complete with tail numbers, learning the pilot's alphabet and experiencing the flight of their new models.

The morning culminated with a presentation by Michelle Burklund about her Space Academy experience in Huntsville, Alabama. The Chapter presents two girls with a scholarship to Space Camp and Space Academy each year.

The 25 girls and 13 adults who registered for this Aviation Day left with the delight of reaching for the skies and the hope of earning one of those scholarships in April.

— *Sophia M. Payton*

KENTUCKY BLUEGRASS CHAPTER

Kentucky Bluegrass Chapter's Girl Scout Aerospace Badge Day was held on Saturday, March 23 at Louisville Executive Aviation, Bowman Field, Louisville, Kentucky, serving over 180 area Girl Scouts. Sessions included: Airline Pilots presented by UPS captains Terri Donner and Tracy Scott and first officer Kelly Lepley; Private Pilot Requirements and Civil Air Patrol presented by Maggie Hettinger and an area CAP cadet; Hot Air Balloon Demonstration presented by Melissa Cowan and Kati Browning; Airplane Mechanics presented by Lomna Ruble from UPS's Association of Women Airplane Mechanics and mechanic Stella Burton.

Women in Aviation History was presented by Sue Glisson; Flightline with two aircraft, a C-152 and a C-172, presented by Doreen Yost, Robin Blevins, Erin Thompson and Amy Bogardus; and Air Traffic Control presented by ATC Specialist Natalie Hill.

— *Susan Glisson*

Melissa Cowan and Kati Browning talk with students about ballooning.



NEW HORIZONS

LOIS MAXINE DOBBIN AUCHTERLONIE, WASP Eastern New England Chapter

Lois, a Life Member of the Eastern New England Chapter, passed away peacefully on March 24, 2013, following a fall at her home in Snohomish, Washington. She was born April 14, 1917, on a farm East of Viola, Kansas, to Thomas and Alma Dobbin. She grew up in Wichita, Kansas.

Lois graduated from East High in Wichita and later attended Wichita State University. In 1941, while still enrolled in college, she had the opportunity to take the CPT (Civilian Pilot Training) program. After earning her bachelor's degree and her private pilot certificate, she went to work at Boeing's Stearman Plant in Wichita. It was there she heard about the WASP program to train women pilots to fly military aircraft.

Lois applied and was accepted for military flight training in class 43-8. Of the 95 women pilots who entered class 43-8, Lois was one of only 48 who successfully completed the six months of training and graduated. After earning her silver WASP wings, Lois received her official AAF orders, sending her to Williams Field, Arizona, for duty as an AT-6 engineering test pilot. During her career as a WASP, Lois flew the PT-17, PT-19, BT-13, AT-6, UC-78, AT-9 AND AT-11.

After the WASP were deactivated, Lois built a career around aviation-related jobs, including working for over 30 years as a technical editor and proposal coordinator for Raytheon in Massachusetts.

In 1981, Lois became a charter member of the Women Military Aviators, Inc., an organization that included both WASP and other women military pilots. She helped write the original by-laws and continued networking with members from various flying branches of the military for many years.

Lois enjoyed flying her own Cherokee 180 for over 20 years. She was very active in The Ninety-Nines and helped manage the All-Women New England Air Race for several years. She flew copilot in the 1961 Powder Puff Derby and, in 1972, Lois entered and won the All-Women New England Air Race.

Lois met her husband, Charles Auchterlone, in college. Later, they married and made their home in Acton, Massachusetts, until Charles retired. In 1987 the couple moved to Anacortes, Washington.

— Nancy Parrish



Lois Auchterlonie.

DOROTHY 'DOTTIE' BIRDSONG Florida Suncoast Chapter

Dorothy 'Dottie' Birdsong passed away on January 29, 2013, at the age of 93. Dottie was a lifetime member of the Florida Suncoast Chapter and was very active in the Chapter. She was always there when we needed anything and headed many Chapter projects.

Dottie was born on June 6, 1919, and was the youngest of nine children. Dottie grew up in a Masonic Children's Home in Meridian, Mississippi. She married Charles William Birdsong, Sr. in 1938, and they had three children. When Dottie was 8 years old, she met Charles Lindberg, and he inspired her to learn to fly.

She obtained her private certificate at the age of 40, and by the time she was 70, she had logged over 9,000 flight hours. In her aviation days, she enjoyed competing in the annual Powder Puff Derby (AWTAR), Angel Derby and the Air Race Classic. She served three years on the Aviation Women's Advisory Committee.

A memorial service was held on February 5, 2013. She will be missed by many who knew her.

— Sophia M. Payton

PATRICIA VIKER Santa Maria Valley Chapter

Patricia, a charter member of the Santa Maria Valley Chapter, flew to New Horizons on March 18, 2013. Pat had been trying valiantly to recover from a stroke she suffered on December 24.

Pat was born April 22, 1937, in Ada, Minnesota. One of five siblings, she grew up in Minnesota's expansive farming country. As an active youth, she loved to dance and roller skate; she even trained on the trapeze with the circus while wintering with her family in Sarasota, Florida.

She married her husband, Dean, in 1954 and they farmed together in Minnesota before moving their family of two sons and a daughter to the Santa Ynez Valley in California. There Pat worked as a bookkeeper for Petersen Farm Machinery before moving to Santa Maria, where she and Dean established Viker Tractor in 1977. Several years later, Pat earned her private pilot certificate. She and Dean logged many hours in their C-182, visiting family in Minnesota and vacationing at their rustic cabin in the mountains near Boise, Idaho.

She encouraged the Chapter to present flying companion seminars and participated in virtually every Chapter activity for the last 25 years, as well as Southwest Section and International Conferences. She was a motivator, an organizer and a good friend to all. She will be sorely missed by her Chapter.

— Diane Pirman



Patricia Viker.

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

linda99s@msn.com

406-539-5909

Charity Fechter

c2shirley@3rivers.net

406-682-4943

Janine Nunes

nunes@flysummit.net

406-388-8359