

99 News

The Official Magazine of the International Organization of Women Pilots

July/August 2014

Congratulations 2014 AEMSF Scholarship Winners!



See back page for more recipients



99 News

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

The 99 News

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73195-0374

Email:

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Online Form:

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

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On the Cover

The Amelia Earhart Memorial Scholarship Fund Trustees announced the names of 21 scholarship winners that include recipients from all over the world.

The Amelia Earhart Memorial Scholarship Fund has been growing since 1940 and awarding scholarships since 1941. The Fund has grown to over \$5 million dollars. In 2013 alone, approximately \$75.5 thousand was donated to the Fund.

Congratulations to the winners, who are featured on the magazine covers and in the article starting on page 6.

Front cover background photo by Dave Derby, back cover background photo by Pat Prentiss

PERPETUAL CALENDAR

2014

SEPTEMBER

- 4-7 **Northwest Section Fall Meeting**, hosted by the Alaska Chapter, Wedgewood Resort, Fairbanks, Alaska. Contact Andrea Chay, andrea40@juno.com or visit ak99s.org.
- 5-7 **Southwest Section Fall Meeting**, Reno, Nevada. Hosted by Reno Area Chapter, Siena Hotel, Spa & Casino. Contact Kathy Walton, kathywalton99@charter.net. Registration at sws99s.org.
- 19-21 **Southeast Section Fall Meeting**, Knoxville, Tennessee. Hosted by the Tennessee Chapter. For more information, contact Janice Pelletti jopelletti@gmail.com.
- 11-14 **2014 Gold Cup Air Rally**, sponsored by the First Canadian Chapter. Depart Tobermory (CNR4) with terminus at Buttonville (CYKZ). For more information, contact mary@newstuff.biz, akkymansikka@hotmail.com or mm.norman@rogers.com.
- 25-28 **South Central Section Fall Meeting**, Wichita, Kansas, hosted by the Kansas Chapter. For more information, contact Kay Alley, kayalley@cs.com or 316-655-0855.
- 26-27 **West Canada Section Fall Meeting**, Penticton, BC, Canada, hosted by the Canadian Rockies 99s, who are also celebrating their 35th anniversary. For more information, go to <http://blacksheep99s.ca/conference.htm>.
- 26-28 **North Central Section Fall Meeting**, Bardstown & Camp Willa Brown, Kentucky, hosted by Kentucky Bluegrass Chapter. For more information: <http://www.ncs99s.org>.

OCTOBER

- 1 **Due date for submissions to the 99 News** for the November/December issue.
- 11 **Mid-Atlantic Section Fall Meeting**, Reading, Pennsylvania. For more information, contact Diana Kelly, skysabove@gmail.com.
- 24 **New England Section Fall Meeting**, Hartford, Connecticut. For more information, contact Rebecca Green, magrag33@hotmail.com.

NOVEMBER

- 7-8 **International Board of Directors Fall Board Meeting**, Oklahoma City, Oklahoma.

2015

APRIL

- 21-26 **Sun 'n Fun International Fly-In & Expo**, Lakeland, Florida. Stop by The 99s House for refreshments and join the WASP for their annual luncheon.

JUNE

- 22-25 **2015 Air Race Classic**. Visit airraceclassic.org for race information.

JULY

- 7-9 **99s July 7-9 International Conference and Annual Business Meeting**, Munich Germany.
- 20-26 **EAA AirVenture 2015**, Oshkosh, Wisconsin. Visit eaa.org. Be sure to stop by The Ninety-Nines booth.

Congratulations to The Ninety-Nines Endowment Fund!

The Endowment fund reached its \$1,000,000 goal! It took current members plus two past treasurers of the Endowment Fund to display the total contributions of \$1,011,983 as of July 2014. From left, Judy Bolkema-Tokar, Kris Irvin-Herron, Virginia Harmer, Andrea Chay, Gayl Henze, Hilda Ray, Elaine Morrow, Mary Wunder. Thanks to everyone for your support — we could not have done it without all of you!

— Mary Wunder



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

EDITORIAL AND PHOTO GUIDELINES

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

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

EDITORIAL POLICY

The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines, Inc.®

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Pat Prentiss takes ownership of her new Stearman from Steve Berkman of Culpeper, Virginia.



The top 10 Air Race Classic teams proudly wear their medals.



Judy Rice's goal is to take as many kids with her as possible on her around-the-world flight.

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President's Page

BY MARTHA PHILLIPS, International President

This issue of the 99 News is always highly anticipated since it is known as the “scholarship issue.” It is a joy to see pictures of the winners and learn more about them both in the magazine and during the presentations at the Amelia Earhart Memorial Scholarship Fund luncheons at our Annual Conferences. As President, it is always a privilege to be able to personally congratulate those winners who are able to attend the presentations. These awards have been in existence since 1941 and have become an integral part of the fabric of our organization. Named after our first elected President, Amelia Earhart, they evoke the spirit of adventure, daring and learning that so many people think of when hearing her name.

In the capacity of my office, I’ve come to realize just how many people do know the story of Amelia Earhart and are intrigued by it. In particular, young girls often choose to write about her as class assignments, and I get a lot of requests for information and am asked to give my opinion about her effect on the history of women. I’m sure many of you get requests for information about her, too, as well as do our Museum of Women Pilots and The Birthplace Museum. But I do get a kick out of hearing back from some of the young girls who get to dress up as an early aviatrix and show off their knowledge of their subject, such as Camryn Patrick, pictured below. This is the email I received from Camryn:

Hello. My name is Camryn Patrick. My third grade class in Bentley, Kansas is giving a living wax museum. We have to pick a person from history and read their biography, do a timeline about that person, and then write a two minute speech then dress up as the person. on may 9 the other grades and our families will come to our living wax museum. when some one presses your button you have to recite your speech. I chose Amelia Earhart because she proves that anyone can be what they want even if you are a girl. part of my grade is what props I use. I was hoping that the Ninety nines could send me something to show that what she help start for girls is still helping girls today. It can be any little thing. My mom said I could give you my address. Thank you. Camryn E Patrick age 9

I sent Camryn a copy of Amelia’s first pilot’s license (the original is in our Museum of Women Pilots in Oklahoma City) and a note about how The Ninety-Nines, the organization that she helped to start, was indeed still helping girls today. I was delighted to get a follow-up email with her picture in her costume and her report that she received an A+ on her project.

So many of our members work with young girls, whether it’s in schools, in Girl Scout Days, or giving them their first rides in aircraft, and it’s nice to know that it is a positive influence, giving them the message that there are many things that they can achieve. I applaud all of you who give of your time and effort to educate and encourage them.

Camryn Patrick, right, gave a presentation to her school about Amelia Earhart — with a little help from The Ninety-Nines.



Named after our first elected President, Amelia Earhart, the scholarships evoke the spirit of adventure, daring and learning that so many people think of when hearing her name.



AEMSF Awards 21 Scholarships

BY JACQUELINE BOYD, AEMSF Co-Chairman

The Amelia Earhart Memorial Scholarship Fund Trustees are pleased to announce the names of 21 scholarship winners including the Emergency Maneuver Training Perpetual Scholarship in memory of Vicki Cruse. The recipients are from all over the world, with one thing in common: their strong support of The Ninety-Nines, their need for financial assistance and the drive and ambition to accomplish their goals. The attention to detail, their perseverance and the enthusiasm shown in their initial applications will serve them well as they set out on the road to achieving their goals.

The Fund has grown to over \$5 million dollars. In 2013, approximately \$75.5 thousand was donated to the Amelia Earhart Memorial Scholarship Fund, including generous contributions from 2 Sections, 24 Chapters and 148 individuals. Memorial donations, included in the above total, were made by 99 members, Chapters and the public in honor of Thon Griffith-Delong, Bob Woods, Barbara London, M.T. Burch,

Kelly McGinnis, Dottie Anderson, Judith Strickland, Helen Jones, Louis Burriss and Suzie Sewell. Donations totaling \$250 were made to the New Pilot Award (now called the Fly Now Award) by three Chapters. In addition, a memorial donation was made to honor Yukiko Howell.

The AEMSF now has 27 Perpetual Scholarships. The first Perpetual Scholarship, in 1979, was in memory of Jane Kelley (1935-1978) of the Aloha Chapter who was an accomplished aerobatics competitor and judge, with ATP and seaplane rating. The most recent Perpetual Scholarships include last year's memorial recognition of Thon Griffith, former 99s President, and this year's memorial to Kitty Houghton, who was instrumental in working with our International members.

The foresight of The Ninety-Nines in honoring Amelia Earhart continues to benefit our membership. We thank each and every Ninety-Nine, past and present, for continued support for the Scholarship Fund.



LAURA ABRAHAM, HELICOPTER ADD-ON RATING Old Dominion Chapter, Mid-Atlantic Section

Hello, I am the director of flight training at a boarding school for high school students. Teaching young adults has always been a passion of mine. My undergraduate degree was in education, and I loved aviation, so combining the two seemed like a good idea. My students range in age from 13 to 19, and they hail from 13 different countries.

I was bitten by the aviation bug at an early age. I loved going to airports when I was little to watch the airplanes take off and land. When I was in high school, I went hang gliding in Kitty Hawk, North Carolina. I was hooked, and shortly after, I had my first flight training lesson. I am honored to have received an Amelia Earhart Memorial Scholarship. I will be doing a private pilot helicopter add-on with the awarded funds.

MICHELLE BASSANESI, ACADEMIC Ambassador Chapter, South Central Section

I am a European and American certificated commercial pilot, master flight instructor with instrument privileges, and advanced/instrument ground instructor with 1,350 hours in the air. An Australian living in Rome, Italy, I am majoring in Aeronautics at ERAU, with minors in Aviation Safety and Management. I'm a single mum to beautiful Nicole, who recently graduated summa cum laude. I am also an entrepreneur who mentors and inspires young women all over the world to follow their dreams and a Senior Navigator/Mentoring Coordinator for The 99s PPLI program. I've participated twice, as pilot, in the all-women's Air Race Classic. I love to enjoy life and continue to push my limits! My motto is, "Impossible is ... only a stepping stone to success."



**INNA FROLOVA, RETRAINING CERTIFICATION R-44
Russian Section**

I was born in Moscow, Russia. Flying has always been a passion – I started flying gliders at 17. After graduating from Moscow University, I worked at Sukhoi as an engineer. I started flying helicopters such as the Russian Mi-2 and took part in competitions and higher level ratings programs.

In 1988, I stopped flying after marriage and children. The following years brought a divorce and economic upheaval. With “perestroika,” the State stopped financing many aviation activities. I couldn’t afford to fly.

Now after 20 years, I have another chance. In the meantime, my son has grown up and become a pilot. Thank you, 99s, for helping women all over the world extend their wings!



**LAURA-BETH GATHMAN, ACADEMIC
San Diego Chapter, Southwest Section**

It is a privilege to have been awarded this scholarship, and I am thrilled for the opportunity it has provided to continue my academic training. Earning a degree in Aviation Technology has been no small journey. One day, I hope to utilize this unique skill set in helping others. This summer I traveled from San Diego to Alaska to work for a company that operates flight-seeing tours and glacier landings in the rugged Alaskan range. The spirit of aviation is rich here, and I am loving the experience of being around Beavers, turbine Otters and 182s on skis. I am looking forward to earning my tailwheel endorsement while I am here. After I graduate, I plan on studying further for an A&P rating. Congratulations to all the hard-working and inspiring women who have earned a scholarship this year!

**REBECCA GREEN, CFI
Connecticut Chapter, New England Section**

I am honored and grateful to receive the AE Scholarship. Thank you to The 99s, AE judges and trustees for their continued support in helping me reach my goal of becoming a professional pilot. I have enjoyed the journey. I am currently a commercially certified SEL and MEL pilot with an instrument rating. I am currently working on my commercial SES and MES ratings and my CFI. I am a captain in the Connecticut Civil Air Patrol and serve as a mission scanner, transport pilot and mission pilot for search and rescue missions. I am also serving as the Connecticut Chapter Chairman. I look forward to sharing.





EMILY GROS, BOEING 737 TYPE-RATING Alaska Chapter, Northwest Section

I've dreamt of flying a "big jet plane" since I was three years old, and now my dream has come true!

I grew up near the airport in Anchorage, Alaska, watching those big jet planes fly overhead, and often riding in them, too. After college, training and then flight instructing in Bozeman, Montana, I spent five years flying cargo for Empire Airlines in Alaska, eventually achieving a captain position.

Just recently, my family and I moved to Colorado. I'll soon be working for Skywest Airlines, where I'll get to fly a "small" jet and learn more about the passenger flying world. (Hello, Colorado 99s!)

My long-term goal is to fly for Alaska Airlines, to return to our home in Anchorage and demonstrate to my little boys that hard work, devotion and patience pay off.

I can't thank The 99s enough for this opportunity, it truly means the world to me!

SADIE HALES, CFI Redwood Coast Flyers Chapter, Southwest Section

I live with my two-year-old son, Sylvester, in a small coastal town in Northern California. I'm a commercial SEL pilot with instrument rating. I've long had a fascination with flight. As a young girl I had vivid flying dreams, and my grandfather captured my attention with his stories about flying a B-17 bomber in WWII. When I took my first flight in 2002, aviation really got under my skin. I'm honored to be receiving the Amelia Earhart Memorial Scholarship for my CFI and proud to be a part of such an amazing group of women.



CAROLINE KOLASA, ACADEMIC BC Coast Chapter, West Canada Section

Thank you Ninety-Nines for the continuing support! My work experience in creating training programs and a Safety Management System program has inspired me to pursue a Master of Aeronautical Science in Aviation Safety Systems. Since receiving the AE scholarship in 2013, I received an upgrade to Beech 1900 captain, completed three courses toward my degree and welcomed my daughter Isla to the world. With the support of The 99s and my family, I am able to continue pursuing my educational and career goals.



MIYUKIKO KOSTELNY, MULTI-ENGINE ADD-ON Greater Kansas City Chapter, North Central Section

My name is Miyukiko, but I often go by the nickname Koko. My unique name was given to me when I was born in Japan, where my fighter pilot father was stationed. My inspiration to fly came from my military upbringing and from the countless commercial flights I took growing up. I attended college in Missouri, double majoring in aviation, and also pursued a Master of Aviation Safety after my undergraduate work. After spending two summers in a row in Texas due to aviation-related internships, I have now ended up in Texas to further my aviation career. I currently flight instruct and remain active with the Dallas Ninety-Nines, where we frequently host Girl Scout seminars and work with the local community to inspire the youth in aviation. Flying is what I enjoy the most, and sharing the joy of flight is my passion.

DENISE KOWAL, INSTRUMENT RATING Reno High Sierra Chapter, Southwest Section

I was born and raised in Northern California and call the mountains around Lake Tahoe my home. An outdoors woman since birth, I enjoy all kinds of fresh-air activities including skiing, paddle-boarding, backpacking and trail running. In 2013, I earned my private pilot certificate and added flying to the mix. I especially enjoy seaplane flying, and Lake Tahoe is my favorite runway. I hold a degree and registration in mechanical engineering and currently work as a freelance home designer and energy consultant. In my spare time, I volunteer as a coach for a girls' running program or helping out at the local animal shelter. I look forward to completing my instrument rating and continuing on to earn my commercial license.



MICHELLE LAPPIN, COMMAND INSTRUMENT RATING Australian Section

I am honored to be a recipient of the Amelia Earhart Scholarship, and thank-you so much to The 99s judges for allowing me to complete a command instrument rating. Flying got my attention when an Air Training Corps flight lieutenant came to speak to our school assembly. I flew gliders initially, became an assistant instructor at Latrobe Valley, my home ground, then worked at a full-time commercial gliding school as a gliding instructor and tow pilot in Tocumwal New South Wales, Australia, for 15 years. I run a recreation aviation training school. My husband and I formed Aerial Extras Pty Ltd, a small scale entity with large diversity specializing in various aviation pursuits. I recently shifted my focus to helicopters, discovered the "fun in a bubble" Bell 47 and aspire to gain a CPL(H) and to upgrade my fixed wing license to CPL with command instrument rating. Flying is simply the best!



TAMAR LEVIN, ATP
Israeli Section

After completing my B.Sc. in Electrical and Electronic Engineering in 1982, I started working at Israel Aircraft Industries. Once I discovered the aviation world, I began dreaming about learning to fly; however, there were always other issues that took priority. In 2002, I started flying lessons. Five years later, I was a flight instructor and recently started flying as first officer at an air transportation company. I'm so proud to receive the Amelia Earhart scholarship. I hope, by progressing in the aviation world, I will set an example for other women pilots and encourage them to pursue their dreams.

STEPHANIE LUONGO, MULTI-ENGINE RATING
Reno High Sierra Chapter, Southwest Section

I am a systems engineer at Sierra Nevada Corporation Space Systems. For the past two years, I've led the avionics subsystem test and integration effort for the first full-scale engineering test article of the Dream Chaser vehicle. I hold both a bachelor's and master's degree in electrical engineering, as well as instrument and glider ratings. The AEMSf scholarship will help me achieve my goal of becoming a multi-engine pilot. After that, I plan to pursue ME and SE commercial certificates and one day be a CFI so I can share the amazing gift of flight with others.



SYLVIA MANNING, VICKI CRUSE EMERGENCY
MANEUVERS TRAINING
Oregon Pines Chapter, Northwest Section

Flying has been a part of my life since high school. Flying with my father in his Cherokee 140 was my inspiration. After earning my private pilot certificate in 1983, I took a hiatus for 10 years to marry and raise children. In 2001, I decided to start working towards my CFI. After earning my instrument rating in 2003 and commercial certificate in 2004, I went on to earn my CFI in 2005, tail wheel endorsement in 2007 and CFII in 2012. Today I instruct for a Part 141 school and look forward to utilizing this EMT in my instructing.



ROSARY MAE MARQUET, COMMERCIAL RATING New Orleans Chapter, Southeast Section

Flying the blue skies as pilot in command is an exciting part of my life. As I share this experience with other women, many ask me to take them up. When I do, I encourage them to go after this dream. My first CFI was a tiny woman, she encouraged me with her stature and fortitude. I pursued my private only to set it aside while raising my four children. When my youngest was 12, I desired to reclaim the skies. I found some partners in an airplane and pursued my IFR. I am grateful for this scholarship, a tremendous encouragement, to complete the commercial certificate so I can continue to help, inspire and educate others in their passion to fly with excellence. As I tutor math, I notice how many children are in need of encouragement. I tell them about flying and how I need all my mathematical knowledge for this, instilling in them a desire to achieve better because life has so much to offer.

JANINE NUNES, EMBRAER PHENOM 100 Montana Chapter, Northwest Section

I started flight training just after my 15th birthday and have never stopped. I attended Kansas State University, achieving four degrees and becoming an assistant chief instructor. After completing two master's degrees and instructing for 10 years, I headed to the airlines but decided that teaching was my niche. In 2009, I moved to Montana as chief instructor for Summit Aviation, where I guide over 100 students to their goals each year. I created their charter program and am in the middle of adding the Phenom to that certificate. Once that is completed, I am looking forward to flying in the flight levels once again.



LEINA'ALA RIELA-ENOKA, BOEING 737-300 SOE TRAINING Aloha Chapter, Southwest Chapter

My name is Leina'ala Riela-Enoka and I love to fly. It all started when I was a flight attendant peering into the cockpit watching the guys work, thinking, I can do that. Years later, I am doing that, between teaching high school, caring for elderly parents, flight instructing and volunteering. Now, I would like to move on to the next level and can do it with the support of this scholarship and my Chapter. I am proud and honored to be a part of this aviation community. I would like to thank my supportive husband and the scholarship committee by saying Aloha and Mahalo!



TAMARA TUCCI, MULTI-ENGINE COMMERCIAL
North Jersey Chapter, New York/New Jersey Chapter

I am a certified flight instructor (and CFII) at Kansas State University at Salina. I began flying in New Jersey when I was 16, before I learned to drive. My passion for aviation rose from my love of exploration. I started traveling at an early age and went on to study abroad in Italy, Greece and France. In 2012, I graduated summa cum laude from New York University with a degree in Romance Languages. While attending NYU, I earned a new flight rating at Kansas State each summer. I am extremely grateful for the opportunity to obtain my multi-engine rating, as it will propel me further towards my goals of working for a flight simulation company and flying corporate.

LACEY JEAN WOLF, MULTI-ENGINE FLIGHT INSTRUCTOR

Columbia Cascade Chapter, Northwest Section

I started flying when I was 17 in my father's powered parachute and was immediately hooked. While enrolled at the university, I earned my private pilot certificate with a dream of an airline career.

I have been a flight instructor for two years and am honored to begin multi-engine flight instructor training.

When not flying, I love travelling and playing sports, including mountain-biking, road-biking, kite-boarding, swimming, telemark skiing and backpacking with my mom. I'm also taking guitar lessons and a mountaineering course.

I believe the greatest joy in life is learning, and the joy of learning is the challenge.



STEHANIE WRENN, MULTI-ENGINE LAND
Kitty Hawk Chapter, Southeast Section

No matter how many hours I've logged, the sound of an airplane flying overhead still makes me pause and look up.

I took my first discovery flight at age 10 at the local airport in my hometown of Burlington, North Carolina. Twenty years later as a flight instructor at Raleigh-Durham International Airport (RDU), every day I get to relive through my students the joys and pains of learning to fly for the first time. The process of learning to fly is the reward itself, and it is fun to share those milestones with my students.

Being a pilot has given me confidence I never knew I had and skills I use in every aspect of my life. I would like to use this gift from The 99s to encourage other women to act, no matter how crazy their dream may seem. Every young girl deserves to dream big and have someone look at her and say, "You can do it!"

I am honored to accept the scholarship, and I will use this opportunity to give other girls and women the encouragement and support that has so generously been given to me.



LI YANG, CFI
Connecticut Chapter, New England Section

Watching the orange and purple sunset from the air, skimming through the thin, silky fog in the early morning or seeing the vibrant fall foliage flare up, that is how I get my flying fix.

I was born and grew up in China. At 22 years old, I had just seen a four-seat airplane for the first time; my sky was lit up. In 2011, I moved to the U.S. to further my flight training. The road has been hard, but full of joy as well. The thing I enjoy most is growing alongside my fellow female pilots. I am determined to become a patient, knowledgeable and caring flight instructor. To finish, I just want to say: Life is a journey, not a destination. The 99s has made my journey different.

Thanks to the 2014 AEMSf Judges

The Amelia Earhart Memorial Scholarship Fund Trustees thank this year's group of non-Ninety-Nine semi-finalist judges. Throughout the scholarship's history, we have had a stellar group of people volunteer to perform this very important task. This year is no exception. As the scholarship fund and the awareness of its value continues to grow, we are gratified that these leaders of aviation and industry don't hesitate to participate as judges.



LT. COL. BRINN COLEND, USAF RET.

Brinn is a graduate of the United State Air Force Academy and a retired lieutenant colonel. He served in a variety of flying and staff assignments around the world, from Southeast Asia to Bolivia. He was an instructor pilot with the U.S. Air Force, the German Air Force, the Dutch Air Force, Great Britain's Royal Air Force and was awarded command pilot wings by the Bolivian Air Force.

He has advanced degrees in economics and business, and had a post graduate fellowship at the Hoover Institution for War, Revolution and Peace at Stanford University.

He has published articles in professional journals and two political-military thriller novels, *Cochabamba Conspiracy* and *Chita Quest*.

Brinn serves on the Angel Fire Village Council and spends the rest of his time skiing and writing in the mountains of northern New Mexico with his wife and three college-age sons.



DAVID ORECK

David Oreck is the Founder of Oreck Corporation and President of the David Oreck Candle Company. A native of Minnesota, David is a veteran of World War II. He flew bombing missions aboard B29s in the 20th Air Force in the Pacific. He currently owns and flies several different planes including a vintage Waco Open Cockpit and a Navy Warbird T-34.

The recipient of countless national advertising and marketing awards, David Oreck was awarded American Marketing Association's "Marketer of the Year" in 2003 and Louisiana Entrepreneur of the Year. He has lectured to thousands of marketing and business students at more than 50 universities and has been honored with a Doctorate from Pace University in New York.

He recently wrote and published a book, *How to Turn Dust into Diamonds* and has been interviewed on CNBC and Fox News.



A New Challenge

Pat Prentiss, a past Ninety-Nines International President, flies her new Stearman from Virginia to its new home in San Diego, California.
Photo by Steve Berkman

BY PAT PRENTISS
Orange County Chapter

**After 24 years
of career flying,
Pat Prentiss
faces the
challenge of
“real” flying.**

For some reason I’ve always liked the Boeing E75 Stearman, it’s a classic, it’s chunky, it growls. I was never sure that I’d actually end up owning one. Many tried to convince me that the Stearman would be a handful. (And, then I wanted one more than ever!) I was encouraged to consider the Waco, Gipsy Moth, Tiger Moth, Cub, Citabria, but the only one of the bunch I would even remotely consider was the Gipsy Moth, and that was only to pretend I was flying with Robert Redford over Africa.

No, the Stearman was still my choice no matter how much of a handful it would be. I learned of one coming up for sale in Culpeper, Virginia, took a look at it and

was convinced I had to buy it. Late-model silver finish, meticulously restored — it was beautiful. A handshake deal with owner Steve Berkman, and the Stearman was mine. After 24 years flying corporate jets, ‘real’ flying (tail wheel, open cockpit, feet actually on the rudders) offered a new challenge, and then some!

Built for the U.S. Army in 1944 as Boeing serial number 75-5861, it was sold in 1947 (the year I was born, was that an omen?) and mothballed until 1988 when a 13-year restoration began. It’s first post-restoration flight was in 2001. Today, it still has fewer than 1,300 hours TT, with less than 300 hours on the Lycoming R-680-17 engine and rebuilt wings. Restored to its

original Army colors, the airplane bears the markings of the 2533rd Army Air Force Base Unit, AAF Training Command at Goodfellow Army Air Field at San Angelo, Texas, hence its civil registration N2533.

Planning the trip to get the Stearman was a big event. Richard and I pushed furniture aside and laid the Sectionals across the floor, with a big red route line across them. Next we cut out the route 20 nm each side of that line and voilà, we had a navigation scroll for the whole journey. Now, to fly the route!

After waiting for the weather to be more conducive to flying cross-country in an open cockpit, and notwithstanding a first attempt thwarted by an alternator problem, I was ready to leave on June 1. My traveling companion was Dave Derby, chosen not only because of his 2,000+ hours in his own Stearman, but also because my insurers wanted me to have a minimum 25 hours and 40 landings in type under the tutelage of a CFI before I could solo.

After our farewells, we were rolling down Culpeper's runway 22. A forty-degree right turnout, and we were on the great-circle route for Gillespie Field in San Diego, California.

I was marveling at the scenery below. It was so wonderful to feel the wind on my face and the sense of freedom that an open cockpit airplane gives you. As I pointed the Stearman westerly, I suddenly began to realize that I was actually bringing my new airplane home. Maybe it was the anticipation, anxiety and excitement of the trip – maybe even some fear – but all of a sudden, I felt a touch, well, maybe a little more than a touch, of airsickness. Maybe too, I started to understand that the rear cockpit of a Stearman is a somewhat more blustery situation than a Citation!

Given that we hadn't taken off too promptly, and my literal and figurative internal disorder, we made just two legs that first day, but thereafter we put in three legs a day. Our initial route took us over the Appalachians, across West Virginia, Kentucky, Tennessee and Arkansas. Crossing the Arkansas forest with nothing but trees as far as I could see, I found myself vividly remembering all that I was taught in primary training. What if the engine failed now? Where would I put it? Knowing how

the Stearman would glide (or not), knowing how it could likely land on a dime and recognizing that it is top and front heavy, I knew that if I had to land on tree tops, it would have to be a very controlled stall.

Most of the trip was free rein with only two areas of controlled airspace and control towers, Charlottesville, Virginia, and Yuma, Arizona. Approaching Charlottesville, I identified my aircraft and asked permission to transit their airspace. When the controller asked where I was going, I responded with "San Diego." Long silence, then he asked, "Are you a student?" My smart-alecky self wanted so badly to say, "No, are you?" But, I didn't.

Wanting to get home as soon as we could, but still wanting to enjoy the journey, the theory was that we'd land, freshen-up, feed ourselves, and get right into the next leg. However, that's not quite what happened. At every landing spot, the Stearman drew attention from FBO personnel, other pilots and casual passers-by. Cold water would always be offered and sometimes home-baked cookies, as well. People would start asking Dave questions about the plane and he'd respond, "I don't know – you'd better ask the lady there, she's the owner." I must admit, I relished every opportunity to talk about my airplane like a proud mother of a special child.

Alyssa, working at the FBO at Saford, New Mexico, was a special case. She



Pat with co-pilot and CFI Dave Derby.
Photo by G. Gobel

Pat enjoyed every opportunity to talk about her airplane along the route home, "like a proud mother of a special child."



helped me fuel the plane and told me how she was saving for flying lessons. I gave her a special tip to put into her 'flying fund.' The crew on the ramp were quick to volunteer to trade places. Sorry, fellas, not a chance!

Each day brought something different. Leaving Jonesboro, Arkansas, after over-nighting there and waiting for the overcast to clear, cumulonimbus clouds were already beginning to build. Initially I thought we might climb above them, but it seemed they had a better vertical climb rate than the Stearman could manage. I suggested to Dave that we'd be better off ducking through a hole between them and staying underneath. Dave responded in his typical style, "Whatever you think."

One thing that became apparent was how, proceeding westerly from Virginia, the distances between airfields increased and the availability of fuel correspondingly decreased. Therefore, some of the legs were either necessarily shorter than optimal, or a little unnervingly long.

It tickles me when I think of flying across Texas, and more Texas, and even more Texas. Honestly, I never thought I was going to get out of Texas. Then "Yip-pee," we were in New Mexico followed by a small left turn, and guess what? We were BACK in Texas! Eventually, even Texas

fell behind us.

After five days, we'd made it to Casa Grande, Arizona, our last overnight stop. Leaving the next morning, we made a fuel stop at Yuma before setting off on our final leg. Forty minutes later I caught sight of the Pacific Ocean.

Descending for Gillespie Field, I called the tower, announcing my type, call-sign and position. Tower responded with "Stearman 533, cleared to land runway 27L ... pause ... and welcome home." That was it. All choked up, I managed to fly the arrival. Finally, to be home – it felt so good!

After a promised low pass, I put the Stearman down at Gillespie Field with 31.9 hours flying time. Richard was there at my arrival and recorded my landing for the blog (www.wilsher.net/N2533_homecoming.htm) with these words, "a very decent landing in a distinct cross-wind."

Remember the navigation scroll? I put it in the airplane's map box the day we left Culpeper, Virginia, and it stayed there, untouched, until we tidied the plane at Gillespie. Of course, I did have an iPad with ForeFlight installed. So much for moving the furniture around!

And that "new challenge" I mentioned previously? It's still there, as I hone my landing skills. The flying point-to-point bit I've mastered, I think.



Fran Bera helps Pat plot the Stearman's homecoming course. Pat credits Fran as being her biggest inspiration.

For some reason I've always liked the Boeing E75 Stearman, it's a classic, it's chunky, it growls. I was never sure that I'd actually end up owning one. Many tried to convince me that the Stearman would be a handful. (And, then I wanted one more than ever!)



The landscape becomes more rugged as Pat travels further west, heading to California.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

Bemis, Roberta, Imperial So-Lo
Brocksmith, Gisela, Georgia
Brouillet, Danielle, Greater Kansas City
Cherry, Jessica, Midnight Sun
Dennie, Maureen, East Canada Section
Downey, Deborah, Ventura County
Earhart, Nancy, Sacramento Valley
Edmonson, Elinor, Eastern Pennsylvania
Frith, Nancy, Alaska
Hanlan, Elise, Eastern Pennsylvania
Harper-Merrett, Hannah, Montreal
Hoover, Amy, Idaho
Jennings, Heather, First Canadian
King, Louisa, Florida Gulf Stream
Ledwaba, Refilwe, Ambassador
Mason, Laura, Greater Seattle
McCutcheon, Mary, Old Dominion
Mollari, Kaisa, Finnish Section
Morris, Benita, Fresno
Muirhead, Anne, Phoenix
Nelson, Camille, San Luis Obispo County
Paluzzi, Victoria, Las Vegas Valley
Polley, Linda, Intermountain
Rafferty, Maureen, Santa Clara Valley
Rice, Judith, Florida Goldcoast
Robertson, Helen, Golden Triangle
Rowland, Amber (F), Columbia Cascade
Safko, Zia, Colorado
Schofield, Philippa, New Zealand Section
Singbeil, Lisa, Canadian Rockies
Stover, Joanne, Ventura County
Umba, Vanessa, Arabian Section
VanderMeulen, Laura, Michigan
Vempati, Lakshmi, San Luis Obispo County
Voelker, Leah, Michigan

Welcome New Members

Acosta, Regine Rose (F), Paradise Coast
Al Turabi, Fatima, Arabian Section
Almaimani, Yasmeen, Arabian Section
Amal, Meriem, Arabian Section
Araje, Christina, Pikes Peak
Atkinson, Shawna (F), Eastern Ontario
Bartz, Wendy (F), Coyote Country



*Kelly Chapman-Mitchell,
Orange County Chapter.*

Bergey, Jacqueline, Carolinas
Bond, Ciara (F), Washington DC
Brady, Reagen (F), Michigan
Brilhante, Renee, Hampton Roads
Cavalcante, Deborah, Houston
Chapman-Mitchell, Kelly (F), Orange County
Cook, Meagan, Las Vegas Valley
Czerny-Loehrlein, Gabriele, German Section
DeFriez, Suzanne, Santa Barbara
Dulon, Lane, Minnesota
Dzyndra, Natalia (F), Placer Gold
Early, Julie, Eastern New England
Emamian, Monica (F), Oklahoma
Fambrough, Francesca, Santa Clara Valley
Fingarson, Lana (F), San Antonio
Freeland, Pamela, Aloha
Gougeon, Carrie, Michigan
Griffith, Tamara, Wichita Falls
Harbert, Karly, Greater Seattle
Hazleton, Carrie, Oregon Pines
Horne, Fiona, Paradise Coast
Huffman, Melissa (F), Indiana
Jacobson, Lindsey, Paradise Coast
Keane, Leah, San Diego
Kilbourn, Aldean, Midnight Sun
LeGrand, Laurie, Paradise Coast
Liley, Alisa (F), San Fernando Valley
Linstromberg, Mary, (F), Chicago Area
MacGregor, Megan, (F), First Canadian
Marmon, JoAnna, Eastern Pennsylvania
Martini, Frances, Florida Spaceport

McBeth, Jennifer, Palomar
McDonald, Katrina, Arkansas
Melear, Hollyana (F), Austin
Mencia, M, Washington DC
Meredith, Tammy (F), Placer Gold
Metcalfe, Micheline, East Canada Section
Morales, Stephanie, Aloha
Morse, Jala (F), Idaho
Murthi, Prianca, Fullerton
Nye, Katherine, Austin
Ohene-Darko, Sarah (F), First Canadian
Olivier, Erin (F), San Gabriel Valley
Pacho, Catherine, Aloha
Paull, Jennifer (F), Old Dominion
Perry, Olivia, Ventura County
Petersen, Jennifer (F), Antelope Valley
Petralanda, Naiara, Florida Spaceport
Puglisi, Mary (F), Georgia
Purcell, Jennifer (F), San Diego
Raman, Aditya, Florida Gulf Stream
Richardson, Lisa, Emerald Angels of the Gulf Coast
Rieflin, Deborah, Carolinas
Robinson, Denise (F), Connecticut
Schmidt-Weller, Erica, First Canadian
Segars, Leigh, Emerald Angels of the Gulf Coast
Seidel, Margaret (F), San Diego
Settle, Elizabeth, First Canadian
Sexton, Tammy, El Paso
Shaul, Avital, (F), Maryland
Skalla, Lorraine, Central Oregon
Stephens, Courtney (F), San Diego
Stoddard, Deanna, Central New York
Sweeney, Kasheba (F), Paradise Coast
Szalai-Ebbitt, Vyonnee (F), Antelope Valley
Tao, Elaine (F), Chicago Area
Utiko, Karolina, Manitoba
Waito, Katie, East Canada Section
Weber, Karin, Eastern New England
Yu, Hoi, East Canada Section



This year, 114 pilots participated in the Air Race Classic, including women from 30 states, 2 Canadian Provinces and Italy, and 13 college teams from 10 colleges. Photo by Lilian Darling Holt

Mother Nature Tosses in Some Surprise Challenges for Air Race Classic Pilots

BY GRETCHEN L. JAHN
Colorado Chapter

How many have a bucket list that includes competing in the Air Race Classic? It is the ultimate cross-country adventure – and challenge – in the United States for women pilots.

This year 30 percent of the competitors were first time racers! I was surprised to discover that, having flown in 19 races since 1991, I was one of the most “seasoned” racers this year. We had

women from 30 states, 2 Canadian Provinces and Italy, including 13 college teams from 10 colleges. The 99s were well-represented, as 65 percent of the 110 racers were members of a wide variety of Chapters.

Things began beautifully with a warm welcome from the San Joaquin Valley Chapter at the race start in Concord, California. What a pleasure to park on the ramp, walk through the gate in the fence and up the short path directly into the hotel.

ARC Sustaining Sponsors, who have made multi-year commitments to the race, were on hand to provide their support. AC AIR Technology brought a mini-tug to park airplanes, AWAM provided the airplane inspectors, The Abingdon Company hosted a ClockTail party, and ForeFlight provided personal hands-on training by a staff member. Diane Cole, the Start Chair, and the San Joaquin Valley Chapter hosted a fun welcome reception, complete with paper airplane contest and a lovely Takeoff Banquet.

After the briefings and fun events, the race began in earnest – and what a tough weather race it was. I count this year as one of the most challenging I have had the privilege to race. The route had all four seasons over the four days. We had beautiful summer on departure from Concord, California, and flew to gorgeous, cool fall in Klamath Falls, Oregon. Then it transformed to wintertime with cold, freezing rain, snow and mountain obscuration in Elko, Nevada, and Pinedale, Wyoming. Then sweltering summer with



Dianna Stanger, Joyce Wilson and Erin Cude went home with the ARC First Place Trophy.

thunderstorms and tornados in Scottsbluff and Norfolk, Nebraska; Iowa City, Iowa; Danville, Illinois; and Athens, Ohio. Finally the racers flew along a frontal boundary back to fall weather at the terminus in Harrisburg, Pennsylvania.

Of the 52 race teams that registered this year, 47 took off Monday morning and 31 completed the course by the Thursday deadline at 5 p.m. Nineteen teams were weathered in for a day at Elko and Pinedale. They woke up the next morning to a surprise – frost on the wings! And we thought it was June. It was a great learning experience for teams from warmer climates like Florida and Texas where there is little opportunity to learn how to clean frost from the airplane before flight.

In contrast, several teams sat on the ground in Iowa City for most of the day while thunderstorms marched directly down the race course to Danville, Illinois. Mountain obscurity, both in the Rockies and in the Appalachians, caused more than one team



The route provided the extra challenge of all four seasons in four days, including ice, above, in Elko, Nevada.

to circle in the valleys waiting for the rain to end and the clouds to move off. Teams relied on weather forecasts and tracking information from Weathermeister, ForeFlight, AOPA and SPOT, and we are grateful that these companies are Sustaining Sponsors.

There were thousands who watched the racers' progress, since each team carried a SPOT tracker to show where the team was on the course. It also showed who went off course, who was dodging rain showers and who decided to land at airports not on the course. Despite the challenges, racers flew a safe race, and in many cases helped each other by discussing weather strategies and tactics.

Our hosts at the terminus, the Central Pennsylvania Chapter, rolled out the red carpet. Carolyn Van Newkirk, Terminus Chairman, and the Chapter held a fun Meltdown Party in the Texaco hangar. Then the racers waited anxiously for the winners to be announced at the Saturday banquet. And what a wonderful banquet celebration, complete with musicians and decorations.

First place with Bose headsets, Elise watches from Abingdon, medallions, trophy and cash prize went to The Racing Aces – Dianna Stanger (Austin Chapter), Joyce Wilson (Ambassador Chapter) and Erin Cude. More than half of those in the Top Ten



Emily Applegate and Zia Safko were winners of The 99s Trophy.

were 99s. The winner of the 99s Trophy went to Emily Applegate (Colorado Chapter) and Zia Safko (Colorado Chapter), with the best time on the 9th leg for a 99s team.

The Air Race Classic receives outstanding support from 99 Chapters across the country who provide so many of the volunteers, making this race possible. See you next year!

CONGRATULATIONS TO THE TOP 10 ARC WINNERS!

- 1st: Dianna Stanger/Joyce Wilson/Erin Cude, Cirrus SR22 310 hp
- 2nd: Valdeta Mehanja/Nancy Snyder, Cessna 172S 180 hp
- 3rd: Melody Dowlearn/Alicia Isacson, Piper PA 28R-201 200 hp
- 4th: Emily Applegate/Zia Safko, Cessna 182T 230 hp
- 5th: Megan Grupp/Jessica Dyer, Piper PA 28R-201 200 hp
- 6th: Gayle Schutte/Tanya Gatlin, Piper PA 28R-201 200 hp
- 7th: Terry Carbonell/Ellen Herr, Cessna R182 260 hp
- 8th: Camelia Smith/Julia Matthews, Cessna R182 25 hp
- 9th: Susan Larson/Amy Ecclesine, Cessna 182P 230 hp
- 10th: Kristin Garcia/Marlene Wessel, Cessna 172S 180 hp



PILOT CAREERS:

Seven Steps to a Lasting Legacy

BY DONNA MILLER
International Careers Committee

“Carve your name on hearts, not tombstones. A legacy is etched into the minds of others and the stories they share about you.”

—Shannon L. Alder

I’ve been thinking about legacies lately. What I realize is that the decisions we make today and every day define the stories that will be told about us long after we are gone. As pilots, our lives are often bigger than most. We have travelled beyond where most people go and have seen the world from a unique vantage point, and many of those stories eventually become our legacy. Some will be positive, some negative, but none will be neutral. No one is living a life that has no impact on someone else. So what can we do with our lives now to create a lasting legacy?

First, *look at the amazing women pilots who have had a positive imprint on our lives.* Their example can help shape our lives and our stories. What decisions did they make and why? How does that apply to us?

Invest in your life wisely. Our lives are our passions, our energy and our efforts. Where do we want to invest them every day? I admire the women who pursue their passions boldly. When Emily Warner wanted to be an airline pilot, she had no guidance, but that didn’t stop her. She became creative and figured out how to do it with a style all her own.

Do the next right thing right. We can’t see into the future

to know how it’s all going to turn out. But, like driving at night, we can navigate each turn by what is illuminated 20 feet ahead of us. We can drive thousands of miles, 20 feet at a time. If we make each choice the best choice, when we get to the end, it will have been a successful journey. Our lives are the result of all the choices we’ve made, one at a time.

Watch for a long-term impact. I love reading about scholarships named after amazing women pilots. The recipients generally learn about the pilot for whom the scholarship was named, and the scholarship helps create more amazing people who inspire us, creating a win-win snowball effect.

Ask others for help. We call it CRM: Crew Resource Management. By pooling your strengths with the strengths of others around you, the team is stronger. Use the strengths of your team. Enjoy the synergy.

Listen to their advice. I have always been an advocate of surrounding yourself with good people. You know that they have your back, and you have theirs. It’s like having a safety pilot when you’re under the hood who sees the big picture clearly. Listen carefully when they give you heartfelt direction.

Be willing to change. You don’t have to fly through the thunderstorm because that path was on your initial flight plan. You can alter your course as you go along, and you should. You are the Captain of your life and your legacy. Make it a great one.

TRAINING MILESTONES

Drew Albright – B737 Type Rating
Ambassador Chapter

Debbie Downey – Private
Ventura County Chapter

Linda J. Friedman – Boeing 787
type rating
Dallas Chapter

Meagan Gearin – Instrument
San Diego Chapter

Marcia K Gitelman – Basic Wings
Level 6
Finger Lakes Chapter

Caylee Johanson – Private
Connecticut Chapter

Mary Lou Johnson – 757-767 Type
Rating, Delta Airlines
Orange County Chapter

Mary Allen Lakhram – A330 Type
Rating
Hampton Roads Chapter

Judith Logue – Solo
Paradise Coast Chapter

Jill Mann – Multi-Engine Rating; Single
Engine Seaplane
Chicago Area Chapter

Joanna Moore – Private
Bay Cities Chapter

Tara Samuels – Private
Santa Clara Valley Chapter

Maggie Smith – Private
Ventura County Chapter

Colleen Whiteford – Multiengine
Old Dominion Chapter

Victoria Williams – Private
Kentucky Bluegrass Chapter

Lena Wilson – Solo
Orange County Chapter

Lora Yowell – Instrument Ground
Instructor
Chicago Area Chapter

Judy Rice's Passion Will Take Kids 'Round the World with Her — Virtually

BY MARCIA K. GITELMAN
Finger Lakes Chapter

Judy Rice, a Florida Goldcoast Chapter member, has a passion for inspiring kids around the world. Her careers in aviation have centered on this passion, especially promoting STEM (Science, Technology Engineering and Math). Judy, known to many kids as 'Captain Judy,' will be taking them along, virtually, on her dream flight of a lifetime – an around-the-world flight with a focus on STEM education and Green Technology.

Think Global Flight (ThinkGlobalFlight.org) is a non-profit endeavor that is Judy's brainchild. The idea of an around-the-world flight came from a conversation with Dick Rutan of Voyager fame. "If you want to inspire kids around the world, you need to fly around the world," Judy remembers Dick saying when she was associated with KidVenture at Oshkosh.

Not only is she providing the means for a scientific emphasis in education, she is also providing kids the opportunity for cultural exchange. The technology available today through the Internet – Skype, iPads, iPhones, Android phones and satellites – makes communication possible at no cost.

The educational program consists of three levels, depending on the grade level of the students. Much of this was vetted at the Central Florida Space Academy on the grounds of Sun 'n Fun in Lakeland, Florida. The Think Global Flight program consists of three levels. The first level for elementary school consists of following the flights and studying the cultures of students in different countries. The second level for middle school is more like investigative research. Pose a question and research the answer. Questions can be extremely varied, including aircraft performance, factors affecting the route such as weather, and pilot training.

The third level, designed for high school and college, is a "Winds Aloft" contest. Research the winds aloft for a particular

route and make a forecast. Whoever comes closest to the actual winds for that route will get a flying visit from the team in the Cirrus, along with other prizes. Both individuals and teams may participate. Students can learn decision making as well as teamwork. Many resources and links are provided on the Think Global website. Live streaming TV programs are also available through her Student Command Center.

Judy has already exceeded her goal of reaching 20,000 kids in 31 states and 25 countries. She has raised funds and received donations from numerous benefactors. Her April 3 takeoff from Sun 'n Fun in Lakeland, Florida, was with none other than Buzz Aldrin as a passenger. Buzz was the second man to walk on the moon. Judy's full time navigator is Fred Nauer, an Air Force and airline veteran. He is an experienced educator as well.

The United States portion of the flight will be flown in one of four Cirrus aircraft that have been donated for her use. Her home base will be Atlanta, Georgia. Judy will have a satellite phone with her so she can respond to questions as she flies. Other communication tools are Apps for smart phones and iPads, the Think Global Flight page on Facebook, or directly at the ThinkGlobalFlight.org web page.

Judy also imparts another message to all of her students, one that all 99s can contemplate as well, "If you have a dream, and it's a good dream, don't let anyone tell you that you can't do it."

Right, Judy with students Dawson Cebasco and Abby Edwards, and principal Jan McGee at Burns Science and Technology Charter School.

Below, Judy inspiring students at Sun 'n Fun.



Biggest Milestone: Meeting The 99s

BY IDA ZHANG
Fullerton Chapter



Ida Zhang came to America from China to begin her flight training, and Ninety-Nines showed her the way in a new country.

People usually say that their “first solo” is the biggest milestone of their flight training, but for me the more important milestone was meeting The Ninety-Nines. My life changed on January 16, 2013 when I ran across Denise Jennings, the outgoing Chairman of the Fullerton Chapter. I was looking for a flight school that day, and I walked into Air Combat USA. When I met Denise there, the warmest story began.

I came to the U.S. for flight training, but I felt I didn’t know where to begin. This was my first walk on American land. The 99s have helped me take every step in my flight training. I do need them. My background is as a Chinese professional — I have no mechanical experience. General aviation is not very popular in China. Flying is very expensive there, at least four times that of America. But I still believe this career will explode in the next five years.

Denise helped me get started with my training. She sent me an email with information about aliens and non-U.S citizens seeking flight training. My dream was starting to come true. She invited me to the Fullerton Chapter meeting. I met several people there who have been very supportive.

One member, Jamie Tanabe, the incoming Chairman of the Fullerton Chapter, volunteered to take me flying. On March 4, 2013, she gave me the first flight experience in my life. On January 12, 2014, she took me to the first air show of my life.

Not only was I in America for the first time, but Sherry, my 6-year old daughter, was also with me. Jamie invited us to play with her two sons, Zack, 7, and Duke, 5. They became quick friends.

Amazingly, Jamie even offered to let me live in her guest house. I did not need to rent an apartment anymore, and I wasn’t a stranger in the USA anymore — I had a home! Jamie is a commercial pilot. Can you imagine having professional instruction from an experienced commercial pilot available to me even after school?

I was deeply immersed in the spirit of The 99s, and I am eager to start a Section in China. I was able to go to the International Conference, which was a valuable experience. That trip became possible for me due to the help of another Fullerton 99, Kim Ernst.

Kim spent a half day helping me plan the trip. She considered all the details to make me comfortable, even making sure I had liquid detergent for my white jacket and antipruritic medicine for mosquito bites. She found a babysitter to take care of my daughter so I could attend the business meeting. She thought of everything before I worried!

The list of generous 99s goes on: Dana Glidden, another Fullerton 99, is an excellent ground instructor who inspires me. She taught me to use LiveATC and reviewed my questions by mobile phone. I met sunny Vikki Mena at the Long Beach Flying Club. I got to know more about generous June Leach in early bird Bible learning class. You see, I am no longer a stranger at all.

I am writing this from Beijing. I had to leave shortly after my first solo. I hope I can tell my dear 99s very soon that I soloed. I am having wonderful thoughts about that event. People like to recall when they achieved something, especially when the path is not easy. Having soloed means so much, but my solo means more. It is about language, culture and FRIENDSHIP!



NINETY-NINES ATTEND ISA+21 INTERNATIONAL CONFERENCE IN SAN ANTONIO

The International Society of Women Airline Pilots held their annual conference in San Antonio, Texas, on May 13-15. There were 95 attendees, with a number of them being Ninety-Nines.

In the photo above, from left, are Ann Kieffer, Nell Justice, Shannon Jipsen, Jennifer Davis, Karen Griffith, Tracy Leonard, Andrea Rinebold, Laurie Reeves, Liana Hart, Karen Kahn, Patty Barrera, Linda Friedman, Kathleen Malone, Nancy Novaes, Suzanne Skeeters, Denise Terpstra, Aileen Watkins, Becky Howell and Debra McEndree.

— Liana Bruland Hart

AMELIA ROSE EARHART COMPLETES JOURNEY FOLLOWING ROUTE OF AE'S 1937 FLIGHT

Amelia Rose Earhart (Colorado Chapter) completed her flight around the world landing successfully in Oakland, California on July 11, ending a journey that she hoped would inspire female aviators and honor her famous namesake.

While no relation to the original Amelia Earhart, and at first having no interest in learning to fly, ultimately her name led her to obtain her pilot certificate in 2010, start the Fly with Amelia Foundation to foster aviation education and then to complete Amelia's 1937 flight around the world.

"I feel amazing," Amelia, 31, told reporters after landing at Oakland International Airport. "It was an amazing journey. We feel like we had Amelia there with us, symbolically closing her flight plan ..."

Amelia, 31, who lives in Colorado, took off from Oakland on June 26 in a Pilatus PC-12 accompanied by co-pilot Shane Jordan. She made 17 stops during her 24,300 nautical-mile trip. She had at her disposal modern-day technology, such as GPS, that the original Earhart never had.

"I feel like it's a part of me – it's what I was born to do, and now we did it – we finished the flight around the world," she said.

— Donna Crane-Bailey

RENO CHAPTER MEMBER WINS THE 'GERTIE'

Reno High Sierra Chapter Tammy Augustin recently won the Australian Women Pilots Association (AWPA) Air Reliability Trophy, or the "Gertie" as it is so fondly called. This is a perpetual trophy for the pilot who wins the air navigation trial competition held during the AWPA national conference, which was held in May of this year. The trophy was first won by Grace Cavanagh in 1955. Tammy is the 61st Australian woman to receive it.

Tammy lives in Australia but travels to Reno, Nevada, annually for the Reno Air Races.

— Lynn Meadows



Above, Tammy Augustin, left, holds the 'Gertie' trophy, with her navigator Margrett Sullivan. Right, Grace Cavanagh, with her father Albert, was the winner of the first Australian Women Pilots' Association Air Reliability Trial trophy in Melbourne on October 8, 1955.



Photo from the Australian Women Pilots Association collection.

GOT NEWS?

SHARE IT!

news@ninety-nines.org

FLIGHT LINES

This issue we are debuting a new section that introduces the ever-increasing number of books written by Ninety-Nines. We always knew they had a lot to say!

Absent Aviators includes a chapter written by Penny Hamilton. Scheduled for release in September, the book presents a number of related chapters on the subject of gender issues in the workplace of the aviation industry.

Amelia Was Right! by Gene Nora Jessen was published in March of this year. Amelia Earhart entitled her book, *The Fun of It*. This book relates humorous aviation adventures — lots of hangar flying. Amelia was right . . . flying is fun!

Flight to Destiny by Sarah Byrn Rickman was released in May. In this fictional work, three woman pilots qualify for the WAFS in 1942 and begin a wartime journey that results in each encountering her own flight to destiny.

From Kitchen to Cockpit by Yvonne van den Dool is a history of women's aviation in South Africa through the mid '80s and an account of Yvonne's life. She was South Africa's first woman to hold a Senior Commercial Pilot's License and represented South Africa as its first Governor of The Ninety-Nines.

TENNESSEE CHAPTER

The Tennessee Chapter met June 14 at the Knoxville Downtown Airport. Plans for the Fall Southeast Section Meeting were finalized, and the registration forms have been distributed.

The 2014 Girl Scout Aviation Days report showed a total of 176 girls participating.

After a very full meeting agenda, 99s took time to view the Ford Tri-Motor that was visiting the airport. Several 99s also participated in the activities supporting the Tri-Motor.

— Janice Pelletti



Tennessee Chapter 99s with the Tri-Motor, from left, Martha Miller, Linda Meese, Janice Pelletti, Linda Haynes, Nancy McGinnis and Judy Wayman.

ALOHA CHAPTER

On May 17 we held our 2nd annual Women In Aviation program for the Girl Scouts of Hawai'i Junior Girl Scouts (grades 4-5). Maui Aviators owner Jon Muralt graciously allowed us use of their hangar and teaching implements, and CFI Eric Gilbert assisted.

Girl Scouts of Hawai'i's Maui Service Center Representative Tauna Neerings adjusted the curriculum from the Women in Aviation Girl Scouts program used at the Pacific Aviation



Aloha Chapter 99s members Shannon Christensen, left, and Anita White with some of the Hawai'i Junior Girl Scouts who participated in the Chapter's Women in Aviation program.

Museum to fit our needs. Girl Scouts of the USA has a current focus on STEM skills and careers, and this was a great way to expose them to one of the many careers available.

Girl Scout troop leader Kara Fusato helped out with the 11 enthusiastic young ladies. Girls were taught Bernoulli's Principle and had fun with experiments, including spot landing the gliders they had made on Anita White's clever towel runway and Tauna's hair dryer, ping pong ball example. Thanks for the runway idea, Amy!

Aloha Chapter members Charlotte Smith, Anita White and Shannon Christensen were in attendance. Charlotte gave a great talk on her amazing life, her journey around the world with other 99s and her career as a NASA Scientist. Anita spoke on her experience as a CFI, a tour pilot and being a mentor. Shannon was happy to share her accomplishment of becoming a private pilot, her current goals and future plans.

The girls loved being both pilot and precious cargo following pre-flight inspection. There were lots of wonderful questions, and it felt great to share with our youth. The day ended with finishing their handbooks and receiving badges and certificates for completion. We are looking forward to continuing our new tradition next year! Aloha.

— Susan Wadas

CHICAGO AREA CHAPTER

The Chicago Area Chapter conducted its latest Girl Scout Aviation Badge Day at Lewis University. About 80 scouts, accompanied by over 30 leaders/parents, were in attendance. Ellen O'Hara, event chairman, gave the welcome and a safety briefing.

The presentations, which focused on the STEM requirements, were conducted at various stations in the university hangar and classrooms. Deb Meznarsic and Jill Feldman handled Pre-Flight, utilizing a university Cessna 172. In addition, a 737 donated to the university by United Airlines was also on display. Southwest Airlines captain and former U.S. Navy pilot Carol Skiber discussed Careers. Sue Nealey and Donna Klein had an extensive display for Aviation History. Leslie Prellwitz used a PowerPoint presentation to cover Navigation. Cynthia Madsen and Diane Cozzi presented the basics of flight Aerodynamics. Pam Brophy from Aurora Center discussed Communications.

In addition, The Ninety-Nines got a great promotional opportunity as there were other events going on at the university that day. Women in Aviation was conducting a program for high school seniors and had about 90 girls in attendance. Several



Ellen O'Hara gives a safety briefing and welcomes everyone to Lewis University for Aviation Day.

Chicago Area Chapter members, on break from the Girl Scout activities, were invited to give an introduction on The Ninety-Nines. Ellen O'Hara introduced The 99s and why they were there, and then she, Rita Adams, Jill Mann, Deb Meznarsic and Jill Feldman each told of their relationship with aviation, covering a wide spectrum of experience.

— Diane Cozzi

ALASKA CHAPTER

The Northwest Section Meeting will be held in Fairbanks, Alaska, September 4-7. At previous NW Section Meetings, there were Ninety-Nines who came from as far away as Florida and the East Coast to participate.

Our Flying Companion Seminar was held on May 17 at the UAA Aviation Technology Building in Anchorage.

Speaker for May was Tony Turinsky. His presentation was "Better than SpiderTracks." Tony has lived in Alaska since 1947. He has been an Alaskan pilot since 1970, with the bulk of his flying

in Cessna 185s and Super Cubs. His flying has been the typical Alaska flying, with time on wheels, skis and floats. Tony is the Alaska Director of the 180/185 club and an active member of the Alaska Airmen and the Alaska Aviation Museum.

Congratulations to Emily Gros on her selection for an International Scholarship. She was awarded the scholarship for the 737NG type rating. Emily's comment: "I'm beyond thrilled! Thank you all for your support!"

Airmarking of the Valdez Airport (repainting the airport name) took place on Friday morning just prior to the beginning of the Valdez Fly-In and Air Show May 9-11. Four 99s and two extra helpers completed the job. Patty Livingston, Sara Downing and Denise Koehrer were there from the Mat-Su Valley Chapter, and Melanie Hancock attended from the Alaska Chapter. Ernie Koehrer and Herb Hancock assisted.

On March 30, five airplanes carrying 12 people participated in the fly-in to Skwentna. The purpose was to have lunch at the Skwentna Roadhouse and meet the new owners, Cindi and Mark. They have been asking The 99s to come over and have a look at some of the renovations. Many years ago, The 99s had an annual fly-in to Skwentna, often referred to as "The Skwentna Bowl." There is even a trophy for the event. Patty Livingston, who had been safe-keeping the trophy, presented it to Donna Branch for being the newest 99 pilot at the event.

— Mio Johnson





South Central Section officer presentations were performed by outgoing Governor Cathy Prudhomme. Kay Alley and Elizabeth Frankowski, Directors; Stephanie Roberts, Vice Governor; and Jerry Anne Jurenka, Governor. Not present were Secretary Carol Brackley and Treasurer Frances Luckhart.

HOUSTON CHAPTER

The South Central Section Spring Meeting was held at Moody Gardens Hotel on Galveston Island, Texas, May 15-18, hosted by the Houston Chapter. The event was well-attended. The installation of Section officers, shown above, came during the Saturday evening dinner banquet with a relaxing beach island adventure theme.

The Saturday seminar guest speakers included Houston Chapter's Holly Cooper, a Marine pilot. She's pilot number 151. The percentage of female Marine pilots is even lower than that of women pilots in general aviation.

Following Holly was NASA's Dave Johnson. He gave the group a very good update and viewpoint on the current and upcoming programs for outer space, including Mars.

— Brenda Landing

MOUNT SHASTA CHAPTER

The Mount Shasta Chapter hosted nine young female student pilots from China and Japan at a luncheon on May 14. Various Chinese and Japanese airlines send students to the local Redding, California, IASCO Flight Training Center for their pilot certificates.

Of these 200-plus students, only eight from China and five from Japan are women. They have to pass English proficiency tests before they are allowed to fly. They start out in ground school, then 172s and finally fly a King Air with their commercial certification.

Also in attendance were women from the Redwood Coast Flyers Chapter who flew in for the luncheon.

This was a wonderful opportunity for our local Chapters to network and mentor young women pilots from another country and promote our love of aviation around the world.

— Rita Limmer



Mount Shasta Chapter members enjoy lunch with student pilots from China and Japan.



Chapter member Marilyn Schuyler with her daughter Miranda and friend Samantha Kennedy (first flight for both girls) flew with a prospective 99, Cindy Manente.

OLD DOMINION CHAPTER

Old Dominion Chapter members met a lot of young women at Warrenton-Fauquier Airport at the annual Women Can Fly event, many of whom were bitten by the flying BUG. We flew 108-plus women, mostly young girls and their moms, and we are excited to report we met at least one new Chapter member!

Given the weather, 108 registered flyers is a good number. Showers interrupted the flight line around lunchtime with low visibility, lots of rain and the threat of approaching storms. We reconvened after lunch and continued until the pilots complained about the 25-knot crosswind. There were three pilots remaining at the end, and there were also a few go-arounds. Ultimately, all riders were happy.

When the rain came, all organization was interrupted. Some who were briefed did not get rides, either because they knew it would be a bumpy ride or because the storms came before everyone got a chance.

— Marge Shaffer

GRASS ROOTS — Section and Chapter reporters share their recent activities

DALLAS CHAPTER

The Dallas Chapter held two aviation STEM seminars, *Paths to Flight*, for Cadettes at McKinney National Airport. The 6th through 8th graders are typically exploring interests and will soon become eligible to participate in aviation-related activities, such as the Civil Air Patrol Cadet Program and AOPA's AV8Rs.

When designing this seminar, we added detail to the Junior level seminar, along with topics such as weight and balance, the instruments in the six-pack, weather and using a basic airport diagram to discuss the airport environment.

An Aviation STEM Seminar Guide and repository for seminar presentations and materials are available for all to use on the South Central Section website, www.scs99s.org. This will be an evolving collection and will include contributions from any Chapter interested in providing input.

We welcome comments, additions to the Seminar Guide, PowerPoint presentations, handouts or anything else that would be helpful in putting on a seminar. All contributions will be noted with the name of the Chapter submitting the content.

Please send feedback and contributions to Janny Strickland at travelerjs@gmail.com and Holly Barr at holly_ann_barr@sbcglobal.net

—Holly Barr



Cadettes use Play-Doh and rulers for a weight and balance exercise.



Eastern Pennsylvania Chapter members, family and friends airmark a full compass rose at Chester County Airport.

EASTERN PENNSYLVANIA CHAPTER

The Eastern Pennsylvania Chapter has been busy airmarking at our local airports under the direction of our Airmarking Chairman Heather Hill. We recently completed one major project and one smaller one.

The major project was a full compass rose at Chester County Airport (KMQS), which was a little tricky because we had to adjust the layout a bit. Eighteen Chapter members, family and friends joined forces to re-tape a previous faded compass rose in white and a brilliant blue. Roles were informally assigned. For the most part, The 99s did the taping and painting and the 49½s managed the paint and equipment distribution and maintenance. It was an efficient process that worked well for us!

Our smaller project was painting the identifier and frequency at Heritage Field (KPTW). Seventeen Chapter members, family and friends painted the 20-foot letters and 10-inch numbers in record time, starting at 9 a.m. and ending by lunchtime. Quick-drying paint makes all the difference!

Our plans are to continue airmarking local airports and to help other Chapters with their airmarkings when possible.

— Mary Ellen Morris

MANITOBA CHAPTER

This year's scholarship was awarded to Amy Johnson. Amy's first flying experience was when she was 10 years old on a Young Eagles flight. While still too young to fly, she volunteered at aviation events.

In the summer of 2013, she started flying lessons, soloed on her 17th birthday and obtained her private pilot certificate in October. Amy plans to apply the scholarship to advanced flight training. Her dream is to become a commercial pilot. All the best Amy!

— Mary Lou Milhausen



OREGON PINES CHAPTER

It's spring! Our land is green with lots of sunny days, and Oregon Pines 99s are gearing up for a great flying season with Chapter training sessions on our meeting nights. In April, we reviewed engine operating procedures with ASI's interactive course, "Engine and Propeller," and took turns starting simulated carbureted and fuel injected engines.

In May, our topic was "Airport Quirks and Nuances," looking at various Northwest airports using satellite images and online airport directories. A panel of CFIs, including Lee Borchers, Jeannie Wildman and Sylvia Manning, discussed safety tips and safe operations at several local airports.

Some things to keep in mind when going into unfamiliar airports: Take tie-downs; check fuel availability; calculate density altitude; remember to watch for aircraft without radios; know where the instrument approach routes are; and practice short and soft field landings.

The 99s had several opportunities to spread the word about who we are and to show off our airplane raffle quilt. In April, we were invited to the Quail Run Retirement Center in Albany, Oregon, to give our presentation about civilian pilots in the air when the Japanese attacked Pearl Harbor, which included two flight instructors who were 99s, Cornelia Fort and Marguerite Gambo.

In May, we gave a presentation to EAA 1524 in Lebanon, Oregon, about who The 99s are and our history in the Pacific Northwest. We discussed Amelia Earhart's meeting with 99s in Portland in 1933, Edith Foltz, the first licensed woman pilot in Oregon, and on through several noteworthy Northwest members over the years.



Debra Plymate and Bev Clark with the wreath that the Oregon Pines Chapter provided for the Memorial Day Program. Photo by Debbie Origer

The 21st Annual Memorial Day Salute at Independence Airport honored 25 deceased aviators. Oregon Pines provided the Memorial Wreath for the program, which included flag ceremonies, presentations, static displays and a missing man formation. The finale was a BBQ in the hangar. The 99s sold homemade ice cream sandwiches for 99 cents and raffle tickets for our beautiful handmade airplane quilt.

— Debra Plymate



The Minnesota 99s at Discover Aviation Days, Anoka Airport (KANE) May 31. At the Minnesota 99s booth are from left, Cheryl Daml, Tracy Lovness, Chris Kocinski and Melissa Aho.

MINNESOTA CHAPTER

It's been a really, really long spring for pilots in Minnesota, but the melting of the snow has signaled more aviation activities for the Minnesota 99s.

We held our March meeting at the St. Cloud Regional Airport (KSTC). Instructor and Minnesota 99 Cheryl Daml presented a flight review class for Chapter members on April 12.

We have also been busy at various aviation events and had booths at the 1st Annual Great Minnesota Aviation Gathering on March 21-22, AirSpace Minnesota's Go Boldly Expo on April 26 and Discover Aviation Days at the Anoka County Airport (KANE) on May 31-June 1.

Congratulations go to Kjersti Kittelson, who was recognized at the AirSpace Minnesota's Go Boldly Expo for her work with Girls Aviation Day on April 26. We would also like to congratulate Nadine Sugden for being recognized at the International level with the Award of Achievement for Contributions to The Ninety-Nines, and further congratulations go to both Nadine and her 49½ George who were inducted into the International Forest of Friendship in June. Finally, we would like to welcome new member Jeni von Reuter!

— Melissa Aho and Johanna Bischof

CENTRAL NEW YORK CHAPTER

The Central New York Chapter has been busy this year. In March, our Chapter participated in a Career Day at Huntington Middle School in Syracuse, New York. Three grade levels came through the large cafeteria, which was set up with booths showcasing many different careers.

We handed out aviation magazines and information and answered questions about careers in aviation. We informed the girls about The 99s and scholarships that are available. We told the students to work hard, especially in science and math courses. The students and advisors were interested and carried clipboards to record their questions and answers. We tried to instill in them thoughts of aviation careers.

In May, Chapter members assisted the EAA Chapter at the Ithaca, New York, airport in a Young Eagles Day. The EAA members flew the young people, while our Chapter members worked the registration and post-flight desks. We met several prospective 99s members and gave out brochures and information. Chapter members participating were Marcia Buller, Joanne Bolton, Mardi Drebing and Jane Robens.

In total, 48 young people were given flights, and the EAA Chapter thanked us for assisting with the paperwork. It was fun to see the reaction of the kids — from scared to over-the-top with enthusiasm!

— Joanne Bolton



Central New York Chapter members, from left, Heather Brown, Nancy Morgan, Joanne Bolton and Marcia Buller at Huntington Middle School's Career Day.

Carol Munch congratulates Mayetta Behringer, right, who was honored with an award for inspiration. Photo by Bill Taylor



SANTA CLARA VALLEY CHAPTER

Three planeloads of Santa Clara Valley 99s attended the Spring Section meeting in Ontario, California, flying into Cable Airport, while a few more drove.

At our annual Awards Banquet on May 22, we presented a special award for inspiration to Mayetta Behringer, who has been inspiring women pilots since she started flying in 1946. Joining The 99s in 1947, she has belonged to many Chapters but has been a very active part of ours since 1970, including editing our Windssock newsletter for more than 20 years.

She's a CFII and ATP-certificated pilot and has served as a squadron commander in the Civil Air Patrol. She tried sky-diving and hang-gliding and flew many air races, including a Powder Puff Derby where the Blue Angels polished her plane before takeoff. Only in the last few months has she stopped piloting her trusty 182, N899F, a plane she's owned with other 99s for many years.

At the banquet, we also presented a check for \$2,500 from our Pasta Night Fundraiser to the San Jose State Precision Flight Team. The team had just returned from NIFA Nationals in Ohio. They said it was a very long trip from San Jose to Ohio in C152s!

— Judy Stark

FINGER LAKES CHAPTER

On May 10, five members of the Finger Lakes Chapter gathered at Riverside Cemetery in Rochester, New York, to spruce up the grave of the First American woman pilot, Blanche Stuart Scott. Pictured from left to right are Jan Sarbou, Frances Englund, Sandy Brown, Judy Stiles and Jutta Dudley. The gravestone has new plantings after a rough winter.



— Marcia K. Gitelman

GRASS ROOTS

KENTUCKY BLUEGRASS CHAPTER

Kaye Combs Moore, member of the Kentucky Bluegrass Chapter, presented a program on Amelia Earhart on April 5 to a three-county Chapter meeting of the Daughters of the American Revolution. Kaye has offered this presentation and others to several groups and is very knowledgeable about Kentucky aviation history.



Kaye Combs Moore presents a program about Amelia.

Member Tori Williams passed her private pilot checkride on May 12 at Capitol City Airport, Frankfort, Kentucky. Tori, a recipient of a 99s Fly Now Award, recently graduated from high school and plans to attend Eastern Kentucky University.

— Sue Glisson

LAKE ERIE CHAPTER

Lake Erie 99s celebrated 40 years on January 26. This year we again combined our Charter Banquet and Pilot of the Year. We are proud to announce that Sherri Spagnola is Lake Erie Chapter Pilot of the Year for 2013.

Sherri holds a helicopter rating and a second class medical. She recently received her Bachelor's degree, while being a very busy single mom of three kids, two in high school, and a son in college. She is very passionate about what she does and does it extremely well, putting her heart and soul into everything she does. She helped plan the North Central Section meeting last year held in Cleveland, Ohio.

Our speaker, Asst. Prof. Suzanne Cox from Tri C College in Cleveland, Ohio, joined members and friends for a great lunch as we celebrated our Chapter's 40th anniversary.

— Evelyn Moore



Bernice Barris, Nancy Matras, Sherri Spagnola, Evelyn Moore, Alice Henry, Darlene Grant, Dodie Jewett, Suzanne Cox, Nancy Wood, Helen Sammon and Carol Stocker.

NEW HORIZONS

WILMA ASHE

Three Rivers Chapter

Wilma Elvene Speicher Ashe of Gold Canyon, Arizona, died on May 17, 2014.

Born October 9, 1926, in Johnstown, Pennsylvania, she graduated from Indiana University of Pennsylvania in 1945 with a degree in education. She received her Master's degree from University of St. Francis in Fort Wayne. Wilma taught business administration at North Side High School in Fort Wayne for many years.

Wilma was a certificated pilot and loved flying. Notably, she flew from Oregon to Knoxville, Tennessee, in the Powder Puff Derby for the World's Fair in 1982. She also flew in the Air Race Classic with Margaret Ringenberg.

—Marcia Nellans

NADINE BELIVEAU

Ventura County Chapter

Nadine Anne Beliveau, 71, of Medford, Oregon, flew to New Horizons on April 14, 2014.

Nadine was born June 16, 1942, in Grand Rapids, Michigan. Nadine grew up in Michigan surrounded by many relatives and a rich Polish heritage. The family moved to Canoga Park, California, in 1953. Nadine spent many years as a devoted mother raising her children. She fulfilled her dream of becoming a pilot at the Santa Paula Airport.

Those who loved Nadine will miss her ready smile, easy laughter as well as her love for Hawaii, flying and race cars.

— Susan Liebeler

JAN NIELESKY

Fullerton Chapter

Long-time Ninety-Nine Jan Nievesky passed away on January 24, 2014. She was a member of the Orange County Chapter in California for many years, and after serving there as Chapter Chairman and in many other capacities, she joined the new Fullerton Chapter within a few years of its charter in 1974. During her many years in the Chapter, she served in every office, spearheaded airmarking projects, was active in aviation education and was always at the airport helping on Airport Day.

Jan was one of those people everyone loved, and she loved everyone. When she was able to fly, she did it with total commitment. When she became unable to fly, she tackled everything else with an equal amount of commitment, joy and enthusiasm. She will be greatly missed by members of both Chapters.

— Sylvia Paoli

Final Flights for Our 49½s

Louis E. Burris – Madeleine Burris, Maryland Chapter, October 14, 2013.

Eldon C. Davis – Luana Davis, Northwest Section, April 22, 2011.

SHARON LINDEN Mid-Columbia Chapter

Sharon Linden, a member of the Mid-Columbia Chapter, passed away on April 27, 2014, after a nine-month battle with cancer.

Born September 13, 1954, in Missoula, Montana, she was only 59 when she died. She grew up in Goldendale, Washington, later attending Evergreen High School, class of 1972, in Vancouver, Washington.



Sharon Linden.

She worked in Vancouver at Landerholm Law Firm from 1977 to 1994, living in Vancouver and later Woodland, Washington. In 1994 she returned home to Goldendale, where she worked at the Klickitat County PUD and the Goldendale Energy Center. She fulfilled a life-long goal in December 2010 when she graduated with a bachelor's degree in business from Washington State University.

In 2002 at age 47, Sharon took up flying and immediately joined The Ninety-Nines. She was a member of the Columbia Gorge Chapter until it merged with the Mid-Columbia Chapter. After her first flying lesson, she fell in love with flying. She loved the sense of freedom flying gave her, saying that she felt closer to Heaven and farther from all the little things that were not as important. Her dream was to someday have enough hours and experience to be a pilot for Angel Flight so she could fly and help others.

Sharon was a talented artist who expressed her talents through cake decorating. She was famous for her creatively decorated cakes and delighted The Ninety-Nines when she presented a special cake for a baby shower at Martin Field in College Place, Washington.

She approached her fate in a most positive way, saying she felt like she was preparing for a journey with the excitement and anticipation one feels when getting ready for travel. When the doctors gave Sharon just four weeks to live, she saw it as a challenge and a triumph for each week beyond the prediction that she survived. When asked if she had any wishes we could fulfill for her, she replied, "Just please don't forget me."

MARGARET MARIE SNIDER Alaska Chapter

Margaret Marie Snider, 83 of Evaline, Washington, passed away at home on March 24, 2014.

Margaret was born on December 13, 1930 in Evaline, Washington to Clara and Edward Hale. She graduated from Winlock High School and then enrolled in Centralia Junior College where she met Robert Snider, whom she married in 1950.

In 1964, they moved to Anchorage, Alaska, where they lived

FREYDIS SHARLAND British Section

Freydis Sharland, former member of the British Section and founder of the British Women Pilots' Association, died on May 24, 2014, at the age of 93.



Freydis Sharland.

In 1953, Freydis climbed into a 430 mph Hawker Tempest V, and

set off from an airfield in southern England on a 4,000-mile intercontinental flight. Her aeroplane was one of the biggest, and fastest, of the last generation of piston-engined RAF fighters, and her destination was Pakistan. Upon her arrival, and having delivered the Tempest to the Pakistan Air Force, she was denied access to the officer's mess. She was, after all, a woman.

But by the time of that flight, Freydis was well established as a formidable flyer. She was one of more than 160 women who flew for the wartime Air Transport Auxiliary. Between 1939 and 1945, more than 1,300 ATA pilots delivered warplanes between factories, facilities and bases across Britain, and later into mainland Europe and the Mediterranean. Freydis joined in 1942, flying a range of British and American aircraft. The Spitfire was her favorite. "It was so light, I fitted into it so well, it was such a nice little cockpit," she told an interviewer from the Second World War Experience Centre in 2008. "Fortunately," she observed, "I never had to shoot down a German. There wasn't one available at the time."

After the war, Freydis worked as a freelance commercial pilot, won her full RAF wings and was active in the Women's Junior Air Corps and the Girls Venture Corps. In 1955, she founded the British Women Pilots' Association. The year before, competing against 16 men, she became British air racing champion.

In 1955, she married Tim Sharland. They farmed in Africa and Britain and raised a family, and for a while, Freydis stopped flying. But not for long. She was piloting microlights up to the end of the 20th century. Six years ago, with other veterans, she was awarded an ATA service medal by the prime minister, Gordon Brown.

— *Excerpts from The Guardian*

for 40 years until returning to her grandparents' homestead and childhood home in Evaline.

She truly loved her adventurous life with her husband – flying through the wilderness of Alaska, fishing for salmon and hunting wild game, exploring the United States by motor home and traveling the world to explore new cultures. She never tired of an opportunity for adventure.

Margaret will be fondly remembered by members for her hospitality and hosting of picnics in her lovely yard in Anchorage.

— *Mio Johnson*

Flying High With AEMSF Scholarships

