

99 News

The Official Magazine of the International Organization of Women Pilots

September/October 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

After a busy week in Big Sky country at the 2013 International Conference in Bozeman, Marie Fasano and Mac McCabe are ready for take off from BZN in their 1970 Cessna 182. They enjoyed the sights over Yellowstone on their way home to Payson, Arizona. The photo of the Cessna was captured by Ninety-Nine Amy Urbine, a new pilot who flew in for the Conference with Mary Wunder, both Eastern Pennsylvania Chapter members.

PERPETUAL CALENDAR

2013

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, New Jersey. 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.

11-12 **North Central Section Fall Meeting,** Chesterfield, Missouri. For more information go to <http://www.ncs99s.org/>.

12 **Mid-Atlantic Section Fall Meeting,** Virginia Beach, Virginia. For more information go to <http://www.mid-atlantic99s.org/>.

25-26 **New England Section Fall Meeting,** Keene, New Hampshire. For more information, go to <http://www.womenpilotsnewengland.org/>.

31 **Intent to Seek Election forms due.** For more information, visit www.ninety-nines.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

FEBRUARY

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

APRIL

4-6 **North Central Section Spring Meeting,** South Bend, Indiana. For more information contact Marcia Forcey at marciaforcey@yahoo.com or call 219-728-7835 or visit <http://www.ncs99s.org/> or indianandunes99s.org.

JULY

8-12 **2014 Ninety-Nines International Conference,** New Orleans, Louisiana.

28-Aug. 3 **EAA Airventure Oshkosh,** Oshkosh, Wisconsin. For more information, visit airventure.org.

AUGUST

31-Sept. 2 **37th Annual Colorado Balloon Classic,** Colorado Springs, Colorado. Visit balloon-classic.com for more information.

INTENT TO SEEK ELECTION DEADLINE OCTOBER 31, 2013

Your International Nominating Committee is seeking candidates to file their Intent to Seek Election forms for the 2014-2016 term. We will be electing a slate that consists of: President, Vice-President, Secretary, Treasurer, two Directors, and five members of the Nominating Committee. To make it a true election, we are hoping that *at least two* candidates will file for each position.

Intent to Seek Election Forms are available at www.ninety-nines.org in the Members Only section or from members of the Nominating Committee:

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Alanna McClellan, alannamcclellan@gmail.com (775) 831-4175

DEADLINE FOR FILING INTENT – OCTOBER 31, 2013

— Joan Kerwin, Chairman

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

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

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AVIATRIX PUBLISHING, INC.

Lake Forest, IL 60045-0911

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

EDITORIAL AND PHOTO GUIDELINES

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

For additional submission guidelines, log on to ninety-nines.org and click on *99 News* magazine. Submissions should be emailed to news@ninety-nines.org. Deadlines for submissions are listed in our calendar on page 2. If you have any questions, please email us at news@ninety-nines.org.

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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.

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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



Ready for a horse-drawn tour of Big Sky country during the 2013 International Conference.



International Director Leslie Ingham with her mother, Dorothy Wise Towers, who was an air traffic controller at Stapleton Airport in Denver during World War II.



French Section member Anaïs Luneau with her teammates who built a replica of an historic 1912 Morane Saulnier Type G. The original aircraft was flown across the Mediterranean in 1913, marking the first flight between mainland Europe and Africa.

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President's Page

BY MARTHA PHILLIPS, International President

What a great time we had in Bozeman! When Linda Marshall first approached The 99s Board of Directors with a proposal to have a future Conference in Bozeman, Montana, most were unsure as to how the members would like the location. When we conducted the Membership Survey in the fall of 2011, 71% of the members responded that they would prefer a "lower-cost Conference at a non-resort, less popular location."

This seemed the perfect opportunity to see if the membership really meant it. Linda backed up her proposal with enough scenery, activities, and well-thought-out plans to fill everyone's "bucket list," and Bozeman was selected for 2013. The great attendance at Bozeman bears out the results of the survey!

Our many thanks go to Linda Marshall and her co-chairmen Janine Nunes and Charity Fechter, the Montana Chapter and to the Northwest Section and the Chapters that helped with putting on such a great Conference.

We were also treated to a preview of next year's Conference and scheduled activities in New Orleans, Louisiana, by Co-chairmen Lisa Cotham Pizani and Janet Gonzales. Let the Good Times Fly! New Orleans, here we come. Reserve these dates on your calendars right now – July 8-13, 2014. You'll definitely want to be there.

Closely following Bozeman, it was off to Oshkosh for EAA's annual AirVenture, another bucket list experience for most pilots. After many years of exhibiting in a tent on the airport grounds, it was decided that a move into Hangar B, one of the four large hangars that are filled with vendors and organizations' booths, would give us a wing up on achieving our mission.

The Ninety-Nines booth was hopping the entire week — taking membership applications, talking to passersby about The Ninety-Nines, capturing votes for the Lightspeed grant contest, selling raffle tickets, signing up members for the Saturday Breakfast, as well as giving out the

raspberry colored Women Soar T-shirts so that women pilots could take part in the large photo shoot. The move to the hangar venue was judged a success since the membership applications more than quadrupled the number in the previous year. It wouldn't have happened without the great momentum of Ninety-Nines who staffed the booth.

One of the highlights of the week was the first Women's Power Lunch, which included three dynamic speakers and concluded with The Ninety-Nines giving out two Karen Johnson scholarships of \$6,000 and \$3,000 respectively for young women between the ages of 16-20 for their flight training through their first solo and beyond. The awardees were chosen from a field of 45 applicants.

We also took part in other activities on the field, including the first Job Fair held by EAA. Several of us attended the SAFE (Society for Aviation & Flight Education) and the IAC (International Aerobatic Club) dinners, and I attended the luncheon for the winners of the GAA (General Aviation Association) and FAA (Federal Aviation Administration) awards.

It was a busy summer, but all in all, a most productive one.



One of the highlights of the week was the first Women's Power Lunch, which included three dynamic speakers and concluded with The Ninety-Nines giving out two Karen Johnson scholarships of \$6,000 and \$3,000.

While at AirVenture, Martha and Minnetta Gardinier welcome new member Jennifer Barber, center, to The Ninety-Nines.



Bucket Lists Filled at 2013 Confe

Montana, The Big Sky Country, was the perfect location for another successful annual International Conference. Many Ninety-Nines, guests and family checked items off their bucket lists with the tours that took us zip lining, rafting and flying over Yellowstone National Park. Many members and their families also combined the Conference with vacations to Yellowstone National Park, Glacier National Park and Mt. Rushmore, which resulted in a large number of Conference attendees.

Our thanks go to Co-Chairmen Linda Marshall, Janine Nunes, Charity Fechter and all of the Northwest Section for providing another memorable International Conference.

Highlights of the Annual Business Meeting were approval of several Bylaws and Standing rules

including reinstatement of membership years by paying cumulative dues, approval of changes in trusts investment policy by the International Board of Directors and cost of the Membership Directory.

Two International Directors were elected and installed during the meeting. Marjy Leggett was re-elected for a second term and Maureen Kenny for a first term. Trustees elected were: Elaine Morrow, Endowment Fund; Shelley Ventura, AEMSf; Carolyn Smith, Museum of Women Pilots; and Carole Sutton, AEBM. All business meeting reports may be found in the Members' Area of our website.

Addison Pemberton was the guest speaker of the Conference. He described his rebuilding of the only flying Boeing 40C airmail carrier plane. The Amelia Earhart Memorial Scholarship luncheon was



Anticipating BBQ Big Sky style Thursday night at the Hart Ranch, are, in foreground from left, Debi Dreyfuss, Bert Solomon and Lauren Solomon.



Kris Irvin-Herron, Monica Weyhe and Sherry Kandle enjoy the Conference's western hospitality.

Conference in Bozeman

BY JAN MCKENZIE, International Vice President

attended by several award winners. AEMSF presented an outstanding 32 scholarships this year.

The conference concluded with the International Awards Banquet with all winners attending. The following awards were presented:

- Award of Achievement for Contributions to The Ninety-Nines – Carole Sutton
- Award of Achievement for Contributions to Aviation – Deborah Gallaway
- Award of Merit – David Black
- George Palmer Putnam Award – Bob Jones
- Award of Inspiration – Catherine 'Kitty' Houghton
- The President's Award – Clay Lacy

Whether you went fishing, toured Yellowstone or enjoyed horseback riding, we all left the Big Sky Country with big memories.



Bertie Duffy and friend.



From left, Leslie Ingham, Kathleen Berg, Jo Agee-Housler, Lianne Oakes, Brigitte Iwaszkiewicz and Diana Austin hiking back from the Lewis and Clark Cavern tour.



PHOTOS BY LILIAN DARLING HOLT, BOBBI ROE AND IRENE ENGARD

Background photo by Irene Engard.



Buffet time Montana style.



Ninety-Nines Tanya Malhotra, Victoria Borst and Cassia Hardesty drove to the Conference together from Portland, Oregon.



Erica Linderman as Amelia Earhart.



Attending to business, from left, seated, Betty Green, Parliamentarian. Susan Larson, Past President. Standing, Corbi Bulluck, outgoing Director, Martha Phillips, President; Dianne Cole, Director; and Malinda Caywood, Director.



Even little ones had fun in Bozeman. Past President Jody McCarrell's great granddaughter enjoyed the Conference with her mom, Jody's granddaughter Megan Smith.

*Background photo of Big Sky Mountain Village
by Lilian Darling Holt*



2013 AEMS, from left, front row, Kathy Brenneman, Ari Connelly-Smith, Marybeth Martin, Rani Tolton Back row: Heather McCoy; Kelene Fercho, Rebecca Green, Constance Castillo, Theresa Farley, Michelle Bassanesi, Myra Bugbee.



Myra Bugbee, foreground, and Elizabeth Brock extend an invitation to attend the 2014 International Conference in New Orleans.



Virginia Harmer, Barbara Harris-Para, Judy Bolkema-Tokar, Mary Wunder, Andrea Chay and Elaine Morrow give an entertaining report on the Endowment Fund.



Candie Oldham and her husband Rae Willis at the Museum of the Rockies, which houses the largest collection of dinosaur remains in the United States.



Debra Plymate and new member Ashley Collins, Oregon Pines Chapter, flew to the Conference together.

Awards 2013



Carole Sutton

Award of Achievement for Contributions to The Ninety-Nines

Carole Sutton has contributed over 40 years to The Ninety-Nines and almost 30 years to the Amelia Earhart Birthplace Museum. She has also served numerous times as Nebraska Stop Chairman for the Air Race Classic when they have stops in Nebraska.

In 1978, after receiving the Amelia Earhart Scholarship, Carole knew she wanted to give back. When ownership of Amelia's Birthplace Home was donated to The 99s in 1984, Carole ran for the Board of Trustees of the AEBM. She served as Secretary and then as Chairman of the Board of Trustees. In April 2008, Carole attended the christening ceremony and launch of the USNS Amelia Earhart in San Diego after promoting the event through the AEBM.

Carole also wrote a grant for the Hampton Hotels Save-A-Landmark program. Through her efforts, the AEBM was chosen to honor the theme Legends in 2008. The AEBM received a \$20,000 grant, and 40 people from Kansas and Missouri Hampton Inns gathered, volunteering hundreds of hours to help with restoring the Museum. Carole coordinated the event to coincide with Amelia's 111th birthday on July 24, 2008.

Carole coordinated with NASA Astronaut Randy Bresnik to carry a photo of Amelia with him on a trip to the space station. A 5x7 photo of Amelia taken by Randy's grandfather, Albert "Randy" Bresnik, who was Amelia's photographer, accompanied the crew into space in November 2009. At Carole's request, Randy and crew signed the photograph, which was returned to the AEBM for display with other Bresnik photos.



Debbie Gallaway

Award of Achievement for Contributions to Aviation

Debbie Gallaway has been an avid private pilot since 1977 and often flies her vintage Swift aircraft to air shows and fly-ins. She serves as a U.S. representative to the Fédération Aéronautique Internationale's Commission for Aviation and Space Education and also has represented NASA on the National Coalition for Aviation and Space Education and the Brewer Educational Forum.

She was inducted into Civil Air Patrol's Crown Circle in 2002 for "Evidence of extraordinary accomplishment in a leadership role in Aerospace Education." In 2004 she received the Frank G. Brewer Trophy for significant contributions of enduring value to aerospace education in the United States.

An undergraduate of Texas A&M University with a Master of Education from Wright State University, Debbie has been a classroom teacher, an official with the U.S. Department of Education and a program manager for NASA where she managed the agency's teacher enhancement and faculty preparation programs attended by educators, hundreds of college faculty and thousands of pre-service teachers.

She was also detailed to the White House by NASA to help establish the foundation for the Global Learning and Observations to Benefit the Environment (GLOBE) program and later served as NASA's lead educational liaison for the White House Mars Millennium Project that involved thousands of students. Her last position, manager of NASA's Explorer Institute Program, builds upon her passion for supporting aerospace education and aviation as a whole and encouraging collaboration between government agencies. During 2000-2003, she served as assistant director for programs for the U.S. Centennial of Flight Commission.

Currently she is a volunteer, teaching aviation programs for young people and teachers at the Udvar-Hazy Air and Space Museum in Chantilly, Virginia.



David Black

Award of Merit

David Black is the founder and principal operator of Air Time Canada. The Air Time Canada concept started some 23 years ago when David was doing volunteer work in a Youth Detention Center tutoring kids in high school math and physics. There he met a man who forever changed his life — a psychiatrist and amazing human being who had developed a program using cameras and photography as a tool to help troubled kids learn about leadership and responsibility.

Intrigued by the possibilities that aviation might offer along those same lines, David worked with the doctor to develop the original Air Time Canada program. It was carefully designed to give troubled kids a chance to interact with positive role models and develop self-esteem, leadership skills and a sense of responsibility.

It took seven years of fighting an uphill battle against government red tape to realize that the program would never succeed within the corrections system. David was determined to get the program going and ran it in a church basement, funded out of his own pocket, with troubled kids sent to him by police officers and social workers he met along the way. The program was completely free, including the classroom, flights, supplies, taxes, even snacks and lunches.

It was a huge success, and dozens of kids and parents attribute the program with being the turning point in their lives.

The program has been going strong now for almost 13 years, and almost 1,100 people have graduated from and flown through the Air Time Canada program since 1994.



Bob Jones

George Palmer Putnam Award

Bob Jones personifies the values and contributions of the George Palmer Putnam award with the support he has demonstrated for The 99s.

Skills, the gift of teaching, wisdom — he has them all. His contributions to aviation include having instructed over 1,000 people in flight training. Much loved now, Bob will be revered by The 99s forever. He taught Onita Hoff, a charter member of the Idaho Chapter, how to fly, as well as her son, daughter and grandson.

Bob is the resident instructor at the Eastern Idaho Chapter's annual mountain flying clinic at the Flying B Resort Ranch in the middle fork of central Idaho's Salmon River.

Teaching wasn't his plan in the beginning. Fighting was. Bob comes from the World War II era. Going from high school to cadet school with the Army Air Corps seemed like the natural order of things.

He learned to fly T-6s at Luke Air Force Base in Arizona during World War II and was commissioned as an officer at the age of 19. He said that if he stayed in the Army Air Corps he wouldn't get much flying, so he came home to southeast Idaho. He did plenty of flying then, shuffling a heavy flight schedule with a full-time career as an engineer at the National Engineering Laboratory in Idaho Falls.

When the Idaho Chapter presents Flying Companion Seminars, Bob is always eager to help out, especially with the segment on how airplanes fly. He demystifies the gift of flight and convinces even the most white-knuckled flying companion that flying can be fun and safe.

He has contributed and continues to contribute greatly to women in aviation. His love of flight is contagious, and it shows by the number of 99s and others whom Bob has influenced.



Frankie Elber

Catherine "Kitty" Houghton

Award of Inspiration

Kitty Houghton was a graduate of Saint Mary's in the Mountains (now known as the White Mountain School) and a member of their Board of Trustees. She earned her Bachelor's Degree in Anthropology from the University of California, Berkeley, and her M.A. and Ph.D. in Linguistics from Stanford University. Kitty served in the Peace Corps in one of the very first groups to go to Nepal, from 1964-66. She worked as an international officer for Bank of America, and also for DuPont, before joining the U.S. Foreign Commercial Service in 1979, working at embassies all over the world during the course of her 28-year career in public service.

She spoke 14 languages and was fluent in six of them, including Mandarin and Bengali. Following her retirement from the Foreign Service in 2007, she continued to lead a very active life. She sang first alto and served on the board of the Choral Singers of Marin.

A member of The Ninety-Nines since 1996, she was Membership Chairwoman for the Marin Chapter and was working on a film about the Nepali Chapter of The Ninety-Nines at the time of her death.

Kitty was a volunteer pilot for Angel Flight, which provides free air transport for people with medical needs, and Lighthawk, a non-profit organization providing flight transportation to conservation organizations.

An avid skier, hiker and musician throughout her life, she remained extraordinarily fit and enjoyed classical music, world music and theater.

Kitty left the world an amazing legacy, a standard of generosity, achievement and compassion to which all may aspire.



Clay Lacy

The President's Award

Clay Lacy started flying at the age of 12. As an adult, he joined United Airlines as a copilot on DC-3 aircraft, took military leave and attended Air Force Pilot Training, then returned to United Airlines and continued to fly military fighters and other aircraft with the California Air National Guard.

With over 50,000 hours as a pilot, Clay holds an Airline Transport Pilot Certificate with SEL, MEL and helicopter ratings as well as 32 aircraft type ratings. He also holds Flight Instructor and Flight Engineer Certificates. He retired Seniority Number One from United Airlines in 1992 after over 40 years. At that time, Clay was flying the Boeing 747-400 from Los Angeles to the Orient.

Clay is the owner and CEO of Clay Lacy Aviation at Van Nuys Airport, a full jet service FBO. With his exclusive Astrovision-equipped Learjets, Clay has filmed almost every airline commercial made, most Hollywood aerial filming and done much of the photo work for the aircraft industry and military. As a member of the Screen Actors Guild and Directors Guild of America, Clay has participated in dozens of aviation movies.

He has been honored for his aviation achievements many times. His racing career is legendary, as is his test flying and first flights on many aircraft.

Clay has been a good friend and supporter of The Ninety-Nines over the years. He has donated to 99s causes, allowed us to use his facilities for many purposes, participated in Career Days, helped us fundraise by flying passengers who won our raffles or silent auctions in his fabulous and luxurious DC-3, and generally promoted our organization and activities.

Nominees Invited to Apply for 2014 International Awards

By Linda Cain, International Awards Chairman

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2014 International Conference in New Orleans. The deadline for submitting nominations is **January 15, 2014**.

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



Debbie Gallaway was honored with the 2013 Award of Achievement for Contributions to Aviation.

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

How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address and telephone number of the nominee or the nominee's next-of-kin if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee. Nominations should be received by the deadline of **Wednesday, January 15, 2014**. Note: Previous nominees may be resubmitted.

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

Sharing a Flight to Bozeman — An Awesome Trip!

BY AMY URBINE
Eastern Pennsylvania Chapter

The email I was waiting for came one night as I sat on my couch, quiet for a rare moment. Mary Wunder, also a member of the Eastern Pennsylvania Chapter, wrote:

Hello Ladies, I am thinking that I might fly my Mooney out to Bozeman for the Conference, and I am wondering if anyone would like to ride with me and share the experience and the expenses. Let me know offline."

I was first to respond, and she confirmed. I jumped around in my living room with excitement, thinking I couldn't wait to tell my Mom. I knew what she would say, of course, but I didn't care. I was going Bozeman in a small aircraft just like I wanted!

"Hey, Mom – guess what, I am flying out to Bozeman with Mary Wunder!"

Mom's response: "Do you even know this woman?"

Mine: "No, but she is part of The 99s from our Chapter, so I trust her."

Mom: "Well, you'd better be careful. How much experience does she have?"

Me: "She has been in the Air Race Classic, and she was an air traffic controller. I think that says it all."

Mom: "Oh, ohhhhkay. You know how I feel about small planes. I know you're going to do what you want to do anyway."

Me: (smiling and dancing): "That's right."

This experience was going to be fantastic, I just knew it. And it was.

This year was my first time attending the International Conference. I had only 16 hours in training, had met Mary only once, knew a few people, but only slightly. I was also a little trepidatious about flying across the country and over mountains in a small plane.

Any worries I may have had were gone once we took off. The air is where I belong. On the way out we saw the Badlands, Mount Rushmore, Crazy Horse and Devil's Tower. It was so incredible to see the landscape from a few thousand feet. I think I took about 600 pictures just on the way out. Mary tolerated my constant camera clicking as best anyone could.

Teaming up for a flight to the Conference were Mary Wunder and Amy Urbine.



In addition to all the photography, Mary asked me to locate where we were and elevations of airports, along with teaching me the proper way to make a radio call, although I still need some practice. We met up with another 99, Minnetta Gardinier from Iowa City, on our way out, but often very few other people (if any) at various airports along the way. Who knew most airports were such desolate places at times?

Once at the Conference, I was introduced to some amazing women of all ages. Especially impressive was Joyce Malkmes, who turned 89 that weekend. Widowed and undeterred like me, she had a zest for life that I admired.

She was the reason I sat next to her on our bus ride to the white waters of the Gallatin River. I had been wary of the rafting trip and thought about backing out until Joyce announced at dinner the night before that she was going. So, I got over it, got into a raft and had a blast.

I took advantage of almost every excursion offered, from white water rafting to zip lining, a hay ride and barbecue, to riding horseback to the top of a mountain for fly fishing (a story in itself). Yellowstone Park was an awesome place as I toured it by bus and then by air on our return trip to Pennsylvania. Really, how many people get to do that? I certainly did not want to leave. Bozeman is beautiful, and our hosts did a great job making us feel welcome.

What a pleasure it was to meet so many confident, powerful and kind women all in one place, along with the handful of proud men who accompanied them. I made friends for life at the Conference and strengthened the bonds of friendship with members of my own Chapter. I learned so much from Mary about navigation and radio calls and felt myself getting more comfortable being in an airplane. I talked with Heather Hill about being in the Air Race Classic and even splitting plane ownership. The Conference also gave me new goals to achieve in flying.

I had so much fun that I have already registered for the New Orleans Conference and can't wait to see my new friends again. I've never belonged to a sorority or organized group, but I'm sure The 99s top the list for the support they provide to their members. Their very passion for life and flying is such an inspiration.



Joyce Malkmes and Amy on their way to river rafting.

Background photo: Amy fly fishing.



PILOT CAREERS: Happiness

BY DONNA MILLER
International Careers Committee

Happiness, that grand mistress of the ceremonies in the dance of life, impels us through all its mazes and meandering, but leads none of us by the same route.
— Charles Caleb Colton

I am a firm believer in following your passion. What defines happiness is different for each of us. It is difficult to know if we are on the right course when things get tough. Do we continue through the challenging times, knowing that we are following our true passion? When do we know when we have veered off course and need to correct to truly be happy, or cut our losses altogether and pursue a totally different dream?

I remember preparing for my instrument rating many (many!) years ago. I spent the better part of a summer studying and preparing, hours on end in the desktop trainer. One day I came out from the dull lighting of the simulator room and into

the beautiful Colorado sunshine. I envied all the people outside swimming, playing golf and tennis and just relaxing. It made me take stock of what I was doing. It came fairly quickly to me I was on the right course and that I'd much rather have an instrument rating than a tan or a flying job rather than a quick backhand.

Since there is no "right way" to find happiness, isn't it best to find the way that is right for you? Therein lies the challenge. What works for one does not work for all, and we have to define happiness for ourselves.

Another obstacle of following your passion and finding happiness is the naysayer. "You fly an airplane? Are you crazy?" They don't see that you are pursuing your passion. It has been said that the voice of caution knows nothing of real joy. What joy is there in doing something that you have no doubt you could do? Remember your first solo? When the instructor got

out of the airplane for the first time and you really were on your own, there was a thrill like none other. She believed in you enough to get out of the plane, and you believed in yourself enough to go on your own. The joy and sense of accomplishment you felt after three landings by yourself for the first time is unparalleled. The challenge is to silence the naysayers and pursue your own dreams.

Nine uniforms and several thousand hours after that summer day, I know that I am still on the right track. I have found true joy in aviation and have worked hard to stay in the industry.

I have had to make tough choices as we all do. We make the best decisions we can at the time with the resources we have and try not to look back.

They say we won't know if we made the right choice until the day we retire and hang up our uniform for the last time. And even then, we can only ask ourselves, "Am I happy?"

TRAINING MILESTONES

Barbara Anderson – Sport Pilot
Oregon Pines Chapter

Sue Ballew – CFI
Santa Clara Valley Chapter

Nancy Bradshaw – Private
Antelope Valley Chapter

Regina Coker – Private
Mississippi Chapter

Heather Condon – Instrument
Ventura County Chapter

Kristen Duel – First Solo
Columbia Cascade Chapter

Katie Feltes – First Solo
Ventura County Chapter

Lucy Galgano – CFI
Ventura County Chapter

Cassia Hardesty – Instrument
Columbia Cascade Chapter

Tanvi Karnik – 737-800 Type Rating
India Section

Eline Kok – Commercial
San Diego Chapter

Linda Kaufman – Instrument
Florida Suncoast Chapter

Mikaela Mahoney – Multiengine
in completion of AEMS
Minnesota Chapter

Tanya Malhotra – Private
Columbia Cascade Chapter

Amber Rowland – First Solo
Columbia Cascade Chapter

Karen Workman – Float
in completion of AEMS
Minnesota Chapter

Kristine Ziegler – Private
Bay Cities Chapter



Jennifer was the sole American and one of only four women competing in the race around France.

AN AMERICAN IN FRANCE

BY JENNIFER GUETTERMAN
Fullerton Chapter

**Jennifer Guetterman
was the only American
competing with young
pilots in a 1,200-mile
race around the
perimeter of France.**

Growing up in a normal Southern California life, I found myself in one of the most abnormal places for a young woman: the cockpit of an airplane. I began taking flying lessons the summer after high school graduation in 2011 at the Fullerton Municipal Airport through the AFI Flight Training Center.

To further explore aviation, I joined the Orange County Council, Boy Scouts of America Aviation Explorer Post #445. The Post has a really great program for young adults, including women, interested in becoming pilots. I earned my private pilot certificate in 2012 and became a

ground instructor in April 2013, all while earning my associate's degree in aviation management.

The advisor to the Post, Tim Lloyd, heard of an opportunity through the Aircraft Owners and Pilots Association (AOPA) for a young American pilot to compete in France in a 1,200-mile race. The race would take participants around the perimeter of the country, stopping at six different airports. The Fédération Française Aéronautique (FFA) was going to host the Tour Aérien Des Jeunes Pilotes (TAJP) from July 15 to 28 to motivate the next generation of pilots and promote general

aviation to the French public. With my knowledge of French and adequate flying and teaching experience, Tim suggested I apply.

The FFA and International Council AOPA were in search of one American pilot between the ages of 18 and 24, with knowledge of the French language, a desire to compete in flying maneuvers and navigation tests abroad and to share their passion with the community. I thought it would be a fun and amazing experience to travel the world, increase my flying experience and meet new people, so I applied. AOPA received over 80 applicants in eight days. I didn't expect to get selected but was thrilled when I was. And then I got butterflies in my stomach.

I was about to be the only American, one of four women, flying a plane I had never flown before, in a country I had never been to, speaking a language I only knew how to speak conversationally. You could say I was nervous, extremely nervous. Prior to leaving for France, I spent most of my time studying French aviation terms and flying regulations, reviewing maps of France and airport images. I didn't really know what to expect, but I was excited to go.

Arriving in France, I was a bit overwhelmed initially. It was like summer camp for pilots. We stayed in college dorms local to each airport and were up every day at 5:30 a.m. for breakfast. We had a weather briefing, flight briefing, and then we loaded into our planes and either flew to our next destination or competed in navigation or maneuverability tests. Taking off two minutes apart, it took nearly two hours to get everyone off the ground. I was flying a Diamond DA40 plane, wearing my American flag patch proudly.

After lunch we worked with media and visitors at each of the airports. We were like celebrities. Everywhere we landed, crowds were there to greet us and see the airplanes. They loved us. We had a daily show-and-tell-type event, or *amphi cabine*, that was a great learning experience.

People were reluctant to speak with me because I was American, but once they discovered I spoke French, they opened up and were eager to hear what I had to say. There aren't many pilots in France because

it's so expensive to learn how to fly, so it was exciting for the public to see us.

At some airports, we had the opportunity to fly in historic planes like the Douglas DC-3 and Antonov An-2. I was the only one in the group who got to sit in the cockpit and actually fly the Antonov, and I received the royal treatment from the other pilots in France.

After dinner, we met for our next-day briefing and headed back to our rooms around 9:30 p.m. where we studied our flight plans for the next day. These were some of the longest days I've ever experienced; we all had so much adrenaline and were so excited for what was next to come that we never got very tired.

I learned so much from this experience, more than I had anticipated. In the United States, I always flew in ideal conditions and on an asphalt or concrete runway. There was an airport in France where we had to land on a grass strip, in the rain. It really boosted my confidence level after landing successfully.

The competition overall opened my eyes to general aviation. Pilots everywhere are the same; regardless of your language,

we all have the same passion for flying. It was then that I realized the sky is my home.

After flying through France, I learned that aviation around the world is like a big family, and now I'm eager to fly in other countries. I also gained a lot of respect for French people; the tables were turned on me because I was now the foreigner, and they were so helpful and accommodating. Whether I'm in France or the United States, I'm always at home when I'm flying.

The TAJP was a surreal experience for me and I am so blessed to have been able to participate. I can absolutely say I have more confidence in my flying abilities and have learned to jump at new flying opportunities.

I made lifelong friends in France, hope to see them again, and I can't thank them enough for their hospitality.

From here, I plan on finishing my instrument rating training by the end of 2013 and begin training for my commercial certificate. I also plan on earning my bachelor's in Aviation Management from Southern Illinois University Off-Campus Programs in California and enjoying a lifelong partnership with my aircraft.



Jennifer flew a Diamond DA40, proudly wearing the American flag on her shoulder

Treasurer Leslie Ingham

To Fly Is to Return to Earth Renewed



Leslie shares the fun of airplanes with her grandson.

BY SARAH BYRN RICKMAN
All-Ohio Chapter



Leslie has a few words with Casey, one of her three horses. She feels very blessed to be able to indulge in both her passions — aviation and horses.

Flying is in Leslie Ingham's DNA. Her father was a captain for United Airlines, and her mother was an air traffic controller at Stapleton Airport in Denver during World War II. "That's how they met," Leslie said.

"The family always had an airplane when I was growing up. My dad had a Comanche. I loved flying and sitting in the front seat. I turned out to be fairly credible on instruments because I couldn't see out the window."

Leslie soloed at 16, earned her private pilot certificate at 17 and her commercial at 18. In fact, her most memorable flight, which has become family lore, took place while she was earning that commercial ticket.

"My parents paid for my private certificate, but I had to pay for my commercial and did so by working at an FBO after school and on weekends. The FBO was

a Cessna dealer and needed a 150 picked up at the factory in Wichita and ferried to San Carlos. I needed a long cross-country flight, so I got to go.

"My mother was from the Wichita area, and my uncle was still living on the family farm. Because I was only 17 at the time, everyone decided I needed a chaperone. My 18-year-old cousin was elected, and off we went. Nobody realized he had never been in a small plane before and was prone to airsickness.

"Since it was summertime, there was a bit of turbulence in the afternoons. We spent the next couple of days taking off at dawn and flying until my cousin would start getting airsick. Eventually we made it to California, but I was never asked to ferry another airplane."

There are other memorable flights. After a Civil Air Patrol search mission in Southern California, Leslie remembers, vividly, the flight home. "We were flying up the Salinas Valley. There was snow on the mountains — that is a rarity — and there was a full moon. The view was absolutely incredible. I've never forgotten it!"

Her many flights to Oshkosh over the years also rank high in her recollections. And just this past summer, there was one flight she hated to miss.

Leslie is a partner in a 1967 Cessna 182 — tail number N899F — once owned by Pat Gladney and always owned by a Ninety-Nine. Her three Ninety-Nines partners, Mayetta Behringer, Candice Tuttle and Pat Gregory, "all went to Bozeman in Niner Niner Foxtrot in July, but I had to go by airliner!"

Leslie currently serves as Treasurer of The Ninety-Nines, and board members had to arrive a day earlier than everybody else and leave a day later. "I'm rethinking that commitment," she said with a smile.

Leslie was elected to the position a year ago in Providence. Previously she had served on the Finance Committee.

What prepared her for such a key position with the organization says a lot

about how women's roles have grown and changed over the years since she graduated from Long Beach State. "First, I had to figure out who I was. After high school I wasn't interested in going to school. In the late '60s, jobs open to women still were pretty much in teaching or you needed an advanced degree. Accounting didn't. That was it, and it turned out to be the perfect field. But I attended five different colleges getting there.

"I earned my CPA in 1972 and started my own accounting firm in 1981. In 2000, I added a financial services/ financial planning business. I retired from that in 2012 but still have my CPA practice. I didn't want to fully retire, and I continue to work half time.

"I had something I could give — something I could give back."

After the International meeting in Bozeman, she spent the last two weeks of July at 99s Headquarters in Oklahoma City working with the auditors on the annual audit.

In spite of earning her private certificate at age 17, Leslie came to The Ninety-Nines late. Ten or so years ago she was asked by a teacher friend to help out as a mentor in an aviation program for at-risk students in her friend's high school. They were having some gang problems and wanted to get the kids interested in something else. The aviation program was one answer. Leslie mentored two girls their sophomore year. Through that experience, she met members of the Santa Clara Chapter who asked her to join them.

"All Ninety-Nines are on the membership committee," says Leslie. "Recruiting members is important, and places like Oshkosh and Sun 'n Fun are great for doing that. But once those new members are signed on, we must have follow through at the Chapter level, or it's all for nothing. If we can't connect with our newly initiated members, it's a wasted effort. If a woman attends a Chapter meeting and no one follows through with her, or if there is no Chapter in her area and efforts aren't made to somehow connect her with a Chapter, she won't renew the next year."

Leslie says that Marjy Leggett, one of the Directors, has a term for it. "We need CPR for dying Chapters."

Leslie has encountered turbulence in life's flight path getting to where she is now. A divorce after two kids and ten years of not flying brought changes. She went back and earned her CFI, remarried and "had a couple more kids." She and her second husband flew as a family.

"We had a 1947 Bellanca Cruise Air but sold it and bought a Cessna 182. We had four kids and needed more room." Sadly, she lost her husband to cancer. "Far too young." But she continued flying the 182 and eventually became the squadron commander of her CAP chapter.

She then married for the third time. "He didn't fly, but he liked to go with me if it was a straight line, point A to point B. He liked the takeoffs and landings, but the concept of boring a hole through the sky didn't appeal to him. He did follow along on the chart and tuned the VORs for me. He was a great passenger! And he loved to go to Ninety-Nines events." But Leslie had to live through the loss of yet a second husband to cancer. He died in early 2013.

Flying was one tool that helped her deal with his long illness and eventual loss. "When you fly, you have to think about what you are doing in the airplane — no matter how bad a day you're having. Everything else has to go out of your mind. It all fades away. So when you land, you come back renewed."

She still has her flying, and she and her three partners have their 182. "I'm not current," Leslie admits. "I need to go back and do that now."



Leslie with her father Jack Pomeroy, who taught her to fly and was a captain for United Airlines. Behind them is his Comanche.

Leslie soloed at 16, earned her private pilot certificate at 17 and her commercial at 18.

Below, from left, Leslie, Mayetta Behringer, Pat Gregory and Candice Tuttle, all Ninety-Nines and partners in a Cessna 182.





BY ANAÏS LUNEAU
French Section



99 Helps Re-Create 1912 Aircraft to Honor First Flight between Europe and Africa

Being a new 99 member and joining thanks to Iza Bazin, the French Section Governor whom I met at the La Ferte Alais meeting (second largest meeting of historic aircraft in Europe), I wanted to share with you our Replic’Air Morane Saulnier type G project currently underway here in Toulouse, France.

With friends, we created the Replic’Air association that brings together aviation enthusiasts. We started on the construction of an historic 1912 aircraft, the Morane

Saulnier Type G. An aircraft of this type crossed the Mediterranean in September 1913 with Roland Garros, an unknown pilot at that time. This crossing was the first “air link” and flight between mainland Europe and Africa. By creating the Replic’Air association, we wanted to pay tribute to this achievement by rebuilding the same aircraft that Roland Garros flew and repeat the crossing 100 years later.

It all started one evening with friends. We started looking for an “easy to build”

aircraft with historical interest, two-seated that could be adapted to floats. The Morane Type G meets all these criteria.

After recovering the original plans and modeling them with the support of modern software, we were able to create a numerical model of the aircraft. We could then print out the set of modern standard plans and drawings in order to begin the construction of our Morane.

The team came together evenings and weekends to construct the aircraft. The

human aspect is also very important – we had many good times while working on the Morane, sharing knowledge, competencies and delicious French gourmet dishes.

Each member found their position in the team. I personally discovered mine working with wood, sanding, drilling, varnishing the different aircraft components. With support from experts, I learned to cover the wings and fuselage, giving the aircraft depth and body.

All parts of the aircraft were assembled in our workshop; the plane came to life little by little as the sessions passed. The first flight is scheduled soon. This will all occur in the Toulouse region, where bystanders will see an unusual aircraft take form and take air under its wings for the first flight and coming test flights. Then, finally the endurance flights, which are conducted to prepare for the long cross-

ing of the Mediterranean in September this year.

Being a pilot myself, I will personally be a part of the crossing of the Mediterranean Sea, flying in formation with the Morane on this anniversary flight. The crossing will take place on September 22. I hope to see some of you at this event either in Frejus, France; Bizerte, Tunisia; or now in Toulouse to show you this magnificent aircraft. Maybe we can share a flight with the Morane in formation with another aircraft.

To follow the progress of the building and flying of our Morane, visit www.replicaair.fr or our Facebook page.

Postscript: We took the maiden flight of the Morane on August 10, and it went very well. We performed three more flights in the days after the first flight.

Each member found their position in the team.
I personally discovered mine working with wood, sanding, drilling and varnishing the different aircraft components.

Photo opposite page: Anaïs working on the Morane; inset, the Morane on its first flight August 10, with the Pyrénées Mountains and Auch Cathedral in the background.

Photos below, clockwise from top left, the Morane beginning to take shape; Anaïs conferring with teammates; the team after the Morane's second flight: Nils Harald Handsen, Jeremy Caussade, Vincent Daudon, Anaïs, Philippe Issouli and Olivier Pouzargues; the Morane on its maiden flight.





Once upon a time there was a grandma who wanted to fly. "But, Grandma," they said, "You have no wings!"

Where Will We Go, Grandma?

Nancy Matras' Grandchildren Inspire Her to Take Flight



BY NANCY MATRAS, Lake Erie Chapter

Thoughts of retirement started tumbling through my brain more frequently during my work commute. On the other hand, the thought of cooking, cleaning and doing laundry every day was downright boring! I am on the get-go all the time. At the age of 60, I was hardly ready to sit in a rocking chair waiting for death. Even though I was busy with five grandchildren less than five years old, my 92-year-old mom and my retired husband, there still was a lot of free time to do something for me.

So in 2001, the year I retired, I also began my adventure in the sky. Learning to fly wasn't just a whim – thoughts of flying were

a dream throughout my life. We lived not too far from Cleveland Hopkins Airport, and I would watch the planes as they whisked over our house at lower altitudes during takeoffs and landings, wishing someday I could fly like a bird. After graduating from high school, I applied to a flight attendant school but was not accepted. Life went on, but my dream did not fade.

Private pilot training was exhilarating, mind boggling and costly. I decided to hold off on purchasing some of the incidentals immediately, such as the FAR/AIM book. Yes, I would need to know and be very familiar with the rules and regulations of the



Once upon a time there was a grandma who wanted to fly. "But, Grandma," they said, "You have no wings!" So the grandma thought and thought, and then she had an idea. She decided that she would take flying lessons. "Someday," she said to herself, "I will take all of my favorite people up to the sky and to far away places!"

"You're going to do WHAT?" asked grandpa. "She must be a little crazy," said her children. "WOW!" said the grandchildren. "Our Grandma IS going to fly! That is so cool!"

So time went on, and the grandma studied and studied. She went to her flying lessons and then studied some more. Sometimes the grandma even doubted herself because it was such a "FAR-AIM," but she never gave up on herself. The grandchildren never gave up on her either. Every time an airplane flew overhead, they waved up to the sky, just in case it was grandma.

Then one day, as the children were playing on their

swings, they noticed an unusual cloud in the sky. It was shaped like a heart. "Hey wait a minute, that is no cloud," said the oldest child. "Well, then what could it be?" asked the middle child.

"It's Grandma! She's trying to tell us that she loves us as big as the sky!" said the oldest child. The youngest one understood and began stretching his arms up toward the airplane that drew the heart in the sky. "Hi Grandma!" they yelled as they waved and jumped up so high it seemed as if they could touch the wings of the plane with their fingertips.

Grandma lifted her goggles and waved down to her favorite little people. She yelled to them, "I'm coming down!" She carefully and successfully landed the airplane in the grassy field next to their house and everyone ran to see her, even the grown-ups. She stepped down from her cockpit and gave everyone kisses, and for the kids – big zerbert raspberries! "HURRAY FOR GRANDMA!" they cheered. "You did it! You learned to fly!" We knew you could do it! Where will you take us first?"

"It's a surprise," answered grandma. So they climbed aboard and fastened their shoulder harnesses and seat belts and off they went into the wild blue yonder.

FAA, but I was too focused on developing my flying skills. So when the question came up from my daughter-in-law, MaryEllen, on Christmas gift ideas, I blurted out the FAR/ AIM book without skipping a beat. There was just one problem: the book would not be available until after the first of the year. That did not deter MaryEllen – she was on a mission! She purchased a plaque with the Scripture quote from Philippians 4:13, “I can do all things through Christ who strengthens me,” along with a gift card and presented them to me with a “book” entitled *FAR AIM* that she wrote and my 5-year-old granddaughter Brianna illustrated. This book was continually my inspiration.

“It took five years of burning the candle at both ends while memorizing “V” speeds, takeoff and landing configurations, stalls, radios and VORs to earn my private pilot certificate. During that time, this “book” and plaque were my sources of inspiration to continue because very often I was overwhelmed with all I had to learn and put into practice while flying. Was I an example of, “You can’t teach an old dog new tricks?” I wanted to give up – to quit – saying it was too difficult, too challenging, a feat that seemed beyond my capabilities in a three-dimensional flight experience. Several times tears would blur my vision while driving out to the airport because I was ready to tell my instructor Norma, “I’m quitting!” But she would come right back with, “No, we aren’t 20 years



Seven of Nancy’s grandchildren watched their grandmother do a few takeoffs and landings and then got a close-up look at the small aircraft.

old, and yes, you can do it. Plus, we are more safety-conscious.”

On May 22, 2006, four days after my 65th birthday, I soloed out of Medina’s Freedom Field, which has a very long and wide runway.

Now I was qualified to apply for a Future Woman Pilot Award from the Amelia Earhart Memorial Scholarship Fund. After receiving this award, I was on a six-month time constraint to complete the FAA requirements to obtain a private pilot certificate.

Flying lessons were done at Welzein Skypark with a very short and narrow runway. In order to go out to the practice area alone, I had to be able to take off and land safely at Skypark. I worked diligently from May, when I soloed at Freedom Field, until August, to accomplish this task at Skypark. But I did it! It is said that if you can land at Skypark, you can land anywhere. The ideal of practicing twice a week is a challenge in itself with Ohio winters of ice and snow and sometimes hazardous spring winds, especially if it is a very strong crosswind. Factor in my husband’s open-heart surgery, the decline of my mom’s health (she died in 2005 at 96 years of age) and five more grandchildren.

Norma finally said that I was prepped and ready for the flight examination. After an intense two-hour private pilot oral exam and a one-hour flight demonstrating my flying skills, my dream came true on December 29, 2006, when the flight examiner shook my hand and said, “Congratulations! You are a pilot!”

In 2007, grandma flew with all 10 of her grandchildren and their parents to Disney World — on a commercial flight. As we were getting off the plane back home in Ohio, Brianna said: “Grandma, someday when I’m a little older I want to go flying with you!”

Ah, retirement is as sweet as it gets! Yes, I sit in the rocking chair snuggled with one or several grandchildren dreaming about flying with them to eat a \$100 hamburger and ways of earning the money to do that!

I hope that my dream-come-true is a source of motivation, determination and inspiration to my grandchildren and anyone who has a dream — that you can make dreams come true!



Nancy Matras receives the private pilot certificate that, with inspiration from her grandchildren, she worked so hard to achieve.

Flying Large

Becky Hemple
Pilots a Giant



Atlas Air 747-400

BY BECKY HEMPLE
Ambassador Chapter

May 30, 2013



Last night was my first time in over 18 months to fly the Boeing DreamLifter, known as a Large Cargo Freighter (LCF) — a plane that can fly more cargo by volume than any airplane in the world.

Although the DreamLifter looks specially designed, it's more like a re-engineered 747. It transports parts from all over the world to the United States for assembly of the Boeing 787 airliner known as the "Dreamliner."

The aircraft is a bit noisy and sluggish in the climb. That big hump/bump causes a lot of drag!

Boeing contracts with Atlas Air to

haul 787 parts, including fuselage, wings and empennage sections manufactured from all corners of the globe. My leg of this trip was from Hahn, Germany to Charleston, South Carolina. The plane originated from Taranto, Italy, and Hahn is used for a tech stop (usually for refueling).

There's something unusual about the DreamLifter: the front portion is the only portion that is pressurized. The "lower/main deck" has no oxygen capabilities so there really shouldn't be anyone down there in flight.

We can have only four crew members maximum upstairs (or on the airplane

period), and given that it's the only place to be, it can get quite crowded up there. I would even call it claustrophobic because there is just no other place to go! We get pretty spoiled in a normal freighter by being able to get out of our seats and walk 15 feet away, eat our meals off the flight deck, sleep in a bunk that is made for just one person. In the Dreamlifter, the galley is right behind the cockpit, along with two stacked bunk beds.

I wish I had pictures of the tail section open, but since Hahn, Germany was only a tech stop, there was no need (the aircraft was already loaded at Taranto, Italy). Also, it takes a while for the special GPS and laser-guided truck at the Boeing plant to hook up and open the tail. With a tail assembly that breaks at the aft pressure bulkhead and swings to the left with only two hinges holding the darn thing, you don't want it wiggling a lot or moving out of its designated operating range!



Pressurized bulkhead.



The swing tail. Note the two giant hinges that allow the tail to swing open to the left in a very complex and precise process.



Instrumentation.



Lower deck below the cockpit with box of life rafts.

Editor's note:

Rebecca stays current in four different types of Atlas aircraft. The 747-400 passenger aircraft, the -400 freighter, the DreamLifter and the 747-8F. The aircraft all share a common type rating. The FAA requires her to receive "differences" training to stay current in the four types, or aircraft model variations. "It is interesting," she says, "to fly all four types during only one pattern. "It requires constant review and diligence in procedures because they all have their nuances. But that is what I like about my job."

A few Dreamlifter stats:

- *Maximum Takeoff Weight:* 800,000 lbs.
- *Maximum Landing Weight:* 575,000 lbs.
- *Endurance:* approximately 15 hours
- *Max Enroute Time with Payload:* approximately 10 hours

Welcome New and Returning Ninety-Nines!

Welcome Back Members

ABPLANALP, Kelly, Wisconsin
ALLEN, Anne, Dallas
ATWOOD, Caity, Florida Firstcoast
BAKER, Ashley, Tucson
BATCHELDER, Jean (L), E. New England
BOUMA, Darlene, Old Dominion
BROWNING, Jill, Finger Lakes
BYRNE, Amy, North Jersey
CAVALIERE, Lorraine, E. Pennsylvania
CHASE, Marilyn, Tucson
COOK, Laurel, Georgia
CULP, Alexandra (F), Orange County
DAY, Nancy, Tip of Texas
DENNIS, Deborah, Carolinas
DEVINE, Kathleen, Eastern Pennsylvania
DIEGO, Chery, North Jersey
DWORSHAK, Andrea, Phoenix
EARHART, Amelia Rose, Colorado
ESTEVEZ, Michelle Marie (F), Paradise Coast
FORSTER, Jessica, Antelope Valley
FRANK, Leslie McMahon, E. New England
FRIESNER, Christine, Blue Ridge
GRAHAM, Nicole, Eastern Pennsylvania
HARTY, Kimberly, San Fernando Valley
HORSTMAN, Susan, Utah
HOUSTON, Lynn, Santa Barbara
HUGHES, Doris, San Diego
JACKS WADAS, Susan, Aloha
JAMESON, Sarah, Hampton Roads
KANDARPA, Aruna, India Section
KIRKWOOD, Claudia, Montana
KRAMER, Sheila, Greater New York
LE CORNU, Ethel, New Zealand Section
MARTIN, Heidi, Greater Cincinnati
MCCARTAN, Beth, Iowa
MCCLOUD, Carol, North Jersey
METHORST, Rita, British Columbia Coast
MILLER, Kimberly, Austin
MOLINA, Martha, Arkansas
MOYLAN, Mary, Michigan
OAKES, Monica, Mid-Columbia
PALOZOLA, Nancy, Marin County
PAUL, Annie, Arabian Section
PEMBERTON, Melissa, Ghanaian Section
RILEY, Megan, Sugarloaf
ROUSH, Patricia, Tennessee
SCHUMY, Elaine, Greater Seattle
SHEARD, Stacy, Eastern Pennsylvania
SIMMONS, Dina, Ambassador
SOKOLOWSKI, Diane, Iowa
SOLDO, Nanci, First Canadian
WAYLETT, Nancy, Ambassador



Ellen Voie, Wisconsin Chapter.

ALCONERO, Lee Ann (F), Central New York
ALLEN-WEBER, Katherine, Greater Cincinnati
ANDERSEN, Drew, Alameda County
ANTHONY, Sarah, Mid-Columbia
AWALT, Mary Susan, Austin
BARBER, Jennifer, Iowa
BAUMANN, Diann, Wisconsin
BELAYACHI, Nawel, Arabian Section
BILLINGSLEY, Callie (F), Texas Dogwood
BLAIR, Taylor, Phoenix
CAIN, Colleen, Golden Triangle
CARRASCO, Cathy (F), San Gabriel Valley
CAYWOOD, Carol Fries (F), Sugarloaf
CHATURVEDI, Ritu, Eastern Ontario
CHMELIR, Kathleen (F), Ventura County
CHRISTEN, Julie, Columbia Cascade
CLOUD, Angela, Fort Worth
CORBAN, Lura, Memphis
CRAIN, Margaret, Las Vegas Valley
DAML, Cheryl, Minnesota
DENTON, Sandra (F), Michigan
EDDY, Lindsay (F), Rio Colorado
FLAMING, Melissa (F), Kansas
FOLSOM, Debra (F), Florida Spaceport
FORSTER, Caroline (F), Wisconsin
FRENZ, Nadine, Wisconsin
GANGER, Leann (F), Three Rivers
GHARBI, Aicha, Arabian Section
HARRIS, Suzanne, Greater Cincinnati
HEIDINGER, Lisa, Florida Gulf Stream
HEIL, Alexandra, Wyoming
HENLEY, Ashley (F), Middle Tennessee
HENON, Heather, Florida Gulf Stream
HENSEL, Lauren, Dallas
JENSEN-MCMULLIN, Cynthia, Orange Cty
KAUFMAN, Diantha (F), San Luis Obispo Cty
KIRCHENBAUER, Julia (F), Greater Seattle
KNIGHT, Barbara (F), Georgia
KNUTSON, Lisa, Colorado
KYLE, Lara, Iowa
LA VIGNA, Michele, Embry-Riddle Daytona
LANGER, Mette, South Dakota

LAZARO, Ashley (F), Aloha
LESTER-ROSS, Kathleen, Wisconsin
LOPEZ-GUTIERREZ, Aracely (F), Las Vegas Valley
LUCAS, Karen (F), Phoenix
LUTA, Adele, Eastern New England
LYONS, Caitlin (F), Long Island
MALVINI REDDEN, Shawna (F), Sacramento Valley
MARSHALL, Deborah, Montreal
MARSHALL, Robyn, Columbia Cascade
MASSEY, Andrea (F), Finger Lakes
MCCLUNG, Barbara (F), Santa Clara Valley
MCDERMOTT, Kathleen, San Gabriel Valley
MEYER, Kristin, Florida Suncoast
MIKSICH, Jensie (F), Columbia Cascade
NIEMCZYK, Mary, Phoenix
NITZ, Terry, Washington DC
NOLD, Melisa, Georgia
OLSON, Lori Ann (F), Wyoming
ORTIZ, Brittany, Phoenix
PARKER, Charlotte (F), San Antonio
PAVLOCK, Kate (F), Antelope Valley
PEARE, Jessica, British Columbia Coast
PESTREICH, Amy, Greater New York
PHILPOTT, Maya, Canadian Rockies
PITTS, Alice Iva, Tennessee
RAHAL, Sarah, Pikes Peak
RAI, Pratibha, Nepal Section
RAWLINS, Samantha (F), San Luis Obispo Cty
RITCHIE, Victoria, Alberta
ROCHA, Patricia, Brazil Section
ROGERS, Veronica (F), Inland Empire
RYAN, Bailey, Memphis
SCHEIRER, Ariel (F), Washington DC
SCHROEDER, Raquel (F), Greater St. Louis
SHERPA, Banda, Nepal Section
SIMMONS, Tammy, British Columbia Coast
SMITH, Margaret, Dallas
SPRAGUE, Kristen, Mat-Su Valley
TAMBOER, Jaclyn, First Canadian
TER VEER, Sierra (F), San Diego
THORNLEY, Maya (F), Colorado
TOGUCHI, Germaine, Aloha
TUDDENHAM, Susan, British Section
TULADHAR, Briddhina, Nepal Section
VINCENT, Laura (F), Embry-Riddle Daytona
VOIE, Ellen, Wisconsin
VOLKER, Patricia, First Canadian
VOTAVA, Candice (F), Indiana
WADE, Eliza, Tulsa
WALKER, Morgan (F), Arkansas
WEBSTER, Amanda, Sleeping Giant
WILLIAMS, Mary Anne, Sugarloaf
WISEMAN, Susan (F), Sacramento Valley
YOUNG, Laura, Mid-Columbia
YOUNKIN, Cindy, (F), Montana

Welcome New Members

ABU AL ADAS, Suha, Arabian Section
ACHARYA, Ashna, Nepal Section

EASTERN PENNSYLVANIA CHAPTER

The Eastern Pennsylvania Chapter recently held its 48th consecutive Pennies-A-Pound event. The events have been held every year, and proceeds are used to further aviation education in our communities, whether through scholarships or special events.

Our Pennies-A-Pound events have been held in any one of nine different airports in Pennsylvania, Delaware and New Jersey. Airports are chosen for their accessibility, community involvement and willingness of airport management to partner with our Chapter in promoting the event and in helping to ensure safety. We usually have about 20 of our 100 chapter members helping to coordinate and manage the event, which includes roles such as pilot recruiter, safety coordinator, airboss, loadmaster, refreshments coordinator and desk and ramp personnel. We have developed written Pennies-A-Pound Standard Operating Procedures to ensure that all the bases are covered.

This past year, our Pennies-A-Pound fundraiser was held at Heritage Airport (PTW), and we were able to give 123 smiling passengers an introduction to flight in their own community. Chapter Chairman Barbara Zeigler spearheaded the event, and Chapter members Mary Wunder, Alison Chalker and Juliet Lindrooth all flew their planes, as did eight male non-Chapter



Juliet Lindrooth and her happy passenger.

members who volunteered their time, planes and gas for this worthwhile event.

At the end of the day, we were able to raise enough money for one rather large aviation scholarship to a deserving woman in our region. It just doesn't get any better than that!

— Mary Ellen Morris



CarolAnn Garrett, far right standing, with Reno Area Members from left, Linda Mae Draper-Hivert, Sandy Goetze, Ann Batty, Brandon Thran, Brandolyn Thran, Jan Gageby, Jan Bishop, Kathy Walton, Kathy McPherson.

Photo by Erin Brumage

RENO AREA CHAPTER

In June, our Chapter members gathered at Thunder Canyon Golf Club, Washoe Valley, Nevada to celebrate another successful year of aerospace education, airport days and to honor the recipients of our scholarships.

The winner of the Private Pilot Scholarship is Emma Justis, a home-schooled high school student from Reno, and the Advanced Rating Scholarship winner is Heather McCoy, an academic advisor at Great Basin Community College in Winnemucca, Nevada.

In July, we had a joint meeting with the Experimental Aircraft Association Sierra Chapter 403 in Carson City, Nevada, where we enjoyed an informational, as well as inspirational, presentation by CarolAnn Garrett. CarolAnn has flown around the world three times in her Mooney to raise awareness and money to fund research for ALS (Lou Gehrig's disease). She and pilot Carol Foy hold the world record for flying around the world in a single engine airplane (8½ days).

— Brandolyn Thran

BLUE RIDGE CHAPTER

On March 16, the Blue Ridge Chapter hosted a Girl Scout Aviation Day at the Spartanburg Downtown Memorial Airport.

Six different aviation stations were offered to the girls, including flying paper airplanes, parts of a plane, basic aerodynamics, airplane instrumentation, career women in aviation, and a PowerPoint presentation of famous women in aviation history. Girl Scout leaders headed two of the stations, while the other four were led by Blue Ridge Chapter members.

While the day was originally intended for one Girl Scout Troop, so many other troops heard about the event that they, too, wanted to participate. When all was said and done, 105 Girl Scouts, about 20 adult Girl Scout leaders/volunteers and 17 pilots participated in the half-day event.

It was great to have Brandi Bailey, a 15-year-old student pilot, speak to the girls about



The many scouts, leaders and pilots at the Girl Scout Aviation Day.

what it was like to learn to fly. The young Girl Scouts were really impressed that a girl close to their age was “living the dream.”

The event was a huge success. The girls had a great day and some expressed dreams of learning to fly some day. We want to thank the local Spartanburg pilots who helped The 99s make this a great day. The Blue Ridge Chapter hopes to make this an annual event.

— Lori Irvin-Connorton



Kentucky Blue Grass 99s host a breakfast for aerobatic pilot Julie Clark. Sitting, from left, Tori Williams, Pat Stocks (guest), Ronda Hale and Louise Bornwasser. Standing, Kaye Combs Moore, Julie Clark, Doreen Yost, Christine Poelma and Sue Glisson.

KENTUCKY BLUEGRASS CHAPTER

On July 6, the Kentucky Bluegrass Chapter hosted a breakfast for Julie Clark, a 99 and airshow aerobatic performer, at Skylane Airport, Evansville, Indiana.

Julie performed at Evansville’s ShrinersFest Airshow on July 6 and 7 in her T-34 Mentor. We were delighted to meet Julie, and several Ninety-Nines attended the airshow that afternoon.

— Sue Glisson

FLORIDA SUNCOAST CHAPTER

On June 9 at Albert Whitted Airport, our Chapter was busy with installation of our new officers.

The 2012 winners of the Jesse Woods Space Camp Scholarship, Emma Price and Sarah O’Neil, presented a great slide program of their experience at the Huntsville Space Camp. This year’s winner, Karishma Chapalamadugu, a 10 year old in the 5th grade, attended and entertained us with one of her other talents, playing the violin. Her sister Meghana, who also attended, was a winner in 2009. We look forward to hearing from Karishma when she returns from the camp.

— Sophia M. Payton



From left, Nancy Wright, Selection Committee; Karishma Chapalamadugu, 2013 winner; Meghana Chapalamadugu, 2009 winner; Emma Price, 2012 winner; Sarah O’Neil, 2012 winner; Michelle Burklund, 2011 winner; Jeanne Burklund, Selection Committee.

MINNESOTA CHAPTER

It has been a very busy spring and summer for the Minnesota 99s. We celebrated the induction of Rita Orr, the founding Chairman of the Minnesota Chapter, into the Minnesota Aviation Hall of Fame on April 20. Kjersti Kittelson organized Girls Aviation Day at the Airlake Airport (KLVN) May 18. It was a huge success.

On June 8, we held our Chapter meeting at the Albert Lea Airport (KAEL) and painted a new compass rose there. At the meeting it was announced that Mikaela Mahoney (for multi-engine rating) and Kjersti Kittelson (for multi-engine instructor) are 2013 recipients of the AEMSF.

We also celebrated Minnesota charter member Mary Jane Rice's induction into the International Forest of Friendship in June. Lastly, the Minnesota 99s have a new Chapter logo which was designed by Nami Ha Colaizy.

— *Melissa Aho and Johanna Bischof*



In June, Minnesota Chapter members painted a compass rose at Albert Lea Airport (KAEL).

OREGON PINES CHAPTER

What a spectacular time of year for flying in the Northwest! In June, Oregon Pines 99s joined with EAA at Independence Airport to present ground training and introductory flights to 100 Young Eagles. Our June Chapter meeting was a salad bar potluck in the hangar.

Also in June, we flew to Pasco for the start of the Air Race Classic, attended Lori MacNichol's Mountain Flying Seminar and visited friends setting off on their great air racing adventure.

In July, ten Oregon Pines 99s crossed the Rockies in a variety of aircraft to attend the International Conference in Bozeman hosted by the Northwest Section.

More than 20 planes were planning to fly to Hoquiam for lunch at the airport cafe the first weekend of August. Wouldn't you know it? HQM was blanketed by a deep marine layer. Instrument rated 99s, Teresa Bubb in her C172 and Karin Rodland in her C182, braved the weather, but the Northwest Section get-together was cancelled. A few of us flew over to Seaside after the stratus cleared and spent the night. We ended up leaving a plane at Seaside and catching a ride out of Astoria with Karin when the fog didn't burn off for another three days.

Fortunately we made it back before the second Thursday for our Chapter meeting with homemade ice cream sodas in the hangar. We showed slides of the Montana Conference, discussed flight training scholarship fund raising, and reviewed our aviation education program.

On August 24, Oregon Pines 99s presented a Flying Companion Seminar at the Oregon Pilots Association State Convention in Albany, Oregon. We received very positive feedback on the program provided by Barbara Anderson, Marilyn Husser, Curt Anderson, Sylvia Manning, Bev Clark, Judy Yerian, Ashley Collins, Patty Viall, Trish Hanna and Debra Plymate.

— *Debra Plymate*

FLORIDA SPACEPORT CHAPTER

I was invited by the Martin Luther King, Jr. Library in Melbourne, Florida, to talk to a group of kids about aviation. I chose to discuss Careers in Aviation to let them know that aviation is more than being an airline pilot. I created a PowerPoint show with pictures of different kinds of aircraft as well as many aviation related jobs, including astronaut, pilot, mechanic, instructor, ground crew member, air traffic control, military and drone pilot. There were 12 young people who listened carefully and asked questions. I also showed them how to make and fly paper airplanes.

The final message I gave them was, "If you want to do any of these jobs, stay in school, graduate from high school, stay out of trouble and stay away from drugs."

I hope I ignited a spark or two.

— *Bobbi Lasher*

MONTEREY BAY CHAPTER

The Monterey Bay Chapter was proud to induct Kay Harmon in the International Forest of Friendship this year. Kay joined The 99s in 1972, has logged more than 2,500 hours. She flew many Direct Relief Foundation flights and conducted tours of the Salinas Airport for the Lyceum of Monterey, as well as Scout troops and school groups for The Ninety-Nines, to mention just a few of her contributions.

The Chapter has also been stuffing goodie bags for the SWS Fall Section Meeting to be held at McClellan Airpark near Sacramento and handled registration and judging at the Watsonville Airshow and Fly-in over the Labor Day weekend.

— *Donna Crane-Bailey*

TOUCH & GO

NINETY-NINE JENNIFER CRESS PART OF ALL-FEMALE AIR FORCE CREW

Several members of the 552nd Air Control Wing and 513th Air Control Group, including Ninety-Nine Lieutenant Colonel Jennifer Cress, member of the Military Internet Chapter, made history by fielding an all-female flight crew on August 23.

Flying out of Tinker Airforce Base, Oklahoma, the crew, comprised every operational flying squadron within the wing, in what is believed to be the first sortie flown by an all-female crew from the wing.

Jennifer, a member of the 970th Airborne Air Control Squadron, an Air Force Reserve squadron, led the flight as the aircraft commander and instructor pilot.

Every crew position on the flight was filled by 19 female Airmen. Four men were added at the last minute because there was still room on the jet and an opportunity for valuable training.

The flight was an extension of an all-female crew the wing had hoped to fill back in March to coincide with Women's History Month. That flight wasn't able to be organized because there was not a female flight engineer within the wing.

COLORADO 99 ANNOUNCES PLANS TO RETRACE NAMESAKE'S AROUND-THE-WORLD ADVENTURE



Amelia Rose Earhart.

Colorado Ninety-Nine Amelia Rose Earhart announced in July her intention of circumnavigating the globe in a Pilatus PC-12 single-engine aircraft. The departure from Oakland, California, is scheduled for next June.

In partnership with Denver's Wings Over the Rockies Air and Space Museum, Amelia and co-pilot Patrick Carter will fly more than 100 hours and make 14 stops on their journey. This flight plan follows the famous 1937 flight by Earhart during which she vanished over the South Pacific.

Amelia, a traffic and weather anchor and philanthropist in Denver, has dreamt of this flight, now called The Amelia Project, since she was 18 years old. She started her flight training in 2004 and continues to build upon her certificates and ratings. She is the founder and president of the Fly With Amelia Foundation, which provides flight scholarships to young women, flight-based educational curriculum and a variety of opportunities for people to get involved in aviation.

For more information, visit www.flywithamelia.org and follow Amelia on Facebook, Twitter and her flight training blog.

NEW HORIZONS

TRAUDE GOMEZ

San Gabriel Valley Chapter

Born on July 3, 1931, Traude Gomez flew to new horizons on July 18, 2013.

Traude was the most amazing woman. Great business mind, paid off her home in six years for one thing, who does that? Strong minded and honest as the day is long. Always shot from the hip and told you like it was. Knew no limitations, no boundaries.

Traude will be remembered by legions of swimmers as every summer for more than 30 years she taught children and adults swimming in her backyard pool. Traude was a longtime American Red Cross CPR instructor and water aerobics instructor. She worked for several years as a preschool director and raised three children of her own.

Traude joined the San Gabriel Chapter in 1972 and enjoyed all of the Conferences. In her seventies she took the astronaut training program offered at the International Conference in Huntsville, Alabama. She loved to travel and was in Tahiti when a hurricane hit. Her hotel was the only one standing, so she got some rope and went to the wrecked houses and tied the people together and took them back to her hotel.

Traude was born in Germany and lived in the East Berlin section, which the Russians took over when she was 12. Her family hid in a secret basement room. A few weeks later her father was caught, and her mother sent her to the Russian headquarters to get him released. She yelled, screamed and told them they could not keep her dad and to let him go. Her children say they released him to get rid of this bratty kid of his. She would never take no for an answer.

Amazing woman, amazing friend.

— Beverly Epstein

JEAN S. WEST

Central Illinois Chapter

Jean S. West, 86, died on April 28, 2012, in Decatur, Illinois.

Jean was born June 23, 1925 in Decatur, the daughter of Russell and Bertha Nickey Shaffer. Jean received her pilot certificate in 1945 and was a flight instructor for over 55 years. She was a member and a past Chairman of the Central Illinois Chapter and was a very active participant and judge for air racing.

She was inducted into the Illinois Aviation Hall of Fame in 2008, was a life member of the Soaring Society of America, the Sport Flying Association of America, the Antique Airplane Association and the Experimental Aircraft Association. Jean was also a member of the Civil Air Patrol in Decatur.

— Kathleen Wood Sullivan

NEW HORIZONS

BARBARA ERICKSON LONDON WAFS/WASP

Long Beach Chapter

It's a toss up whether Barbara Erickson London is better known as a Ninety-Nine or a WASP. The co-founder and first Chairman of the Long Beach Chapter flew to new horizons July 7, 2013. She was 93.

Barbara was a member of the Women's Auxiliary Flying Squadron (WAFS) in September 1942 when those 28 pioneer women pilots began ferrying trainer aircraft for the Army. In February 1943, Barbara was named leader of the squadron based in Long Beach. She never left.

She met her husband, Jack London, on base, and they became part of the Long Beach aviation community. Both of their daughters, Terry Rinehart and Kristy Ardizzone, became pilots.

For her WASP service, Barbara received a commission as a major in the U.S. Air Force Reserve. She served for 20 years. Working in tandem with Ninety-Nines founder, fellow WAFS Betty Gillies, she served as Executive Secretary for The Ninety-Nines AWTAR (Powder Puff Derby) and she flew in 20 of the Transcontinental Air Races.

In 1970, Barbara helped form Barney Frazier Aircraft, Inc., and proved to be an astute businesswoman. She served on the Long Beach Airport Commission. In honor of her long service to the airport community, in 2005 Barbara London Drive was christened in front of the Long Beach Airport Terminal.

Iris Critchell describes Barbara as "a remarkable leader who leaves us with a shining example of true grace and dignity in all she accomplished."

— Sarah Rickman with information
from Nora Montoya

HELEN MAXSON PUSTMUELLER Colorado Chapter

It's astonishing enough to see someone live to her 100th birthday, but it is even more remarkable to know that it was a truly amazing life. Such was the case for Helen Pustmueller, who recently flew to new horizons.

Born in 1913, Helen began her professional career in California with a degree from UCLA/Berkeley and worked as a bacteriologist in hospitals and health departments. Sixty-four years after earning a Master's degree in Anthropology, she worked as Curator of Collections at the University of Denver until she wrapped it up at the young age of 83. Always active in educational organizations and endowments, she earned a Distinguished Service Award from the university in 1997.



Barbara Erickson London.

For fun she earned her pilot certificate in 1956 and began flying with her first husband, John Maxson. Of note was Maxson's instrumental mapping of the Grand Canyon. After his untimely death, he was afforded the distinct honor of a burial site atop the Grand Canyon.

A few years later, Helen renewed her flying endeavors and participated in two Powder Puff Derbies and three Angel Derbies. Helen and second husband Paul Pustmueller owned four different airplanes and flew extensively throughout North and Central America. They also rented planes and flew aviation safaris in South Africa, Australia/New Zealand and the Hawaiian Islands.

Hats off to Helen and a life well-lived! Now that she has a new perspective closer to the clouds, and with her love for The 99s whose membership was continuous for 56 years, I'm sure she'll be watching out for us in our own adventurous pursuits.

— Marylou Pohl

ESTHER NOFFKE WASP

Chicago Area Chapter

Esther Noffke was a member of the Chicago Area Chapter since 1947.

In September 1943, she joined the WASP, assigned to the 318th AAF flying detachment in Sweetwater, Texas. She received her pilot certificate in June, 1944 and was assigned to B26 flying duty at McGowen Field, Boise, Idaho. Esther received the Congressional Gold Medal in 2010 as the WASP were recognized for service to our country.

From 1970-72, Esther served on the Woman's Advisory Committee on Aviation under President Johnson. In 1977, she was elected to the Illinois Aviation Hall of Fame.

In 1945, she joined Priester Aviation as a flight instructor. From 1953 until the present, Esther was the administrative assistant to George Priester and his team in the development of Palwaukee Airport, now Chicago Executive Airport, and overseeing its daily operations. In her honor, all runways and taxiways of the airport were officially closed for an hour and a half for her funeral procession to pass through it.

— Diane Cozzi



Esther Noffke.



Irene Engard gets an official welcome to Bozeman.



Wagons ho! Ninety-Nines get a horse-drawn tour of the Big Sky countryside. From left, Rita Limmer, Nancy Maas, Cindy Pickett and Ann Koenig.



Ready for a subterranean tour of the Lewis and Clark Caverns, from left, sitting, Sylvia Sanderson and Lilian Darling Holt; back, Jeanne Fenimore, Jacki Harris, Maureen Kenney and Paula Sandling.



Senior pilots still flying were well represented at the Conference. Eighty and over and proud of it are, front row, from left, Joyce Wells, Doris Minter, Mayetta Behringer, Joan Steinberger and Christina Hutson. Back row, Fran Postma, Mari Hurley, Jean Kirhofer, Helen Sammon, Jean "Sunny" Schiffman, Annette Orton, Jeanne McElhatton, Lee Orr, and Evelyn Kropp.



Enjoying whitewater rafting on the Gallatin River are, from left, front row, Irene Engard and husband Alan; second row, Amy Urbine and Kristina Koch; back row, Kathy Brenneman and friend, and the river guide in back.



From left, Debbie Alke; Linda Marshall, Conference Co-Chairman; Addison Pemberton, guest speaker; Kristina Koch; Charity Fechter, Conference Co-Chairman; and seated, Janine Nunes, Conference Co-Chairman.

Background photo by Lilian Darling Holt