

# 99 News

The Official Magazine of the International Organization of Women Pilots

March/April 2014

*Past years of 99 News headed online! See Page 6*

## **99 Accepted as First Woman Airline Pilot**

Story on page 1

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

# **99news**

DECEMBER 1972



99 News

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

**The 99 News**

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## On the Cover

*The December 1972 issue featured Barbara Barrett, Buffalo Falls, New York, on the cover of 99 News. She was the first commercially licensed woman pilot to be accepted by a major airline to fly a commercial airliner. At 22 years of age, she had logged over 3,000 hours in three years. At the time, she was employed by Zantop International Airlines. You'll be able to enjoy all the issues of 99 News online later this year.*

*Photo by Alex Colman*

# PERPETUAL CALENDAR

## 2014

### MARCH

- 31 **Deadline for Fly Now Awards application** submittal to AEMS Trustees.

### APRIL

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

- 1-6 **Sun 'n Fun International Fly-In and Expo, Lakeland, Florida**, visit [sun-n-fun.org](http://sun-n-fun.org) for scheduled activities. Be sure to stop by The Ninety-Nines building!

- 3 **WASP of World War II – 70th Anniversary Commemoration**, Lakeland, Florida, honors surviving WASP, 11:30 a.m. at Buehler Restoration Center. Contact Nancy Wright, 727-946-1050 or [wrightaviation99@gmail.com](mailto:wrightaviation99@gmail.com) to purchase a ticket.

- 4-6 **North Central Section Spring Meeting**, Hilton DoubleTree Hotel, South Bend, Indiana, hosted by the Indiana Dunes Chapter. Contact Paula Hook, [paula\\_hook@att.net](mailto:paula_hook@att.net).

- 6 **24th Annual Poker Run and BBQ**, William J. Fox Airport, Lancaster, California, 9 a.m. - 3 p.m. PDT. Contact: Fran Houtas, (661) 400-4176 or Lynne Hsia, (626) 484-2898.

- 11 **New England Section Spring Meeting**, Mount Washington, New Hampshire. Contact Lori Plourd, [piperpilot2003@yahoo.com](mailto:piperpilot2003@yahoo.com).

- 25-27 **Southwest Section Spring Meeting**, Ontario Airport Hotel, Ontario, California. Hosted by San Gabriel, Fullerton and San Fernando Valley Chapters. Contact Penny Nagy, [pen-flys99s@surewest.net](mailto:pen-flys99s@surewest.net).

### MAY

- 2-4 **Southeast Section Spring Meeting**, Charleston, South Carolina. Contact Terry Carbonell, [godusty@hotmail.com](mailto:godusty@hotmail.com).

- 12-17 **SAFECON 2014**, Ohio State University, Columbus, Ohio State University Airport (KOSU). Contact Carolyn Carpp, 425-861-9949 or [carpp99@verizon.net](mailto:carpp99@verizon.net).

- 16-18 **South Central Section Meeting**, Galveston, Texas, hosted by the Houston Chapter. Contact Cathy Prudhomme, [cwappler99@hotmail.com](mailto:cwappler99@hotmail.com). More information and the registration form can be found online in the member area of the 99s website at <http://scs99s.org/meetings.htm>.

- 30-Jun 1 **East Canada Section Spring Meeting**, London, Ontario, Canada.

### JUNE

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

- 13-14 **International Forest of Friendship**, Atchison, Kansas. The focus of this year's celebration will be "Discovery Through Flight," specially honoring "Women of Discovery," the 29 women astronauts who flew on Shuttle Discovery and their support teams. For more information, visit <http://www.ifof.org/>.

- 16-19 **Air Race Classic**, Concord, California to New Cumberland, Pennsylvania. For more information go to [www.airraceclassic.org](http://www.airraceclassic.org).

### JULY

- 8-13 **2014 Ninety-Nines International Conference**, New Orleans, Louisiana.



- 28-Aug. 3 **EAA AirVenture Oshkosh**, Oshkosh, Wisconsin. For more information, visit [airventure.org](http://airventure.org).

- 31 **Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application** for Mentoring Session B. For more information go to [www.ninety-nines.org/careers/](http://www.ninety-nines.org/careers/) or email [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org).

### AUGUST

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

- 16 **36th Annual Okie Derby Air Proficiency Rally**, Sundance Airport, Yukon, Oklahoma. New format: one-day rally. Contact Kay Jennings, [kayjfly@gmail.com](mailto:kayjfly@gmail.com), 405-246 5617.

- 31-Sept. 1 **37th Annual Colorado Balloon Classic**, Colorado Springs, Colorado. For more information, visit [balloonclassic.com](http://balloonclassic.com).

## SMILE WITH AMAZON

A new charitable donation program, Amazon Smile, allows shoppers to designate .5% of their Amazon purchases to The Ninety-Nines. The proceeds from the Amazon Smile donation will support a "New Pilot" initiative we are developing and increase our presence and participation at aviation events. Watch for more details in the next issue.

— Susan Liebeler



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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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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: 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](http://ninety-nines.org) and click on *99 News* magazine. Submissions should be emailed to [news@ninety-nines.org](mailto: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](mailto: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

# 99 News

March/April 2014



10

Fly Now Award winner Kiersten Ellis, right and Rene Perrigoue, Kiersten's flight instructor and Chairman of the Orange County Chapter.



12

Swimming pigs? They may not fly, but they sure can swim. The friendly porkers welcomed Susan Passmore and her husband to Pig Island during their group fly-out to the Bahamas.



18

Janine Nunes, left, and Charity Fechter display the newly completed International Quilt.

**6** Pages From the Past  
*99s Magazines From the Past  
Are Coming to the Web*

**8** My Way to Fly  
*by Alona Knaan*

**10** Fly Now Award Is Life Changing  
*by Kiersten Ellis*

**12** Bahamas Fly-Out  
*by Susan Passmore*

**14** Tip of Texas 99s Surprised at Brownsville  
*by Ellie Block*

**16** 99s International Conference  
Let the Good Times Roll —  
and Learn Something New!  
*by Lisa Cotham Pizani*

**18** The Making of an International Quilt  
*by Janine Nunes*

## IN EACH ISSUE

- 2 Calendar
- 5 President's Page
- 15 Careers
- 15 Training Milestones
- 19 Welcome New Members
- 20 Touch & Go
- 24 Grass Roots
- 29 Review
- 29 New Horizons



# President's Page

BY MARTHA PHILLIPS, International President

**B**y the time you receive this issue, we will have completed our first quarterly webinar, "CPR for Chapters." Thanks to Vice President Jan McKenzie for getting this project up and going. Another thanks goes to Director Marjy Leggett for being the first presenter, with information on how to stimulate your Chapter's growth and outreach.

We all know that a Chapter can become moribund, losing membership and reducing activities. This can happen for many reasons and it can be a sudden or gradual decline. Sometimes losing a very valuable member or one who did so much of the work leaves the Chapter rudderless. Members can't seem to overcome the loss or know exactly how to carry on the Chapter activities that kept their interest in the past. Other Chapters may be in an area that has lost a flight school or even had the airport close, reducing the chances of meeting other women pilots.

To use my own Chapter, Ventura County, as an example, it was struggling about 20 years ago. At that time it was called the Santa Paula Chapter. There were 12-13 members on the rolls, but attendance at meetings was so poor that two members decided to entice the others to come to meetings by having a drawing for a turkey. Even with that, only those two showed up. At that point, the decision was made to do something different or close down. After some discussion, they decided to

contact the members with the options: get involved, grow or close the Chapter and let those who wanted to be in a Chapter join another one as close as possible. The members took up the challenge and made some changes, which turned out to be very helpful.

One of the first things they did (and I can say "they" because I was not yet a member) was to find a restaurant where the meetings could be held with dinner prior to the meeting rather than meeting at members' homes. Since some members couldn't come on week nights, a monthly Saturday Morning Social Breakfast was held for hangar flying and getting to know each other better.

One of the more successful changes was to give scholarships, modest at first with larger benefits as more members joined and fund-raising projects took place. Outside speakers at the monthly business meetings became popular, and anyone on the airport who wanted to attend the program could come to the dinner and hear the speaker, with the business meeting held after the guests left. A big event was when the Chapter was renamed Ventura County 99s to encompass Camarillo, Oxnard and Pt. Mugu airports, as well as Santa Paula Airport. Annual Pilot Proficiency classes put the name of The 99s out there and attracted new pilot and student pilot members.

There were definitely problems and



learning experiences along the way. The scholarships were refined to encourage student pilots to reach certain milestones, the fund-raising wasn't always totally successful and restaurants had to be changed, but overall the changes grew the Chapter to now over 100 members.

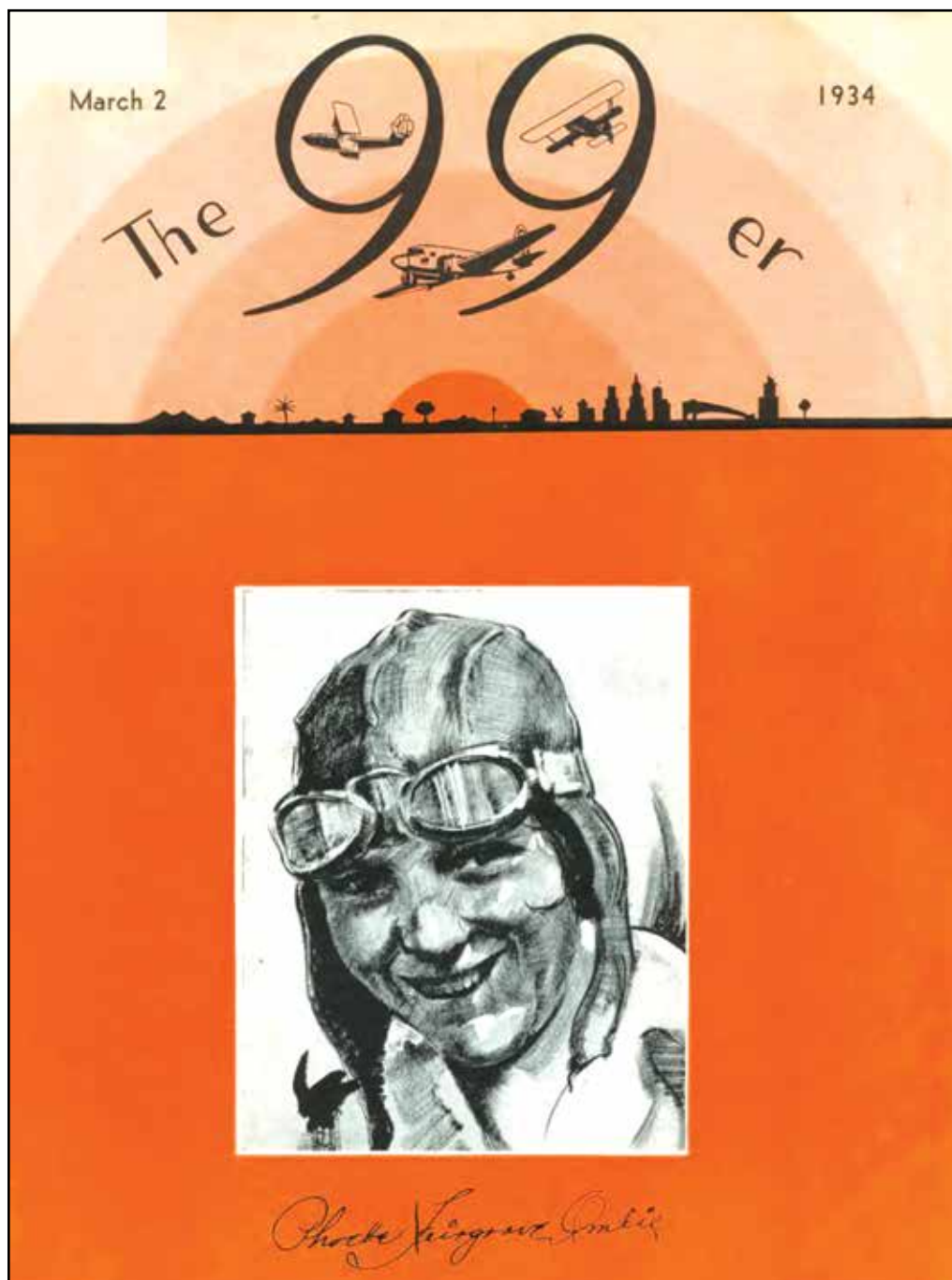
The two members who were the spark-plugs for the growth of the Chapter were Pat Thomas and Kitty Alegre. After I met Pat (or as I always say, was accosted by her) at an FAA Safety Seminar in 1995, she and Kitty kept inviting me to their meetings until I was able to come and I got hooked. And I'll always be grateful for their persistence and their vision for the Chapter.

The point of all this is that sometimes it only takes the vision of one or two members to get the others excited and get their Chapter stimulated and involved once again. I hope the webinar gave you some ideas for generating the enthusiasm that helps a Chapter to grow and attract new members.

If you have requests for future webinar topics, please let Vice President Jan McKenzie know at [mckenjn@yahoo.com](mailto:mckenjn@yahoo.com).



*Ventura County Chapter members enjoyed their Recruitment Picnic last year.*



# Pages From The Past

*99s magazines from the past are coming to the web. The cover on this page and the article on the following page appeared in the March 2, 1934 issue of 99 News.*

If you've ever wondered what was going on in The Ninety-Nines back in 1956... or '32 or '85, it won't be long before you can click and discover the past history of our Organization through the pages of 99s magazines throughout the years.

This is being accomplished through the Amelia Earhart Scholarship Research Grant, established to increase the world's knowledge of women in aviation and aerospace. Last year, the grant was awarded

to Bobbi Roe, Greater Seattle Chapter. She and her team have been working to locate and obtain hard copies of all the 99s magazines since 1933, scan each issue and process the files so they are searchable on the web. Digitizing these historical documents will chronicle the history of female pilots and The Ninety-Nines, providing access to information not always available to researchers and others interested in The Ninety-Nines and women in aviation.



## Transport No. 18221

**A**FTER graduating from the University of Michigan in 1929, I settled down to newspaper work on my mother's *Coldwater* (Michigan) *Daily Reporter*. Soon I decided to combine flying with journalism, so began taking flying instruction at the Curtiss-Wright School in Detroit. After obtaining my private license, I purchased a Warner-powered Travel Air biplane and immediately began devising plans whereby I could fly in connection with business. As a result I instigated an "Airplane Edition" of the paper and tossed out prize copies from my ship over the various nearby villages. As I recall, the prizes were all collected, but the newspaper gained no new subscriptions. Other times I have thrown out handbills in connection with job-printing we might be doing. Those experiences convinced me that I would never make a good bombing pilot.



For a few short months after receiving my transport license, I tried my hand at salesmanship for Curtiss-Wright, but my sales had only reached the sum total of one airplane and one enrolled student when the Detroit Base folded its wings and slipped quietly from the picture. Consequently my flying since then has necessarily fallen into the category of private, pleasure flying, and the only remuneration is lots and lots of fun.

My 500 hours of flying include trips to Wichita, Kan., Kingston, Canada, Baton Rouge, Louisiana, Washington, D. C., New York City and participation in two Michigan Air Tours. The trip to New York was made with my non-pilot husband as passenger. His remarks from the front cock-pit regarding my flying ability assured me that I need never worry about reaching the stage of believing myself to be a "hot pilot."

RUTH KITCHEL WAKEMAN.

## Air-Onically Speaking

**O**UT of the ranks of 600 odd women pilots rumor has it that two endurance gals plan entering, that one Atlantic crosser HAS entered, and that a holder of altitude and other records will also try her skill, in the London-Melbourne race.

Joan Shankle has added a young son, Johnnie, to the Shankle hangar. Johnnie's maw has itchy fingers, and plans to resume flying soon.

A. D. Smith, superintendent for a transcontinental air line, says that in his opinion Poncho Barnes is the best woman pilot he knows anything about. Up until this time we had thought we were.

Ruth Nichols is turning up her nose at Old Man Depression these days, lecturing to schools and colleges. Amelia Earhart scares the wolf from the door in the same way. A. E. also has some forty odd people sewing dresses and things which she designs.

Did you know A. E. is on the D. of C's \$700.00 plane committee? We still stick to our original contention, IT CAN'T BE DONE!

We believe Senator Black has used exceedingly good politics but very poor judgment in his air mail investigation.

We understand several women's endurance projects are underway. Don't do it gals. Frances Marsalis and Helen Richey haven't made a dime. Its a tough racket from what enduring persons have whispered to us. How about transcontinental non-stops, altitude, speed, distances? Incidentally, Frances and Helen are on the "four a day." (Vau-deville, you dope!)

Our snooper tells us Blanche Noyes is planning a solo round-the-world flight for summer . . . and Laura Ingalls a "mystery" flight.

It's a darned shame the Army Reserve pilots are being forced off the air map. Two hours of flying a month makes them positively dangerous to themselves as well as to others in the air and on the ground. National Guard are getting more than their share, about 100 hours a year, and get paid for it to boot. The Reserves receive no remuneration. At the same time we know a lot of women pilots right now who would be thrilled, enthralled and all others, at two hours a month. Since the Army has these fellows, why let them go to seed? The boys might come in quite handily at some future date if Uncle Sam will allow them to keep their hand in.

The Army seems to be taking a cue from Congress in its trial of Bill Ocker, he who has done more for blind flight than all others. It seems to us that we no longer are "the land of the free, and the home of the brave." Phooey on politicians who are out only for themselves no matter whose necks are stepped on. And don't get us started on air mail! We do not believe in convictions without a hearing.

# My Way To Fly

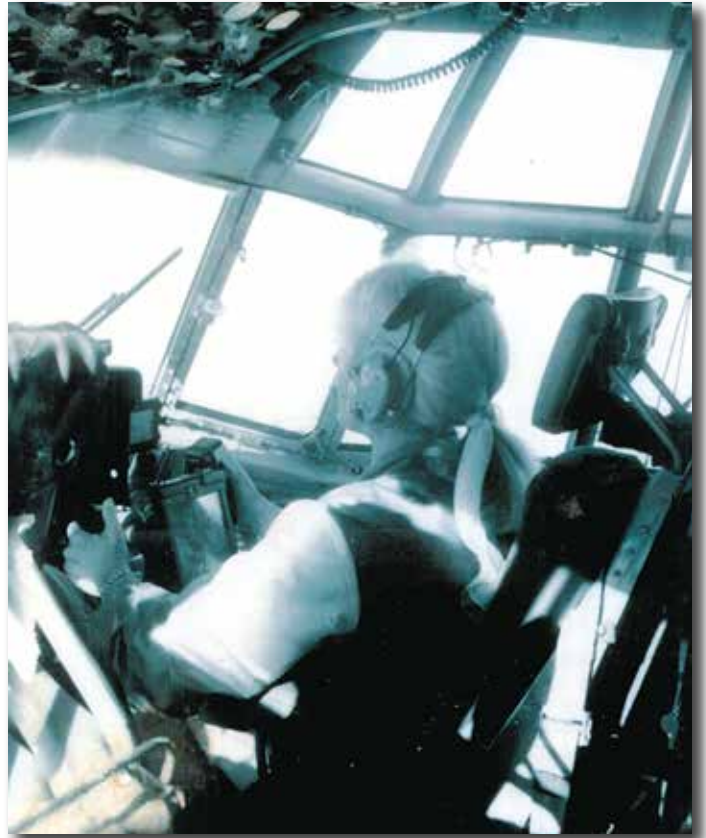
*As I was growing up I learned how to prepare kites and to fly them. As I grew up a little bit more, I realized that I belonged to the sign of air and not to earth, fire or water. Maybe this is why I “float” with my pilot license or without it.*

BY ALONA KNAAN  
Israeli Section

**M**y flying story begins at the end of 1967, right after the war we called the "Six Days War." I was part of an Israeli filming staff of only two people for CBS News. One week after the war, the two of us were sitting on the banks of the Suez Canal in the Egyptian city of Kantara. I was the sound person and my co-worker was the photographer. We were expected to send in a photo story every day. This was a very hard mission since we had to bring it to Ben-Gurion Airport and send it out on the first flight to New York.



*Alona makes a preflight check before a flight from Sde Dov Airport.*



*Alona copilots a Hercules at Kodiak Island, Alaska, in 1984.*

The roads in Sinai were bad, and there weren't sufficient night lights, so going from the Suez Canal to the airport sometimes took us six to seven hours. After sending the material, we then had to go back to the Suez Canal. It exhausted us. When I found an hour to rest, I climbed on top of a piano that was in one of the rooms of an abandoned house and slept. I played the piano for 20 years little knowing that the piano would have other uses for me.

However, on that night the thought of Jerry Renov, a young American pilot who had arrived in Israel in 1948 and helped to create the Israeli Air Force, crossed my mind. Now sitting on the banks of the Suez Canal, I daydreamed of Jerry and wished he would land in the Sinai desert in his Fokker airplane and fly our photo stories to Ben-Gurion Airport so they could be sent on to New York.

I had first met him in the early '60s while he was helping members of a Kibbutz in the north of Israel sow the fields with his private helicopter. They were plowing with a tractor while an army tank of soldiers was guarding them. When they finished plowing, Jerry took off in his helicopter to sow seeds of corn, sunflower, etc. I was there to photograph the story for a French news company. Unfortunately, I saw Jerry's helicopter shot down. Jerry survived.

Unbelievable as it sounds, this daydream on the banks of the Suez really did happen. Jerry, even without defined airways, without a radio or other instruments in his airplane, landed the Fokker in the sand, near Baluza in the Sinai desert. Jerry made sure that our material would reach New York in the first airplane from Ben-Gurion Airport.



In 1968, I asked Jerry to teach me to fly the Fokker. He said it was possible but I should wait until he changed some instruments in the plane, balanced the wings, installed a radio and other means of communication and strengthened the brakes.

I waited. In 1969, Jerry took me to one of the most neglected airfields that remained from British times, an airfield which had not been in use for many years. After about six hours of practice, I came in with the Fokker for a landing, used the brakes on the runway, but the right one was torn. The airplane ground-looped. Jerry cursed — and my heart skipped a beat. We didn't leave the Fokker in the abandoned field but flew back to Tel-Aviv and landed in a field of hard sand and small stones. I found out that Jerry could land the Fokker very well without the brakes.

Jerry Renov flew over 70 different planes and was even mentioned in the Guinness Book of World Records. Stories about him are available on the web. Today, after more than 40 years, Jerry is no longer with us. The Fokker, Alpha November-November, is the only Fokker that was flown in Israel and can be seen in the aircraft museum in the South of Israel. I saw another Fokker just like this in Washington, D.C. at the Smithsonian Air and Space Museum. I mourned the Fokker.

Later, I took my flying lessons at the Flight Club in Tel-Aviv. There was a Piper 150 with a Lycoming engine. At the beginning of 1970, I obtained my pilot's license, and from that time on, I didn't need any pilot's help in order to transfer the photographed stories. I could do it myself!

For 41 years, I have flown Cessna, Piper Cherokee and other single engine aircraft. Although I haven't gained many hours during the years in which I held the pilot license, I did gain many experiences.

When I received my pilot license, I got a phone call from



a woman who introduced herself as Professor Zippora Altman, manager of the physics institute at Tel Aviv University, and also a pilot with over 1,000 hours of flight time. She was my first contact with The 99s. She was a member-at-large, and she explained to me about the organization. She also gave me a directory with names and contacts of its members. Since then, I have met many women pilots from all over the world and attended the annual 99s Conferences on at least five occasions. I even got to fly in Alaska, Japan and Australia. I traveled to Russia to the Aviatrissa convention, visiting Star City space center and saw some air museums and talked to many veteran women pilots.

Since 1970, I had other benefits, which is knowledge that I earned while flying. Today, years later, I remember the political experiences that were incorporated with my work and all the special correspondence I wrote for the periodicals, but the flying experiences were the most enjoyable part.



*Photo left, In 1983, Alona stands next to the Cessna 172 with Raiakeh, a Ninety-Nine from Japan, and a friend of hers, Tami, a flight attendant with JapanAir.*

*Photo above, Alona flies the Cessna over Tokyo accompanied by Raiakeh (not shown).*

# Fly Now Award Is Life Changing



BY KIERSTEN ELLIS  
Orange County Chapter

About four years ago, I was enrolled in the Goldenwest Police academy in California. I was about two weeks into the program when I became ill. Doctors couldn't figure out what was wrong with me until a little over a month after we discovered I was sick. By then, the pneumonia they pinpointed had spread to my ear causing me to lose my hearing. It became so serious that I had to pull out of the academy.

About a month and a half later, I was getting back on my feet.

I had just missed the re-enrollment for the police academy and had a six-month wait until I would be able to join again. I decided to go back to school and work on my general education. Everything I wanted to take was full by the time I was able to register. Then I noticed two aviation classes.

I signed up and was hooked. The flying bug bit me, and I fell in love. Not only was the subject interesting, but it was challenging enough that I did not grow complacent. This class is where I met one of my favorite instructors and now friend, Smokey Young. He was an F-111 pilot for the military and went on to fly corporate and commercial aircraft. He is now the department head of the Orange Coast College (OCC) aviation department. He was a very tough teacher but taught his subject well.

Smokey was also in charge of OCC's flight team. He invited his top students to be a part of the team, and I was lucky enough to be invited. I hadn't had flight time and didn't have my private certificate, so I was only allowed to compete in ground events and message drop.

We were invited to Embry Riddle to compete at NIFA SAFE-CON. It was there that I met the department heads of the Mt. San Antonio College (SAC) aviation program. They told me about their Collegiate Training Initiative (CTI) program for Air Traffic Control. The idea intrigued me and became the next step in my aviation journey. Upon completing the certificates available at OCC (private, instrument, commercial and turbine transition), I transferred my units to Mt. SAC to join the CTI program. In June 2013, I graduated from Mt. SAC with two Associate's degrees: one in Commercial Flight and the other in Aviation Science. I graduated with the CTI recommendation after passing the test with a

*Photo above: Kiersten Ellis and her mentor Andrea Rinebold.*

*Photo right: Kiersten made a presentation about her award and how it has affected her life at the Southwest Section Winter Workshop in January. From left, Lori Parker (Ventura County Chapter), Kiersten Ellis, Sheila Collier (Ventura County Chapter), Carol Andrews (Sutter Buttes Chapter) and Frankie Clemens (San Diego Chapter). All the women were speakers at Lori Parker's presentation on applying for the Fly Now Award.*





score of 100 percent. In my time at Mt. SAC, I also took the FAA's air traffic controller's aptitude test, better known as the AT-SAT, and scored in the highest bracket of well-qualified. This test is a requirement for all who are employed as air traffic controllers.

This past fall, I began my classes at Southern Illinois University's off-campus location in Walnut, California. I am studying for my Bachelor's degree in Aviation management and operations. I am scheduled to graduate in December of 2014.

It has been a hard journey. Since I turned 18, I have been supporting myself financially, including living expenses, tuition and now flying. In order to make my dream a reality, I have held down a number of jobs. The majority of my time in school, three jobs was the magic number. This was a minimum to be able to get by and save for flying and tuition.

Now that I've told you all about me, let me tell you about how I found The Ninety-Nines. About a year and a half ago, my friend and former flight instructor Pam Hengsteler invited me to a meeting of The Ninety-Nines. I had a vague idea of who they were, and I agreed to go. I was nervous about going because these were all accomplished women in the field of aviation, and I felt like the epitome of a small fish in a big sea.

I walked in and everyone was so incredibly nice. They welcomed me with open arms and immediately put me at ease. They asked me to stand up and tell them a little bit about myself. When I did, I had an entirely new experience. As I was speaking, they genuinely looked interested in what I was saying. It showed me that if these women, who I admired and who have gone so far in this field, are listening to what I have to say with interest, then maybe I am doing something right.

So often when I talk to my family about my dreams and aspirations, their eyes glaze over. I've been told my endeavors are unrealistic and that it's a rich man's sport. I've also been told that women have no place in this field. The Ninety-Nines, with that first meeting, gave me the support that someone pursuing their dreams so badly needs. I joined The Ninety-Nines at the next meeting because their caring and support meant that much to me.

In my time with The Ninety-Nines, not only have I gained friends, but I've gained a family. I have grandmothers, aunts and older sisters. My flight instructor even calls me her little duckling. You've heard the saying, "It takes a village to raise a child." My Ninety-Nines village is raising me. These women encourage, inspire, comfort and advise. They rejoice in my triumphs and pull me up in my failures.

The last year has been a very difficult one. I have not only dealt with family illness and financial hardship, but I also had surgery on my arm. When I was at the end of my rope, I expressed my discouragement to Andrea, my mentor and the OC Chapter Vice Chairman, and Rene my flight instructor and the OC Chapter Chair. I felt the effort I had been putting into aviation was yielding no results, and with the chaos of life, I felt it would be easier to give up.

Hearing about my struggles, they rallied around me and started sending me scholarship information. Andrea forwarded Rene an email about the Fly Now Scholarship, and Rene walked into my work and hand delivered the application to me. She was



*Kierstin is a Fly Now Award recipient for the Southwest Section.*

practically skipping and told me to "get on it" because the deadline was almost here. The effort they were putting in to help me gave me the extra boost I needed to keep faith in myself. I decided if they believe in me that much, I should keep going.

We worked 'round the clock on my essay. Both women wrote recommendation letters. It was done in time for the deadline. Then one day I woke up to numerous missed calls, texts and emails from the women in the OC Ninety-Nines congratulating me. I opened my email and discovered I had won the Fly Now scholarship. It took a few minutes to realize that I had just won \$3,000 to get myself up in the air and do exactly what I have been trying to do for the last three years...fly."

Not only was I elated, but I was extremely grateful to The Ninety-Nines as an organization for believing in me so much that they would help fund my dream. That hasn't happened before. It is something that I will never forget or take for granted.

When I am able, I would like to give back to The Ninety-Nines and aviation community. It is my ambition to do for someone what was once done for me by creating a scholarship without the limitations that I ran into during my scholarship search. Most scholarships in the field of aviation require one of two things. The scholarships that enable you to begin your journey toward a private pilot certificate have an age limit. Those that do not have an age limit require you to have at least soloed or were for higher ratings. The Fly Now scholarship is a unique award, and I'd like to take the idea of this award and expand it.

The scholarship I wish to offer would be called "Get Me Off the Ground." It would be open to anyone regardless of age. The applicant would be required to demonstrate a financial need, a passion for aviation, a planned career goal and a healthy dose of grit. I'd like to be able to fully fund a maximum of 55 hours of flight training toward their private pilot certificate.

I'd want to help someone who I know will do amazing things in the aviation community, the same way that my Ninety-Nines family is doing for me.

# BAHAMAS

## FLY-OUT

After some rough starting weather, 99s discovered the allure of the Bahamas — crystal waters, swimming pigs, stunning views and plenty of R&R.

BY SUSAN PASSMORE  
Old Dominion Chapter

**T**welve planes (and five 99s) set out to make the trip from northern Virginia to Cat Island in the Bahamas. Only nine planes (and three 99s) made it. One plane never departed because a crew member was sick. Another got stuck in Savannah because they experienced a radio failure that could not be repaired. One light sport aircraft was not able to fly through the weather in northern Florida because the plane was not certified for instrument flying.



*We rented boats to take us to the swimming pigs. Thunderball Grotto is in the background. It was a featured scene in the 1965 James Bond movie Thunderball.*

On the way to Florida, we stopped at Low Country Regional Airport (KRBW) in South Carolina for some barbecue lunch. That airport was where the Tuskegee Airmen trained. Lunch and a fuel stop were required because the headwinds were so strong at 30 knots.

We used the TKS anti-icing fluid in our Diamond Twin in northern Florida as we experienced moderate rime ice at 14,000 feet near Jacksonville. ZJX Center let us climb out of it to 16,000 feet. For most of the trip to Florida, we were above the clouds.

The plan was for all planes to meet at Fort Pierce (KFPR) on Friday evening and depart for the Bahamas on Saturday morning. There was significant IFR weather in northern Florida, and two VFR-only pilots could not make it to Fort Pierce. One pilot had just gotten his private pilot certificate in September, and I thought he was particularly adventurous. Both VFR pilots will probably start instrument training quickly as they have learned how valuable it is from this experience.

Bob Hepp, owner of Aviation Adventures flight school, planned a rescue mission for the VFR pilots. A Bonanza with several IFR-rated pilots flew back through the weather on Saturday morning to rescue the two planes and bring them back to Ft. Pierce. Needless to say, those crew members got a late start to the Bahamas and barely landed before sunset.

Fernandez Bay Village was a wonderful place to stay. It was close to New Bight airport (MYCB), and it was relatively easy to get back and forth. The Tiki bar was a great place to gather, and it used the honor system. Breakfasts and dinners were served on the



patio with fantastic views. Kayaks were available and there were plenty of options for fun things to do besides relaxing.

Our first flying trip was to Staniel Cay (MYES). It was a quick 50-mile flight, and our planes filled the ramp at the airport. We were picked up by golf cart drivers and taken to a dock where we rented three motorboats. It was a short but scenic boat ride to our destination, "Pig Beach." I suppose you could say pigs may not be able to fly, but they sure can swim!

One story said the pigs were dropped off on Big Major Cay by a group of sailors who wanted to come back and cook them. The sailors, though, never returned; the pigs survived on excess food dumped from passing ships. One other legend has it that the pigs were survivors of a shipwreck and managed to swim to shore, while another claims that the pigs had escaped from a nearby islet. Others suggest that the pigs were part of a business scheme to attract tourists to the Bahamas. The pigs are now fed by locals and tourists, and the island is unofficially known as Pig Beach by the locals.

The pigs were very friendly, and they paddled out to greet us, expecting boaters to bring them food. This year, there were some baby pigs running on the beach and sleeping in the shade.

We also dropped anchor to snorkel in the Thunderball Grotto, a beautiful marine cave named for the 1965 James Bond movie filmed there. After lunch at the Staniel Cay Yacht Club (where you could almost pet some nurse sharks), we flew back to Cat Island. Some planes stopped for fuel on the way back as New Bight airport did not have any.

Our second flying trip was to San Salvador Island (MYSM). We set off in a flight of five airplanes to find the spot where Columbus landed. Five general aviation airplanes arriving at San Salvador must have been an unusual experience because they sent the fire and rescue truck to the end of the runway; they suspected we had an emergency! That airport is just not used to small planes landing there. It caters to the large planes that deliver guests on their way to the Club Med resort.

For our sightseeing adventure, there were not enough scooters for everyone, so we split the group into a van and several scooters. We found the Columbus monuments and climbed the lighthouse for a full view of the island.

Our Diamond twin needed Jet A for fuel, so we stopped at Stella Maris (MYLS) before returning to Cat Island. It was unusual to have a John Deere tractor deliver the tank of fuel.

I can see why some 99s in my Chapter have gone to the Ba-



*A view of the airport from Susan Passmore's plane as the group leaves Staniel Cay.*

hamas for 20 or so years. I would definitely go back next year. It was nice to go with some experienced travelers the first time, but the customs paperwork turned out to be fairly easy. We had to pay some extra fees for landing the twin. I was glad that the customs official let me keep a copy of our cruising permit.

AOPA sent an editor and a photographer on the trip. They are planning an article for a future edition of AOPA Pilot. RJ McGlasson's plane should be prominently displayed.

Lakshmi Vempati and Linda Knowles also went on the trip. They flew to a few more places and added a few more experiences. Lakshmi's blog is located at <http://flynthings.wordpress.com/bahamas-ii/>.



*Left, Susan Passmore snorkles at Thunderball Grotto.*



*Right, Susan and her husband enjoy the friendly – and hungry – pigs that inhabit Pig Island.*

# Tip of Texas 99s Surprised at Brownsville



Mattie Marcum presents Brownsville Aviation Director Larry Brown with a framed print of Amelia Earhart.



Commissioners with Aviation Director Larry Brown, Tip of Texas Chair Mattie Marcum, and Brownsville Mayor Tony Martinez in front of Amelia's Café.



At the Brownsville Airport ceremony, far right, Ellie Block, Secretary Tip of Texas Chapter and Mattie Marcum, Chairman.



A mural created by Wichi Guevara graces the restaurant entrance. Two more will be made honoring Amelia Earhart.

## *A fly-out turned into a big surprise for Chapter members as airport honors 99s and Amelia Earhart*

BY ELLIE BLOCK  
Tip of Texas Chapter

A fly-out in February to Brownsville South Padre Island International Airport (KBRO) for the Air Fiesta resulted in unexpected surprises for some Tip of Texas Chapter members. To make sure the airport could accommodate us, Chapter Chairman Mattie Marcum contacted airport manager Larry Brown. He said the group would not only be welcome at Brownsville, but they would like one of us to speak about The Ninety-Nines during a celebration of the airport and Air Fiesta 2014 that weekend.

As a surprise to us, the airport held a special reception, including a stage replete with two banners, one commemorating Amelia Earhart and the other the Tip of Texas Ninety-Nines. The Brownsville commissioners, as well as the city manager, attended. Mattie was asked to say a few words about The Ninety-Nines, and she presented a painting of Amelia by Lisa Gammill to be displayed at the airport.

Mattie then told the audience about her aunt's first experience seeing an airplane when she was a child in 1927 and continued with a synopsis of Amelia Earhart's aviation history.

After the presentation, we were driven to the main terminal for a rededication of the airport's restaurant, newly named Amelia's Café and Gift Shop. The mayor was able to attend the event and Ernesto Escudero, restaurant proprietor, welcomed us and commented on the rededication of the restaurant. Larry presented the Tip of Texas Chapter with a duplicate of a historical marker about Amelia Earhart's visit to Brownsville. The original marker will have a prominent place at the café entrance. The entry mural artist, Wichi Guevara, was introduced. Two additional murals will be displayed above the entrance to the Café. A very special cake to commemorate this occasion was served.

We were given 15 passes to Air Fiesta and provided seating in a special viewing section for the air show. We also received the Tip of Texas banner that had been on stage.

The air show was spectacular! The Commemorative Air Force supplied pyrotechnics as some of the airplanes flew by. On a side note: Stunt pilot Kyle Franklin flew in the Brownsville air show in 2011, and there was a tragic accident. His wife, Amanda, was wing walking when the airplane got in trouble. As she climbed back into the airplane, she was horribly burned and later died. Kyle said he was ready to come back to this airport and fly an air show, which he did spectacularly in "Dracula: The Rise of Vacul," an airplane he designed and built himself. There is a cross at the airport showing the location where Kyle landed his airplane in 2011.

During the airshow, Ellie was interviewed by two people from the airport, Sessa Vorrey, Chief Operations Officer, and Nancy Rogers, who is in charge of the seven daily commercials flights. Because of depth perception problems, Nancy had given up learning to fly, but she was encouraged to try again.

Throughout the day, whenever we talked to women pilots, we handed out the Tip of Texas business card. We hope some will follow though and join The 99s. This was really a very special occasion that was totally unexpected. We have never been more graciously received.





# PILOT CAREERS: Justice

BY DONNA MILLER  
International Careers Committee

*“Donna, the world isn’t fair, and the sooner you learn that the better off you will be.”*

— My Mom

I used to hear that quote almost daily when I was growing up. I wanted the same treatment as my sister who is four years older, and the same curfew as my older brother. I wanted the world – my world – to be fair! Every time I felt the least bit slighted, I whined, “That’s not faaaaiiiiir!” And I heard the familiar quote again.

What I came to discover, as I became an adult, is what we all discover: Mom was right. The world *isn’t* fair. And thank goodness! For example, how many times have you been racing to the airport, driving well above the speed limit and *not* been pulled over by the police? How many times have you done something really foolish and not suffered the consequences you could have?

Just the fact that you’re reading this is proof you have benefited greatly from the injustice of the world. You were born with the aptitude and fortitude and wherewithal to pursue aviation. You were born in a time and a country that allows you to go after your dream of becoming a pilot. I think about that quite often. I think about how China just had their first civilian airshow this past year. How many of us were inspired as kids watching an airshow, and how easy it was to get there? What about all the Chinese women

who might have become pilots if they had the opportunity to experience an airshow as a child but didn’t?

I admire women who have left their own countries and families and homes because the opportunities just weren’t available for them there. They recognized the injustice and found a way to pursue their dreams in spite of it. That is true dedication. I celebrate the pioneer women and WASP who came before us and blazed the (con)trail that we now enjoy with relative ease. Life certainly wasn’t fair for them, but they persevered. Today I hear them say how lucky they were to do what they did.

With all the changes in the airline industry, it’s easy to focus on the little injustices: the seniority list integrations, the timing of getting hired and the number of pilots the airline furloughed, which affected our fates. The equipment we’re assigned to, the bases we’re stuck in, the pay scale...and the list goes on.

When I hear that constant whine (louder than any jet engine), I think of women in other countries, including developed, western nations that have a system different from ours that would have kept me from enjoying the career I am so passionate about. I am grateful that I was born where I was that allows me to live my dream when I didn’t learn to fly until I was 27.

I’m pretty sure my mom would cringe if she heard me say, “Sometimes, I’m thankful for injustice.”

## TRAINING MILESTONES

**Hillary Carl – A&P, Tailwheel Endorsement**

Connecticut Chapter

**Shannon Christensen – Private Pilot**

Aloha Chapter

**Cheryl Cotman – Solo**

Orange County Chapter

**Lynn Gawell – Glider**

Antelope Valley Chapter

**Morgan Guarneri – Private**

Eastern Pennsylvania Chapter

**Aileen Johnson – Tailwheel**

Ventura County Chapter

**Lisa Kienholz – Solo**

Ventura County Chapter

**Tanya Malhortam – Instrument Check-**

**ride**, Columbia Cascades Chapter

**Marybeth Martin – Multiengine**

Ventura County Chapter

**Kelly Perego – Instrument**

Ambassador Chapter

**Kandace Rawling – Multiengine Com-**

**mmercial**

Wisconsin Chapter

**Samantha Rawlins – Private**

San Luis Obispo Chapter

**Brandi Bailey Reynolds – Solo**

Blue Ridge Chapter

**Jessica Rolfe – Private, Instrument, Commercial**

Blue Ridge Chapter

**Linda Saniewski – Solo**

Blue Ridge Chapter

**Stacy Wilson – Private**

Ventura County Chapter

**Lacey Jean Wolf – CFI II**

Columbia Cascades Chapter

**Ewurabena Mensa-Wood – IFR**

Orange County Chapter



# 99s International Conference

## *Let the Good Times Fly — and Learn Something New!*

This year's Let The Good Times Fly! International Conference is packed with educational seminars covering a wide array of aviation topics to interest just about everyone: history, maintenance, weather, pilot skills, pilot health and technology. Tentative presenters include:



### **Civil Aerospace Medical Institute (CAMI.)**

Based at the FAA's Mike Monroney Aeronautical Center in Oklahoma City, CAMI is the medical certification, education, research and occupational medicine

wing of the Office of Aerospace Medicine. They conduct airmen training programs to promote aeromedical knowledge and safety among civil aviation pilots.

The Portable Reduced Oxygen Training Enclosure (PROTE) simulates high altitudes by reducing the oxygen percentage of the air in the chamber to induce your personal hypoxia experience. GYRO, the General Aviation Spatial Disorientation Demonstrator, provides 360-degree continuous yaw motion as well as plus or minus 15-degree pitch and 30-degree roll, which, in conjunction with a computerized imaging system, results in a realistic simulation of flight.

The GYRO pilot receives a two-minute orientation and then takes the controls. The six-minute flight progresses from VFR with virtual "out-the-window" scenes to IMC conditions.

There will be two PROTE experiences to choose from. The Familiarization Option begins with a short, five-minute briefing before entering the chamber. The Training Option requires a 2½ hour mandatory classroom session and leads to an official "green card" documenting the ground training required by 14 CFR section 61.31(g) to operate pressurized aircraft above 25,000 feet MSL. Both options include a 15-20 minute chamber experience. **You must have a current medical certificate with you in order to enter the chamber.**

Several Training Option classes will be scheduled, and you **must** pre-register for this PROTE exercise through the FAA Safety Team's website at [www.faasafety.gov](http://www.faasafety.gov). Registration is scheduled to open on May 1.

Familiarization Option briefings will be conducted just before entering the chamber and you do not have to pre-register. The chamber holds five people at a time.



**Barbara Schultz.** Author of *Pancho* and co-author of *The Wedell-Williams Air Service*, aviation historian Schultz is a member of the Antelope Valley Chapter. She will discuss Ninety-Nines member Mae Hazlip's 1933 world-record setting flight in the Louisiana-designed and built Wedell-Williams No. 92 airplane. Flying your plane to New Orleans? Plan to visit the

Wedell-Williams Aviation Museum in Patterson, about 60 miles southwest of New Orleans. The airport is just across the highway, and Perry Flying Center has a courtesy car available.

**Major Kait Woods** is an Aerial Reconnaissance Weather Officer (ARWO) with the 53<sup>rd</sup> Weather Reconnaissance Squadron, 403<sup>rd</sup> Wing, Air Force Reserve Command, Keesler AFB, MS. She is responsible for mission directing weather reconnaissance aircraft into hurricanes and tropical storms to collect information, including storm center and intensity. This information is used by the National Hurricane Center in Miami, Florida, to more accurately forecast the storms. Kait has over 1,700 flight hours in the WC-130J and has logged 99 hurricane penetrations.



### **Continental Motors, Engine Care for the Airplane Owner.**

A factory representative from the Continental Motors factory in Mobile, Alabama, will discuss key inspections, preventive maintenance, and operational practices that will assist you in maximizing performance and guard against costly repairs. Learn how to ask the right questions of your maintenance provider and ensure they are using the correct technical data to maintain your engine.

**Gene "Bever" Borne** is a nationally known expert on Light Sport Airplanes, particularly Quick-silver Ultralights. He owns Air-Tech, Inc., a local full-service ultralight aircraft operation that includes sales, training, parts, maintenance and manufacturing.







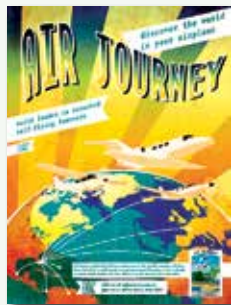
**Brett Stoffel, Emergency Response International (ERI).** An aviation survival training company and major training contractor to the U.S. Department of Homeland Security, ERI specializes in global survival, search and rescue, and emergency preparedness. You will learn the foundations of basic survival in a post-crash situation and the importance of carrying a survival kit. Brett is Vice President and General Counsel. He spent 10 years flying B-52s and B-2s in the U.S. Air Force.

**Robert Viator, Lite Flight Formation Flying.** A retired Air Force instructor pilot, Robert will conduct a classroom session on formation flying on Saturday afternoon. Weather permitting, you will be paired with a former military pilot on Sunday morning for actual formation flying in your own airplane. Sign up for Formation Flying at the Conference registration table in New Orleans. If interested, notify skyqueen31R@yahoo.com.



**Linda Street-Ely, ForeFlight.** Based in Texas, ForeFlight is a premier flight-planning software company. Linda, an Air Race Classic veteran, will show us cutting edge capabilities of this software. With so much reliance on electronics, it's easy to get distracted in the cockpit, so pilots must be ready to manage cockpit resources while they continue to navigate, communicate and aviate.

**Air Journey.** For over 15 years, Air Journey has been the world's leader in escorted flying journeys, but that's not all they do. Interested in flying to Germany for the 2015 Conference? Let them help you design the perfect journey. Their Concierge Service can assist you in your international flight planning from over flights and landing permits, enroute weather resources, visas and more. You do the flying, they do the rest!



**Germany.** Preparing for 2015 Conference Fun? After Air Journey gets you and your plane to Germany, then what? Members of the German Section will be on hand to discuss planning and preparing for the 2015 Conference in Munich, as well as offer tips and advice on traveling to Germany, traveling around Germany, things to do and see in Germany and other parts of Europe.

**Your FAA Qs&As.** With so much change on the horizon, from certification requirements to health issues to electronic applications, here's a good chance to be in the know. A panel has been assembled to answer your questions: Donna Miller, 99s Careers Committee; Barbara Harris-Para, a former FAA FAAS Team Representative of the Year and flight instructor; a military pilot and Aviation Medical Examiner. Look for drop boxes at conference registration, hospitality and the Voler Marche' Fly Market to submit your questions in advance.

**99s 101.** Designed primarily for first-time conference attendees and new 99s. Learn how to make the most of your conference experience and about the structure of The 99s, scholarships, publications and opportunities to support the organization.

## EXHIBITORS

This year's Conference will also feature an exhibitor area in addition to the Fly Market. Confirmed participants include:

Pilots for Patients is a North Louisiana-based non-profit organization that provides free air transportation to patients needing diagnosis and treatment at medical facilities not available to them locally.

Abingdon Watches founder Chelsea Abingdon Welch realized during her flight training that no one made aviation watches specifically designed for women, so she designed an aviator watch that was both fashionable and versatile. The Jackie and the Amelia were the company's first two designs, followed by the Elise. See these beautiful watches that also function as currency and metric converters across multiple time zones.

Continental Motors, Inc. will also present a seminar on caring for your engine. Technical representatives will be available during exhibit hours to answer your questions.

Air Journey, a world leader in escorted flying excursions, can help you plan your own flight to any worldwide destination or you can join one of their adventures. Travel in small groups on a pre-arranged itinerary or let them design the perfect journey for you. There is an Air Journey for every pilot.

SouthWings is a non-profit conservation organization that engages volunteer pilots to advocate for the restoration and protection of the ecosystems and biodiversity of the Southeast United States. A typical mission will gather information to be used to educate community leaders, policy-makers, and the media, and to collect scientific data on forests, watersheds, historic landmarks, and the globally significant ecosystems of the Southeast.

## BRING YOUR RESUME!

**Piedmont Airlines is actively hiring, and they'll be recruiting at the Conference. Operating as US Airways Express, Piedmont operates nearly 440 daily departures to 55 cities across the eastern United States and Canada. They currently operate 44 deHavilland DHC-8 turbo prop airplanes. Piedmont offers health insurance, competitive pay, travel benefits, mentors and career progression opportunities through US Airways.**





*Bobbi Powers signs the Montana square after renewing her membership.*

# The Making of an International Quilt

## *Hand-signed Quilt Unites 99s From All Over The World*

BY JANINE NUNES  
Montana Chapter

**I**t is finished! The International Quilt is complete. I never dreamed it would take this long to accomplish, but then, I've never made a quilt before. Thank you so much to every 99 who picked out fabric, collected signatures, mailed the blocks, emailed me or called me with updates and sewed at the International Conference in Bozeman, Montana. Without you all, this never would have been possible.



*Helen Ho proudly displays the bonding of two Chapter quilt pieces.*

Here are some interesting details for you all: My mother, Sandra Nunes, embroidered all the signature blocks. Once all the blocks were made and mailed out, we waited anxiously for them all to return. Some never made it back to Montana, so I humbly begged my mom to redo some... 43 to be exact. Since I wanted all Chapters and Sections to be represented on the quilt, she graciously uncovered her embroidery machine and pulled out the blue thread. Thank you mom!

Deb Schwahn was key in the design and calculations for this large hanging quilt. She patiently taught me how to use a quilting square, introduced me to quilting pins (who knew?) and kept my mug full of hot chocolate while I battled the yards of fabric into submission (one can never have too much whipped cream). I have to thank her husband Bill too for allowing the quilt to take up the entire living room floor for the layout and piecing.

The Montana Chapter paid for the entire project out of their own funds, so I must thank them for funding the idea. Many have

asked how this idea came about, and it went like this: We were meeting about the Conference, and I said, "There is nothing ever left over at the end of a Conference. We should have a project that would unite The 99s from all over the world." And that was that.

I have to thank my two sisters, Julie and Jennifer, who came to visit me and were coerced into taping all the edges to prevent unravelling of the quilt blocks. And I should also thank the post office in Belgrade, Montana, for their patience in mailing all the packages, having the power go out at the end of the transaction and having to re-enter all the tracking numbers again (120 envelopes on that day).

The completed quilt is 7'2" square and will now be headed to International Headquarters. If you still need to sign it, just head to Oklahoma City and add your name to the original 99s International Quilt.



*Members sew together the Chapters' quilt pieces.*



# Welcome New and Returning Ninety-Nines!

## Welcome Back Members

**Braman**, Helga, Mid-Columbia  
**Bredin**, Lynn, First Canadian  
**Busch**, Kathryn, Ambassador  
**Catlin**, Ann, Oklahoma  
**Clark**, Barbara, Ventura County  
**Close**, Deanna, Chicago Area  
**Cox**, Ramona, Long Beach  
**De Singh**, Harpreet, India Section  
**Dillon**, Madeleine, Old Dominion  
**Fitzpatrick**, Pegeen, Crater Lake Flyers  
**Fraser**, Rhona, New Zealand Section  
**Gilson**, Katrina, Fullerton  
**Graham**, Jessica, Aloha  
**Hendrickson**, Donna, Paradise Coast  
**Henry**, Cathy, Idaho  
**Holladay**, Meredith, Florida Firstcoast  
**James**, Kristine, Sacramento Valley  
**Koerner**, Sadie, Minnesota  
**Kovalcheck**, Nikki, Lake Tahoe  
**Leiphardt**, Michelle, Santa Barbara  
**Lewis**, Marcelaine, Aloha  
**Logue**, Judith (F), Paradise Coast  
**McNeil**, Rhonda, San Fernando Valley  
**Norris**, Devan, Embry-Riddle Daytona  
**Pope Sintes**, Yvonne, Arabian Section  
**Raymond**, Rebecca, Aloha  
**Salisbury**, Katrina, Far East Section  
**Schiff-Hursh**, Kimberly, Tucson  
**Singer**, Alexa, Eastern New England  
**Siporin**, Susan, Michigan  
**Smith**, Darci, Coachella Valley  
**Stoll**, Wanda, Florida Gulf Stream  
**Sullivan**, Robin, Ventura County  
**Taylor**, Ruth, Palomar



*Ginger Adelstone  
Florida Suncoast Chapter*

**Collins**, Camille, Emerald Angels of the Gulf Coast  
**Courtney**, Nancy, Scioto Valley  
**Crum**, Jennifer, San Antonio  
**Davis**, Amanda, Connecticut  
**Drabek**, Angela (F), Oklahoma  
**Eichstadt**, Gretchen, Wisconsin  
**Evey**, Gabrielle (F), Antelope Valley  
**Ferranti**, Denise (F), Orange County  
**Fooladi**, Amy (F), Emerald Angels of the Gulf Coast  
**Frister**, Mallory (F), Virginia  
**Fron**, Amanda (F), Tucson  
**Gabel**, Alison, Ventura County  
**Hague**, Kali, Greater Kansas City  
**Hall**, Suzanne, Eastern Pennsylvania  
**Hansen**, Karol (F), Coyote Country  
**Haymes**, Katelyn (F), Ambassador  
**Hazeem**, Maisa, Arabian Section  
**Herndon**, Haylee (F), New Orleans  
**Hooper**, Kimberly, Blue Ridge  
**Howell**, Bethnee (F), Georgia  
**Hracha**, Deanna, Mat-Su Valley  
**Hughes**, Christine, Florida Firstcoast  
**Johnson**, Melissa (F), Orange County  
**Johnson**, Teresa (F), San Diego  
**Kaminski**, Kathryn (F), Northwoods  
**Karoutsos**, Arlexa, Long Island  
**Khan**, Rabia, Arabian Section  
**Kienholz**, Lisa (F), Ventura County  
**Koralia**, Elizabeth, Minnesota

**Krieger**, Tara (F), San Diego  
**Landon**, Kenna (F), Antelope Valley  
**Langmead**, Kelly (F), Old Dominion  
**Lotspeich**, Alison (F), Greater Seattle  
**Lutz**, Christine, Antelope Valley  
**Malmberg**, Aimee (F), Western Washington  
**Marsh**, Katie, Paradise Coast  
**Martin**, Michelle (F), Aloha  
**Mayfield**, Saryn, Scioto Valley  
**McKenna**, Lindsay (F), Columbia Cascade  
**Mitchell**, Amy (F), Tucson  
**Murphy**, Teresa, Florida Goldcoast  
**Myers**, Ellen, San Diego  
**Nguyen**, Thao (F), San Diego  
**Ordenez**, Gysselle (F), Ventura County  
**Orman**, Cassandra, Arabian Section  
**Peck**, Susan, Bakersfield  
**Perry**, Amybeth (F), Connecticut  
**Petersen**, Joelle (F), Paradise Coast  
**Poirier**, Samantha (F), Colorado  
**Poulter**, Rebecca (F), Blue Ridge  
**Rangel**, Jackie (F), San Gabriel Valley  
**Robison Maxwell**, Valeria, Santa Rosa  
**Rosado**, Laura, Palomar  
**Schoephoerster**, Janet (F), Minnesota  
**Shanner**, Tracy (F), Kentucky Bluegrass  
**Shepherd**, Emilie, New Orleans  
**Shi**, Lina (F), Orange County  
**Stanford**, Susan, Tennessee  
**Stegmeier**, Charity, Greater Seattle  
**Stoller**, Robyn (F), Minnesota  
**Stotts**, Larae (F), Intermountain  
**Stout**, Tiffany (F), Reno High Sierra  
**Strand**, Heidi, Fullerton  
**Strickland Lenart**, Tanner, Utah  
**Stumvoll**, Haley (F), Old Dominion  
**Thoen**, Stephanie (F), Colorado  
**Turnbull**, Cynthia, Northeast Kansas  
**Uecker**, Rebecca (F), San Diego  
**Waskowski**, Kayla, Phoenix  
**Weilbacher**, Anna (F), Antelope Valley  
**West**, Sarah (F), Kitty Hawk  
**Wheeler**, Joanne, Far East Section  
**Wilson**, Stacy, Ventura County  
**Wright**, Nancy (F), Rio Grande Norte  
**Zeffer**, Marie, Michigan

## Welcome New Members

**Adelstone**, Ginger, Florida Suncoast  
**Babineau**, Michele (F), San Diego  
**Biggs**, Jessica, Manitoba  
**Campbell**, Catherine (F), Santa Maria Valley  
**Carter**, Michelle, Ventura County  
**Chai**, Yan (F), Wisconsin  
**Coleman**, Cynthia, Texas Dogwood



*Marjy Leggett sets up for The Ninety-Nines' first Webinar.*

## NOW SHOWING — WEBINARS FOR MEMBERS!

Announcing a new benefit for our members, Webinars. The 99s are starting a new program of quarterly webinars. Have you wanted to learn tips for passing your Commercial check ride? Does your Chapter need some new ideas to pump up your member enthusiasm? Is winning an Amelia Earhart Scholarship in your near plans?

These and other pertinent topics will be the subject of upcoming webinars that will provide invaluable aid to those pursuing an aviation career and to all members.

The first Webinar, "CPR for Chapters," was held March 10 and provided information on how to revitalize a Chapter that seems to be in slow flight or has stalled. The next Webinar will be presented Monday, May 19, 7 p.m. MDT. The subject is "Passing Your Commercial Oral and Flight Check Ride." To register for the Webinars, go to [www.ninety-nines.org](http://www.ninety-nines.org). Click on the Webinar link.

— Jan McKenzie

## INTERNATIONAL FOREST OF FRIENDSHIP JUNE 13-14

This year, Forest's annual festivities and induction ceremonies will be held in Atchison, Kansas, on June 13-14. Within the overall theme of "world friendship through flying," the focus of this year's celebration will be "Discovery Through Flight," highlighting those who have helped to "push the envelope" in aviation and aerospace through space flight, flight test, advanced engineering or design, etc., or participated in the extension of aviation and aerospace into discovery or exploration in other fields, such as the oceans, the biosphere, medicine or other aspects of science and society.

We particularly want to honor "Women of Discovery," those 29 women astronauts who flew on Shuttle Discovery, plus those who provided launch services, communications support, etc. for her 39 missions. Our honorees this year will include astronauts Sandy Magnus, a veteran of four shuttle flights and an expedition to the International Space Station and Pam Melroy, the second woman to command a space shuttle.

There will be a Friday evening cocktail party on the 13th. On Saturday morning, there will be the children's program, parade of flags and induction ceremony at the Forest, followed by lunch at the Atchison Heritage Conference Center.

## FEMALE AVIATORS TO GATHER AT WOMENVENTURE JULY 30 AT EAA AIRVENTURE OSHKOSH 2014

The annual WomenVenture gathering, designed to encourage and inspire women in aviation and those who want to fly, will welcome hundreds of female aviators on Wednesday, July 30, during the annual EAA AirVenture Oshkosh fly-in convention.

EAA AirVenture 2014 will be held July 28-August 3 at Wittman Regional Airport in Oshkosh, Wisconsin.

Co-sponsored by The Ninety-Nines and Women in Aviation International, WomenVenture moves to a midweek celebration in order to welcome more females currently involved in aviation or who want to be involved in the flying community.

All women involved in the aviation community are invited to be part of the traditional group photo on AirVenture's main showcase ramp at 11 a.m., followed by the WomenVenture Power Lunch at Theater in the Woods at 11:30. Pre-registration for the lunch is required.

"WomenVenture is a tremendous experience for women who are pilots, want to become pilots, or who work in aviation, particularly as it comes during The World's Greatest Aviation Celebration at Oshkosh," said Kelly Nelson of Women in Aviation International, one of the event's organizing groups. "It builds camaraderie and allows us to use our collective voice to inspire and motivate women of all ages to get engaged in aviation, either for fun and/or as part of their career aspirations. WomenVenture helps open doors to participation, mentorship, knowledge and support."

A limited-edition WomenVenture T-shirt will be available to all women who participate (while supplies last). The T-shirts can be picked up at the EAA Welcome Center on the AirVenture grounds beginning on Monday, July 28. Women are encouraged to wear the T-shirt for the group photo on July 30 to show the collective strength of women involved in the flight community.

In addition, women are invited to the Welcome Center to sign the WomenVenture logbook any day during EAA.



## Two Members Celebrate Milestone Birthdays

### NINETY-NINE RUTH LOVE TURNS 99

Ruth Love, a former Ninety-Nine and a charter member of the Lake Erie Chapter, turned 99 on January 10. She lives at the Silver Lake Center in Dover, Delaware. Ruth grew up in Alabama and married in 1939 in Cleveland, Ohio. She and her husband built a house in nearby North Olmsted in 1941 and had three children. After service in WWII in the Pacific, her husband learned to fly and bought his first airplane. They had an airplane and flew in all 50 states and over 20 countries until his death in 1975.

Ruth was crowned Mrs. Cleveland in the Mrs. America Contest in 1956. She earned her pilot certificate in August 1962 and joined The Ninety-Nines. She was a member of the All-Ohio Chapter and a charter member of the Lake Erie Chapter when it formed in Cleveland.

Ruth participated in the 25th Powder Puff Derby in 1971 with Margaret T. Wellington from Meadville, Pennsylvania. They were sponsored by Talon of Textron, Inc. and flew in a Piper Cherokee from Calgary, Alberta, to Baton Rouge, Louisiana.

After her flying days were over, she continued to travel all over the world and, in 1987, she represented Ohio in the Ms. Senior America Pageant at Atlantic City. In 1991 she wrote a book, *Magnolia Castleberry-A True Love Story*, about her life and some of her flying experiences. In 2001, she moved to Dover, Delaware where her son resides.

— Ron Love, son



Above, Ruth Love with Margaret Wellington at the 25th Powder Puff Derby in 1971. Right, Ruth last spring.



Doris Lockness flies a B2B Brantly Helicopter in 1994.

### WASP DORIS LOCKNESS CELEBRATES HER 104TH YEAR

On February 2, Life Member Doris Lockness of the Southwest Section celebrated a special birthday, turning 104 years young.

Doris, a WASP and former flight instructor, moved from Ohio to California in 1930 with her first husband. Their home was close to a small airport in Wilmington. She used to see the planes fly over and knew she wanted to fly.

When her kids were in school, she began to pursue her dream. "I rode my bicycle to the airport daily where I became a Girl Friday for a while doing odd jobs around the airport. Eventually, I began taking flying lessons. They were \$2.50 for a half hour," said Doris. "I did 10 hours before I could fly solo. On Sundays people would line up in their cars to see 'that crazy woman fly.'"

In 1939, Doris received her private certificate, logged over 10,000 hours and flew her last plane at 89. In all, she owned nine planes, including her beloved Vultee-Stinson warbird, the "Swamp Angel," which she piloted around the country.

You can read more about Doris' life in books such as *Hovering* by Henry M. Holden, *Ladybirds II: The Continuing Story of American Women in Aviation* and *Women and Flight* by Carolyn Russo.

Doris is doing well and still going strong. We've heard she loves getting cards and greetings from members everywhere. If you'd like to say hello to Doris, you can find her contact information in The 99s online membership directory.

— Laura Ohrenberg

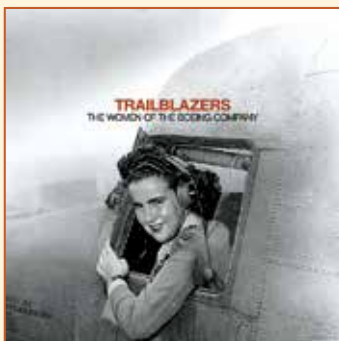


Ninety-Nines Nelda Lee, top, and Suzanna Darcy-Hennemann. Photos from the book *Trailblazers: The Women of the Boeing Company*. Photos courtesy The Boeing Company.

## NINETY-NINES NELDA LEE AND SUZANNA DARCY-HENNEMANN: BOEING COMPANY'S TRAILBLAZERS

Nelda Lee, Greater St. Louis Chapter, and Suzanna Darcy-Hennemann, Western Washington Chapter, are two of the women featured in the newly published book, *Trailblazers: The Women of the Boeing Company*, by Betsy Case. The book relates stories about the courageous women aviators and engineers who helped make Boeing the company that it is today.

Nelda was the first woman engineer at MacDonnell Douglas, while Suzanna flew a 777-200LR from Hong Kong to London, breaking a distance record



Nelda, Suzanna and other trailblazers were present at a lecture given by Betsy on March 8 at the Museum of Flight in Seattle, as well as a luncheon celebrating the book, *Trailblazers*, on March 15 at Paine Field.

Book cover courtesy  
The Boeing Company

## VALERIE PALAZZOLO APPOINTED NATIONAL FAA SAFETY TEAM MANAGER

All-Ohio Chapter member Valerie Palazzolo was recently appointed the new National FAA Safety Team Manager. She is excited to have the opportunity to improve the nation's aviation accident rate. She plans to accomplish this by conveying safety principles and practices through training outreach and education while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community.



Valerie Palazzolo.

Valerie has been flying since 1977 when she obtained her certificate in a Cessna 172 from Detroit Airport in Detroit, Michigan. She now holds instrument, commercial, multi-engine and certified flight instructor ratings.

She worked many hours as a flight instructor and later worked for a Corporate 135 Operator flying a Cessna 402 and Cessna 404. She then applied for a position as a part 121 first officer with Simmons Airlines, which eventually became American Eagle Airlines.

After years of airline flying, she went to work for the FAA as an Air Carrier Operations Inspector, assisting many part 121 airlines in multiple areas of operation including flight checks in the DO-328, DC-9 and B-747 aircraft.

— Linda Blodgett

## MARY MARGARET LATIMER NAMED FAA SW REGIONAL FLIGHT INSTRUCTOR OF YEAR

Congratulations to Mary Margaret Latimer, Wichita Falls Chapter, for being named FAA Southwest Region Flight Instructor of the Year. You go girl!

— Lisa Cotham Pizani

**GOT NEWS?  
SHARE IT!**

**news@ninety-nines.org**



## MERCURY 13 TO BE HONORED ON APRIL 12

Six Ninety-Nines will be honored at the United Nations International Day of Human Space Flight celebration on April 12 in Houston. Jerrie Cobb, Gene Nora Jessen, Irene Leverton, Sarah Ratley, Bea Steadman and Wally Funk were members of the Mercury 13. In the early 1960s, these women passed the same physical and psychological tests NASA used to select the male Mercury 7 astronauts for the American space program. Although they unfortunately were not given further training or considered for space travel, these 13 volunteered and sacrificed to pave the way for American women to go into space.

This event observes the day of the first human space flight, to acknowledge the benefit that space exploration has provided to all humanity and to promote space exploration for peaceful purposes. Each year, the observance is held on April 12, the date in 1961 when the cosmonaut Yuri Gagarin became the first person in space.

— Sherry Kandle



Seven of the original Mercury 13 pose for a photo in 1995, from left, Gene Nora Jessen, Wally Funk, Jerrie Cobb, Jerri Truhill, Sarah Ratley, Myrtle Cagle and Bernice Steadman. Photo courtesy of the 99s Museum of Woman Pilots.



Gene Nora Jessen, left, and Jerrie Cobb during the Mercury 13 project.



Maj. Scharr's niece Peg Scharr Tebo and nephew Jack Scharr admire a portrait of their aunt that hangs in the conference room.

## NGA DEDICATES ROOM TO ADELA SCHARR, WOMEN AIRFORCE SERVICE PILOTS

The National Geospatial-Intelligence Agency (NGA) dedicated a room to the Women Airforce Service Pilots and WASP Adela Riek Scharr at NGA's St. Louis, Missouri, facility February 12.

Adela was a member of the Greater St. Louis Chapter. Participating in the dedication were Greater St. Louis Chapter members, NGA Director Letitia A. Long, St. Louis Mayor Francis Slay, members of the Scharr family and members of Women in Aviation International.

The dedication of the Adela Riek Scharr – WASP Conference Room was part of NGA's Military Appreciation and Partnership Program. The program was established to help improve NGA's Aeronautical Navigation Office's relationship with its military customers.

A St. Louis native, Adela was St. Louis' Lambert International Airport's first female commercial pilot. Scharr was born in 1907 and grew up in St. Louis, home to NGA's West Campus. She began taking flying lessons in 1935, and by 1940, she was a regular at Lambert Field. She became Lambert's first female commercial pilot and first female flight and ground instructor. After the onset of World War II, she joined the WASP predecessor organization, the Women's Auxiliary Flying Squadron, and in 1943, she became the first woman to fly the P-39 Airacobra.

"Major Scharr was a true leader, paving the way for other women with aspirations for careers in aviation," Long said. "Her passion for flying, along with her tenacity and perseverance, proved that women aviators were valuable assets to our nation."

— Jessica Daues, NGA Office of Corporate Communications

## SE Section Charters Second Chapter in Less Than a Year

The Southeast Section is on the move, on our way to chartering a second new Chapter within a 12-month span. The new Chapter, Emerald Angels of the Gulf Coast Chapter, covers the Gulf coast region of Florida, Alabama, Mississippi and the area of southern Georgia.

We have been trying to get a new Chapter in this area for about five years, with no success. It took a visiting 99 from California, Pamela Flesher, together with a budding student pilot, Amy Lee Folladi, to get the ball rolling. And once it started, it picked up momentum fast!

As Governor, I received the request for a Chapter in the area. Searching through The 99s Directory, I sent an email blast to all 99s listed as living in the area. Within 48 hours (my head is still spinning), this dynamic group had a Facebook presence, eight members ready to sign on and an organizational meeting place and time.

We met in Pensacola on January 18. After some brief introductions, the group selected leaders, and they were off again discussing all of the normal formation details plus making plans for three compass roses, their next meeting and their educational seminar and speaker schedule.

Look out 99s! These Emerald Angels are moving with the speed of their local Florida counterparts, the Blue Angels. I am excited to see the future of The 99s – women who are working toward becoming professional career pilots, women taking an interest in improving their local airport communities and women looking to bring the next generation of pilots along with them for the ride of their lives. It was so refreshing to hear such lively



Welcome our leaders of tomorrow, top row, Charter members Lindsay Boitnott, Secretary, Stacy Everitt, Vice Chairman, Camille Collins, Amy Lee Folladi, Membership/Social Media. Bottom row, Terry Carbonell, Paradise Coast Chapter/SE Section Governor, Carol Voss, Treasurer, and Caitlin Kuersteiner, Chairman.

discussion about applications for scholarships through the Scholarship Registry and the Fly Now Scholarships and how to get going with the PPLI.

— Terry Carbonell



Columbia Cascade Chapter members at their booth at Girls Fest.

### COLUMBIA CASCADES CHAPTER

The Columbia Cascades would like to recognize all the volunteers who supported our booth at Girls Fest, an educational expo for young women aimed at science and math careers and education. It was held in November, 2013, supported by over 15 Chapter members and attended by thousands of young women.

Thank you to all the volunteers who made this event possible through donating your time, resources and knowledge.

— Lacey Wolf



## Arabian Section Holds Second Meeting with 33 Members from Around the World

Twelve months, a year, is not a long time for the Arabian Section to accomplish all their goals. Very active members from different backgrounds and flying experiences successfully completed their second meeting during the period of November 21-23, 2013. This time it was held in the United Arab Emirates, where 33 members flew from around the world to enjoy each other's company, widen their aviation experience by flying seaplanes and a helicopter and enjoy the Dubai Airshow.



*Yvonne Trueman, Susan Gerber, Cassie Orman, Alia Twal (Governor), Waad Al Doseri, Nawel Belayachi, Suha Abu Al Adas, Mavis Al-Uzaiz, Houda Matar and Adil Nahhas at the Bahrain Airshow.*

The women enjoyed all the activities during the meeting and set goals for the future. They also sold an aviation calendar for five dollars, and this money went to charity for the affected families who were hit by the typhoon in the Philippines.

"All the other activities were sponsored," said Alia Twal, the Governor of the Arabian Section. "Thanks to our Golden Sponsor DHL Aviation and to Ayla Aviation Academy, Royal Jordanian Airlines, Gulf Air, Falcon Aviation, Seawings, ZainTelecom and Crown Plaza Hotel, the members enjoyed the three-day event, including flying to the UAE, at no cost to themselves. The support and highlights we are receiving from the Arab authorities is overwhelming. It is gratifying to see how proud they are of the women in this region and their achievements.

"The Middle East is very rich in culture, religion, gender, transition and politics. This generation is hungry for change. I am proud of the Arabian Section women as they are in this wave of change. They are ambassadors for The Ninety-Nines, female pilots, women in power in the region and around the world."



*Arabian Section members enjoy a helicopter tour sponsored by Falcon Aviation.*

Shortly after the second meeting, the Arabian Section members were preoccupied with the Bahrain International Airshow. A booth was provided for them by the Civil Aviation Authority in Bahrain to encourage more women to join the aviation industry. With supreme teamwork, the women were able to arrange everything, including the media coverage, interviews and important meetings during the event. Everyone was very proud to see women from different Arab countries and non-Arabs available at the booth to explain who The 99s are and their aims and goals.

With full cooperation from Ayla Aviation Academy in Jordan and their sister school, Atlantic Flight Training in Coventry, England, and the Gulf Aviation Academy in Bahrain, the Arabian Section was able to arrange an agreement to encourage more women to join by providing them the incentives of special discounts to undertake all kinds of aviation courses.

The Arabian Section now consists of 46 members and is rapidly expanding. The next meeting of the Arabian Section will be in the Kingdom of Bahrain, October 20-22. We welcome all Ninety-Nines to join us there.

For further information, please contact Governor Alia Twal at [twalalia@gmail.com](mailto:twalalia@gmail.com).

— Alia Twal



*Arabian Section members had the opportunity to fly seaplanes.*



At the Santa Maria Valley Chapter's Memorial Garden, left to right: Patty Lynn (SMV), Diane Pirman (SMV), Allison Barker (VC), Carolyn Brown (VC), Greg Sincock (VC 49.5), Elizabeth Dinan (SLO), Pat McCollum (VC), Sheila Collier (VC), Linda Ehrlich (VC), Peggy Watson-Meinke (VC), Rhonda Tarli (VC), Lori Parker (VC), Mignon Grey (VC), Cheryl Cooney (SLO), Susan Connor-Steeb (VC), Terry Piper (VC), and Eric Steeb (VC 49.5). Photo by Jim Causey (VC 49.5).

## VENTURA COUNTY CHAPTER

On January 4, 17 Ventura County Chapter members and co-pilots flew to Santa Maria Airport to join seven Santa Maria Valley Chapter and three San Luis Obispo Chapter members and co-pilots for lunch at Pepper Garcia's restaurant and to view a newly installed brick honoring Karen Johnson, our Chairman who flew to new horizons on January 2, 2013.

The day began with haze and fog but cleared for the six planes and one helicopter that left from various local airports to head to Santa Maria Airport (SMX) and the beautiful Santa Maria Valley (SMV) Chapter's Memorial Garden. This garden started out in front of the Museum of Flight as an

idea to take an empty lot and create a tribute to honor women's role in the history of aviation.

On February 16, more than 30 participants in 14 planes attended the Chapter's second annual Valentine's Day Flash Mob Fly-in Santa Ynez Airport. Planes flew in from Camarillo, Oxnard, Santa Barbara, San Luis Obispo and Santa Paula. Wearing red or pink, the group set up their tables on the lawn in front of the airport office and enjoyed lunch overlooking the Santa Ynez Airport and the mountains.

— Linda Erlich

## OREGON PINES CHAPTER

Our biggest accomplishment this winter is our new raffle quilt. Chapter members sewed the airplane blocks, and we assembled the squares during our retreat at Black Butte Ranch in October. The quilting was done by Barbara Anderson and unveiled at our Chapter meeting in January.

The quilt will be exhibited at the Northwest Aviation Conference and Trade Show in Puyallup, Washington, in February. The quilt, fittingly named, "Fly the Oregon Skies," portrays a cumulus sky so familiar in Oregon, and an airline theme in the border. Raffle tickets are \$1 each or six for \$5, so be sure to get a ticket for the drawing in October.

It's been that time of year in Oregon – if we don't have a cold front, we're under a temperature inversion that traps fog in the valley for days on end. Our Christmas party got snowed out, and even rescheduling a week later, weather kept many 99s away.

Between bouts of weather, there were still opportunities to fly. Ashley Collins did some tailwheel training and also had an introduction to the C-172 in which she will be doing her instrument training. Vanessa Nelson flew down to Independence and over to the coast a few times in her yellow Cub. Beverly Clark flew her C-140 home to Corvallis from being grounded for several weeks for minor maintenance. Marilyn Husser flew up and down the valley and over to the coast a few times in her B35, and Jeanne Wildman gave some flight instruction in her Interstate Cadet. Syl-



Bev Clark, left and Kim Rayburn display the Chapter's quilt.

via Manning has a new job as an instructor at Willamette Aviation, and Barbe Park has flown more than any of us, rarely cancelling her weekly instrument training flights.

— Debra Plymate



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

### OLD DOMINION CHAPTER

Laura Abraham, Old Dominion Chapter member, was awarded a Whirly-Girls Helicopter Add-On Scholarship. She will be going to school at American Helicopter in Manassas, Virginia.

Chapter member Susan Parsons is editor of *FAA Safety Briefing*. Her latest article, "The (lost) Art of Paying Attention, Managing the Attraction to Technology," deals with 'heads down' avionic distractions in the cockpit.

— Marge Shaffer

### CHICAGO AREA CHAPTER

Chicago Area Chapter members participated in Chicago Aviation Expo IFR/VFR and Flying Companion Seminar held February 1 at the Itasca Holiday Inn.

In spite of the cold, snow and icy driving conditions, about 75 pilots and potential future pilots braved the weather to attend this annual event. Attendees had very favorable comments about the seminars and speakers.

Quite a few Chicago Area Chapter members were in attendance. We sweetened up the day by passing out chocolates in celebration of the Chapter's 80th anniversary.

— Cynthia Madsen



### RENO AREA CHAPTER

Reno Area Chapter members talked about careers in aviation at the 8th grade Career Day at Mendive Middle School in Sparks, Nevada. Karol Hines (left) and Kathy Walton are shown above.

— Kathy Walton

### MONTEREY BAY CHAPTER

Monterey Bay Chapter members delivered cookies to Salinas and Monterey towers and to airport administration offices at Watsonville and Marina Airports on February 14 in order to express the Chapter's appreciation. Kay Harmon spoke to the group, Seniors in Retirement, about The 99s and her flying activities. Chapter members and their families were treated to an afternoon kayaking experience in the Elkhorn Slough Sanctuary by new Associate member Brittany Pickard.

— Donna Crane-Bailey



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

### MINNESOTA CHAPTER

The Minnesota 99s, led by Elaine Morrow, once again participated in the Tree of Hope on December 7, 2013 at the Maple Lake Airport (KMGG). The Tree of Hope provides toys to ill children in 32 hospitals in Minnesota and one in Wisconsin.

This year 21 volunteers labeled, sorted and filled 98 bags of toys (25 toys per bag)! Minnesota 99s volunteering at this year's event included Thuy Pieper, Tracy Davenport, Karen Workman, Elaine Morrow, Patti Sandusky and Kjersti Kittelson, along with their 49½s and other family members. What makes the Tree of Hope so special is that all the toys are collected and distributed by the aviation community. Along with our Chapter, local EAA Chapters, the Zuhrah Flyers (Shriner pilots in Minnesota), flying clubs and others from the community collect and distribute the toys to sick children (from birth to 18) who are required to stay in the hospital over the holidays. Sadly, no other major toy charities give toys to hospitals, so there is a great need and one which grows every year. The Tree of Hope collects toys and donations all year round, so if you are interested in donating, please see their website at [www.holidaytreeofhope.org](http://www.holidaytreeofhope.org) and mark your calendars for next year's event on December 6, 2014 at KMGG.

On December 14, 2013, the Minnesota 99s held their winter business meeting and holiday party at the Anoka County Airport



Attending the holiday party are: Top (L): Chris Kocinski, Patti Sandusky, Marcy Drescher, Cheryl Daml, Elaine Morrow, Karen Workman, Jan Trover, and Retta Nelson. Middle (L): Deb Thompson and Tracy Lovness. Bottom row (L): Melissa Aho, Tracy Davenport, Mikaela Mahoney, Kjersti Kittelson, Dana Ahlin, Thuy Pieper, and future MN 99 Gabrielle Pieper. Attending but not in photo Johanna Bischof.

(KANE). Finally, we are very happy to welcome four new members: Beth Koralia, Tracy Lovness, Janet Schoephorester, and Robyn Stoller.

— Melissa Aho and Johanna Bischof

### RIO GRANDE NORTE AND ALBUQUERQUE CHAPTERS

Our Chapters co-hosted a Flying Companion Seminar on January 11. Joyce Woods, organizer extraordinaire, was up well before dawn to set up, fretting about whether there would be enough space in the seminar room at Double Eagle Airport for everyone to breathe. There was enough, barely, although the instructors could not all fit into the room at the same time. We originally expected around 20 flying companions — 31 attended!

The day started with a hilarious improv skit by Susan Larson (pilot) and Greta Moore (companion). Greta brought three



Twelve Ninety-Nines from the Rio Grande Norte and Albuquerque chapters organized a Flying Companion Seminar in January 2014, which drew 31 eager participants.

enormous pieces of luggage (including a “small makeup bag” that would fit a 20-pound turkey), only to learn that she would have to decide what to leave behind. During their flight, Susan passed out, and Greta had to take over the controls, talk on the radio and figure out where they were so that controllers on the ground could help guide her to safety. Greta stayed calm, and Susan revived enough at the last minute to land the imaginary airplane safely.

Seminar sessions covered everything from basic aerodynamics and “What’s that thing on the wing?” to a chart-reading treasure hunt, handling emergencies and dealing with fears.

For the radio communications session, we invited one of AEG’s tower controllers to show a friendly face on the other side of the radio and to explain some communication scenarios. A model airplane designed to balance on its center of gravity with space to add wooden passengers and luggage made the risks of improper or over-loading blatantly obvious. And, although some of the participants were already experienced passengers, many of them were not familiar with airplane parts, instrument functions and flight limitations.

Seminar evaluations at the end of the day were uniformly positive, but our favorite comment was: “This has given me the motivation I was looking for to continue with my lessons/license. This group has really motivated me as a woman that I can do more with life as well as being a better companion in the cockpit. Thank you for the inspiration.”

— Elizabeth Hunke



## REVIEW



### *Wings for Maggie Rae*

*The True Story of An Aviation Trailblazer for Anyone Who's Ever Dreamed Big*

At their upcoming meeting, Colorado Chapter members will view the acclaimed movie, *Wings for Maggie Rae*. If you missed the 2012 debut or subsequent airings of this hour-long documentary on Public Television, you'll want to pull up your own chair to watch the compelling life story of Ninety-Nine Margaret Ringenberg.

Margaret's story, written and directed by Philip Paluso, seamlessly unfolds through vivid re-enactments, archive photos, film and insightful interviews, including Ninety-Nine Lieutenant Colonel Nicole Malachowski, the first female pilot to perform with the Thunderbirds.

Margaret, fondly known as Maggie Ray, became interested in flying as an eight-year-old when she saw a barnstormer land in a field near her family's farm. She trained at a flight training school and had her first solo flight in 1941 when she was 19. She began her aviation career in 1943 as a ferry pilot with the Women Airforce Service Pilots (WASP). When they disbanded in 1944, Margaret became a flight instructor and flew as a commercial pilot and instructor for the rest of her life.

A member of the Indiana Chapter, Margaret began racing airplanes in the 1950s, and it became her passion. She raced in every Powder Puff Derby from 1957 to 1977, every Air Race Classic since 1977, the Grand Prix and the Denver Mile High and many others, garnering over 150 trophies for her accomplishments. She completed the Round-the-World Air Race in 1994 at age 72, and in March 2001, at the age of 79, she flew in a race from London to Sydney.

Her two children have flown with her in races and all have been in the winner's circle with her to receive trophies.

Maggie Rae's last flight was to new horizons in 2008. She leaves behind a legacy that reminds us all to fly high in life.

A DVD of the movie is available from the Seattle Museum of Flight, [museumofflightstore.org](http://museumofflightstore.org), and other sources.

— Danielle Clarneaux

## NEW HORIZONS

### HELEN MARY HEMS First Canadian Chapter

Helen Mary Hems passed to new horizons on Sunday, December 29, 2013, in her 84th year.

Helen started flying in 1948, taking flying lessons from Leavens Brothers at Barker Airfield in Toronto. She earned her private pilot certificate in 1950

and her commercial in 1952. Helen worked for Marion Orr of Aero Activities until Barker Field closed in 1954.

After marrying and living in western Canada until 1971, she moved back to Ontario and joined the First Canadian Chapter. She served as Secretary and attended several International Conferences. In 1984, Helen arranged a tour of NORAD, in North Bay, for the Chapter. Helen was a gourmet cook and loved to entertain.

She will be remembered especially for managing and staffing various local airports in the Orillia area for the Chapter's annual Poker Run. It was a favorite stop, and pilots were welcomed and perhaps received a big hug along with wonderful refreshments and coffee from Helen and her crew.

— Gwen Hems (sister-in-law)



Helen Mary Hems.

### NANCY JENSEN Greater Seattle Chapter

Nancy Kelley Jensen, 70, departed the fix on February 12, 2014, after losing a year-long battle with cancer (but not before sneaking in some great bucket list items.) She was a private pilot since 1976 and joined The 99s in 1977, becoming a life member after serving as Greater Seattle Chapter Chairman and then Northwest Section Governor. She loved to serve her 99s and was a four-time winner of her Chapter's achievement award.

Home for the past 32 years has been a private airstrip southeast of Seattle, where she skillfully flew her Cessna 180 taildragger. She was also an active member of six other flying associations. Nancy flew in several Petticoat Derbies, as copilot in the Palms to Pines Race and won the Kiernan Aviation Festival Mystery Derby with her 49½ Tom. She enjoyed airplane camping in Idaho, Alaska and Canada with Tom.

Nancy had a BS in education and was a busy volunteer for the Flying Companion Seminar, Fear of Flying Clinic, EAA Young Eagles and other aviation education activities including Big World Flight for Education. She loved being around her two grown children and adored her six grandchildren.

— 49½ Tom, Elise Hoit and Marian Hartley



Nancy Jensen.

## NEW HORIZONS

### CHARMIAN BYERS-JONES

#### New England Section

Charmian 'Tahmee' Byers-Jones passed gently, surrounded with love, on December 30, 2013. Born Charmian Woodruff in June of 1913, she was born in Elizabeth, New Jersey. A bright, adventurous young woman, she begged for a higher education. She graduated from Smith College, cum laude, in 1934.

Charmian worked as a costume designer for the Papermill Playhouse in Milburn, New Jersey. She moved with her second husband to Eugene, Oregon, in 1947. She turned to aviation at age 46 after her husband's death, saying, "I felt very much alone, so rather than mope about, I decided to change my life radically. I signed up for a package of 10 lessons at a local airport."

As a pilot she flew search and rescue with the Civil Air Patrol, piloted more than 70 cross country flights (most solo, with a standard poodle as her co-pilot), and crossed the Atlantic in a small twin engine plane with her friend Max Conrad, an aviation pioneer.

In 1960, she joined The Ninety-Nines and competed in a number of air races and derbies in the west, leading her team to victory in a Petticoat Derby. She also obtained her glider rating.

She loved her family and friends fiercely. She chose this quote from John Lennon for her 100th birthday celebration, "Count your age by friends not years, count your life by smiles, not tears."

— Headquarters

### JEANNE KIRHOFFER

#### San Fernando Valley Chapter

Jeanne flew to New Horizons on November 25, 2013, after a short battle with cancer.

Jeanne had been a member of the San Fernando Valley Chapter since 1977. She could always be counted on to participate in Chapter activities. Jeanne was anxious to join the WASP program during WWII, and had been accepted to go to Sweetwater, Texas, for training. Unfortunately, the WASP program was disbanded just prior to her class commencing.

Jeanne later met the love of her life, married him and they raised their son. But she never let go of her dream to fly, and with the determination of a bulldog, attained her private certificate. She was an exemplary example of always putting safety first in the cockpit and knew it was a privilege she'd earned, so she made sure her skills stayed honed and current.

A mentor to many student pilots, she was always available to lend a hand, or an ear, especially encouraging other women pilots in their goals, whether at the airport, in the air or elsewhere on the ground. She was always ready to listen to their training adventures and give friendly advice. Jeanne was still mentoring when she passed away.

She loved flying her Cessna 172 (Betsy), and participated in Fly-ins, Poker Flights, Section Meetings, and flew Betsy every chance she could. Jeanne flew to Bozeman last summer and had a wonderful time, she did everything she wanted to do. But she returned home to discover a lump on her breast.

— Jeanne Fenimore

### DORIS RITCHEY

#### San Diego Chapter

Doris Ritchey, 85, recently flew to new horizons after a long siege of Alzheimer's. She was a member of the San Diego and El Cajon Chapters for many years.

Doris was a 5<sup>th</sup> grade teacher in the Cajon Valley School district. Because of her flying background, she was allowed to teach aeronautical sciences to the children.

Doris was a racer in both local and Air Race Classics, a CAP member who was the #1 pilot on air searches and was invited to watch missile launches at both Kennedy and Vandenberg AFBs. She was sent moon rocks to display in her school.

When she could, she participated in all the Chapter's projects.

She was a wife to Frank and a mother to four children, all of whom loved to fly with her.

— Frankie Clemens

### MARY AILEEN TROTTER

#### North Jersey Chapter

Mary Aileen Trotter flew on to New Horizons on November 16, 2013, in Pompton Plains, New Jersey. She was born in Red Bank, New Jersey, on March 20, 1924, and made her career at ABC Broadcasting after graduating from high school, working her way up from stenographer to senior contract negotiator and manager.

Aileen got her private certificate in 1977 and earned both land and seaplane ratings. She joined The Ninety-Nines in 1992, serving as a past director and secretary of the North Jersey Chapter.

She and her husband, Joseph, owned several airplanes, including a Beechcraft Debonair. She also owned a Cessna 172, which she traded in for a 182 after flying to a Ninety-Nines conference in Halifax and discovering it was one of the slowest planes there.

Aileen attended many Ninety-Nines conferences — always slipping on her black flying gloves before takeoff, competed in the Garden State 300 precision air race and attended every picnic, pennies-a-pound event and poker run put on by the North Jersey Chapter.

Aileen would always come to the airport to see off her fellow Ninety-Nines as they departed on their various flights, and she was always there to welcome them back. She was a true friend to so many and a proud pilot.

— Bev Weintraub

### FROM THE MARCH 1975 ISSUE OF 99 NEWS

*The heading NEW HORIZONS reflects the belief that death is a horizon toward which we all fly, even though this new adventure is brought about by diverse causes. In a sense it is a flight from the "bonds of earth" to unknown "New Horizons."*



## FRANCES ROHRER SARGENT WASP Florida Goldcoast Chapter



*Frances Rohrer Sargent.*

A beloved aviation educator and 40-year member of the Florida Goldcoast Chapter, Fran Sargent flew to new horizons on December 27, 2013. She was born in Little Rock, Arkansas, on Amelia Earhart's birthday, July 24, 1919.

Fran earned her private pilot certificate in Atlanta, Georgia, and soon after was in the first group of women chosen as Link instructors for the Navy flight instructor school. She learned training procedures from Mr. Link himself.

In 1943, Fran became a WASP and was assigned to the tow-target squadron at Camp Davis, North Carolina. As the WASP disbanded, Fran married and during the next 20 years flying took a back seat to homemaking and raising three children.

In the 1960s, Fran returned to flying and earned her bachelor's degree and MBA. She joined the new Aviation Department at Miami-Dade Community College in 1967. In addition to teaching in the classroom, Fran established simulator and meteorology labs. She coached flight teams that won National Intercollegiate Flying Association (NIFA) competitions. She became a NIFA Council member and judge. Fran retired as a professor emeritus in 1986 and continued to teach flying for another 20 years.

She received many honors during her distinguished career. In 1972, she won the Amelia Earhart Scholarship for her airline transport pilot certificate. The University Aviation Association gave her the William Wheatley Award for outstanding contributions to collegiate aviation. She received the Wright Brothers Memorial Award from the Greater Miami Aviation Association in 1996. In 1998, Fran was recognized as an Outstanding Woman in Aviation by the State of Georgia and was inducted into the Forest of Friendship in Atchison, Kansas.

Fran has encouraged and helped thousands of people become pilots and advance their aviation careers. There is hardly an airport or airway in Florida where you won't hear or see one of her former students. She was an active and dedicated Ninety-Nine, holding many offices, active in all our projects and always ready to mentor new members. In 1981 she secured funds to establish a scholarship for the Chapter. The scholarship fund has thrived, and over 30 women have received assistance in reaching their career goals. In 2009, the Florida Goldcoast Chapter renamed the scholarship in Fran's honor.

— Ursula Davidson

## FLORENE MILLER WATSON WASP South Central Section

Florene Miller Watson, 93, flew to new horizons on February 4, 2014.

Born December 7, 1920 in San Angelo, Texas, Florene became fascinated with planes when at the age of 8 she took her first airplane ride in a WWI Barnstormer's open-cockpit plane. When she was a college sophomore, her father purchased a Luscombe airplane so his family could learn to fly. He anticipated the United States going to war with Germany and wanted his eldest children to contribute to the war effort as aviators.

By age 19, Florene had finished flight school and completed her first solo flight certificate. During the next two years, Florene obtained her commercial certificate, trained in aerobatics, and earned ground-school and flight instructor certificates. She was teaching civilian men enrolled in the government-sponsored War Training Program to fly in Odessa, Texas, when the Japanese attacked Pearl Harbor on her 21st birthday.

Florene qualified for the original Women's Auxiliary Ferrying Squadron, later known as the Women Air Force Service Pilots (WASP). In January, 1943, Florene became Commanding Officer of the WASP stationed at Love Field, Dallas. Florene flew every type of training, cargo, fighter, and twin and four-engine bomber that the Air Corps used.

After the war, Florene married Chris Watson and raised two daughters. She returned to college, earning a BA at Lamar Tech University and a MBA at the University of Houston and then taught college for 30 years.

She was featured in numerous newspapers, magazines and books with photos and write-ups and frequently interviewed for television programs plus video and audio histories for university archives and aviation museums. She was also featured in the nationally-broadcasted TV documentary, *Women of Courage*, explaining the role of WASP in WWII. Florene also served as national WASP chaplain for many years.

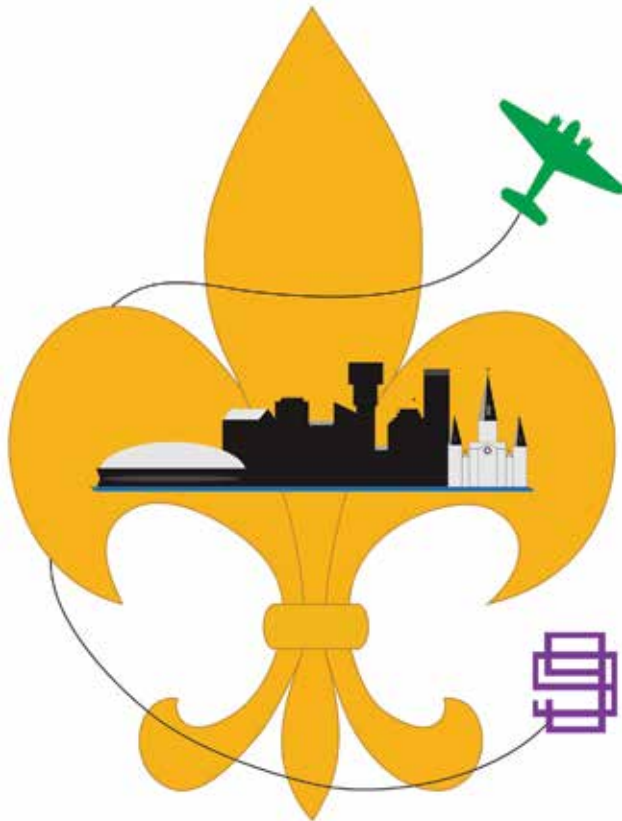
— Excerpts from the Amarillo Globe News



*Florene Miller Watson.*

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