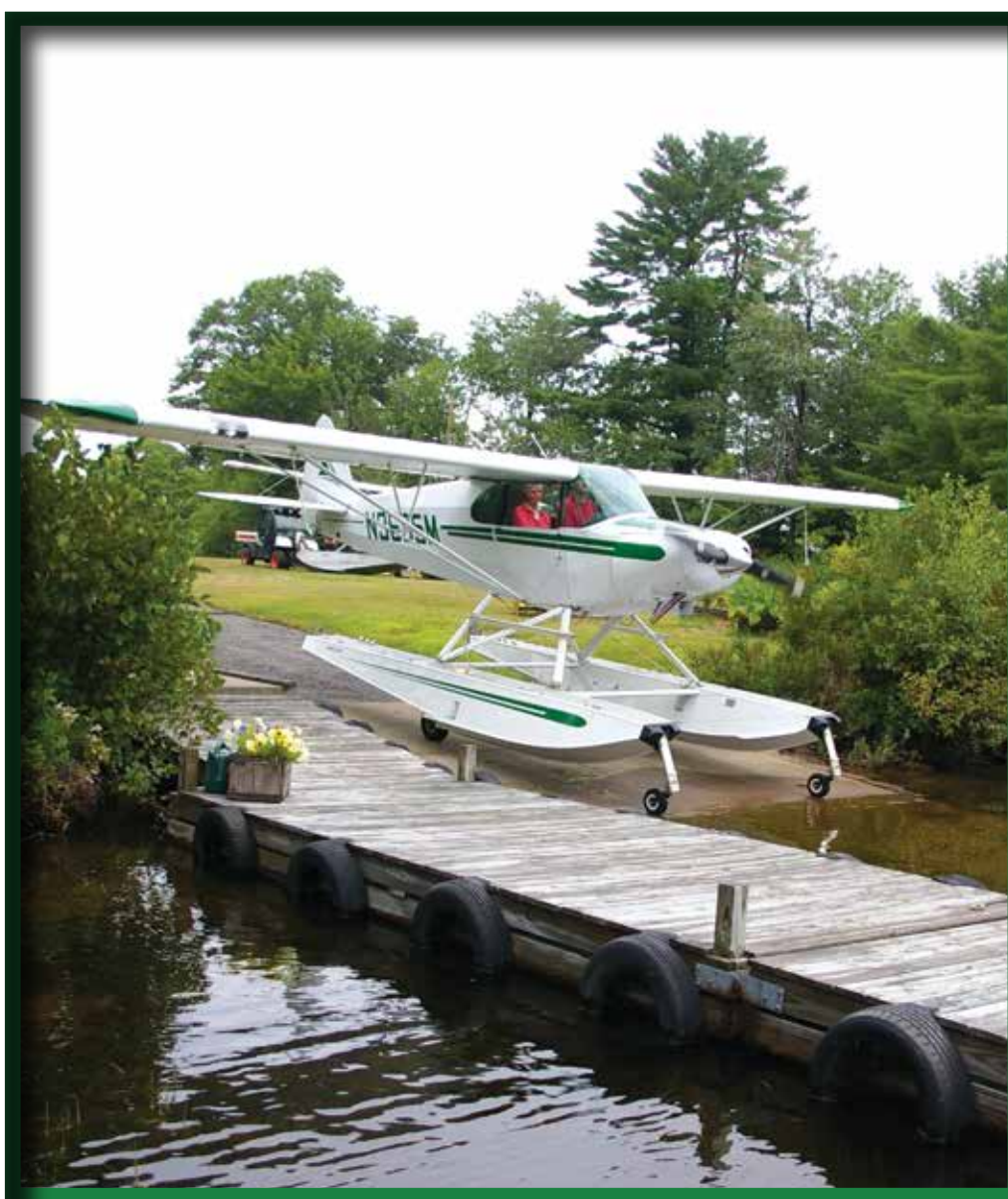


99 News

The Official Magazine of the International Organization of Women Pilots

March/April 2015





99 News

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

The 99 News

PO Box 950374
Oklahoma City, OK
73195-0374
Email:

news@ninety-nines.org

Online Form:
ninety-nines.org/99newsreports.html

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

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

On The Cover

After longing for years to become a seaplane pilot, Katahdin Wings Chapter member Mary Build, at 47, started by getting her private certificate in six months. But she knew there had to be more — and there was. Mary now holds an ASEL, ASES, AMEL, CFI, DPE and is a FAASTeam member. She has over 5,500 hours, half of those land and half sea.

Mary has flown to Alaska four times, raced in and judged the Air Race Classic and delivered many tailwheel planes across the country.

Inset photo: Mary instructs Mark Scott in a 1947 PA-12 at the Brandy Pond Seaplane Base in Naples, Maine. Photo by Elizabeth Scott.

Background photo by Howard Sandler at Tofino, Vancouver Island, British Columbia, Canada.

PERPETUAL CALENDAR

2015

APRIL

10-11 New England Section Spring Meeting, Manchester, New Hampshire. Contact Glenna Blackwell, blackwells@verizon.net.

12 Antelope Valley Poker Run and Barbeque Scholarship Fundraiser, William J. Fox Field, Lancaster, California, 9 a.m. kick-off. Contact Lynne Hsia, 626-484-2898.

17-19 North Central Section Spring Meeting, Columbus, Ohio. Hosted by Scioto Valley Chapter. Contact Paula Rumbaugh, paula-pilotosu@gmail.com, 614-946-2027.

23-24 Australian Section Spring Meeting, Launceston, Tasmania. Contact Jennifer Graham, jgraham99@bigpond.com.

21-26 Sun 'n Fun International Fly-In & Expo, Lakeland, Florida.

23 WASP Luncheon at Sun 'n Fun, Lakeland, Florida, honoring the surviving members of the WWII WASP, 11:30 a.m. at Buehler Restoration Center. To purchase a ticket, contact Barbara Yeninas, 813-654-3780 or jjybmy@verizon.net.

30- May 3 Southwest Section Spring Meeting, Temecula Creek Inn. For more info: <http://ninety-nines.net/sws99sCC/general.asp>.

MAY

14-17 South Central Section Spring Meeting, Fayetteville, Arkansas. Contact Kris Irvin-Herron, kherron99@aol.com.

15-17 Southeast Section Spring Meeting, St. Petersburg, Florida. Hosted by the Florida Suncoast Chapter. Contact Jeanne Burkland, jeanne.burkland@fpcg.net.

22-23 East Canada Section Spring Meeting, Toronto area (TBA). Contact Susan Begg, sbegg2004@yahoo.com.

29- June 1 New Zealand Section Meeting, Waipukurau, Hawkes Bay. Contact Dee Bond, deebond@ihug.co.nz.

JUNE

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

5-7 New York-New Jersey Section Spring Meeting, hosted by the North Jersey Chapter. Contact Joanne Campbell, 201-337-5831.

19-20 International Forest of Friendship, Atchison, Kansas. The 2015 theme will be

Forests and Flying, honoring foresters who fly, smoke jumpers, pilots and operators of fire tankers, and other related fields. For information, visit <http://www.ifof.org/>.

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

JULY

5-10 99s International Conference and Annual Business Meeting, Munich, Germany.

20-26 EAA AirVenture 2015, Oshkosh, Wisconsin. For more information, contact Lin Caywood, 301-903-2588 or 99lin@comcast.net. Be sure to stop by The Ninety-Nines booth in Hangar B, Aisle B.

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

AUGUST

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

SEPTEMBER

10-13 NW Section Annual Business Meeting/Conference, Spokane, Washington, Red Lion Inn at the Park on the Spokane River and The Centennial Trail. The hosts, Intermountain Chapter, promises a PLANE FUN time. Contact Carolyn Hambidge, chambidge@q.com.

OCTOBER

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

15-18 South Central Section Fall Meeting, Santa Fe, New Mexico. Hosted by Rio Grande Norte Chapter. Contact Susan Larson, 505-690-6903 or sjlarson99@mac.com.

DECEMBER

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

2016

FEBRUARY

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

JULY

6-10 2016 International Conference, Ottawa, Canada.

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

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Mary Build, center, with Marvin Guthrie and Brenda Thibodeau, judging the 2009 Air Race Classic.



As winner of Farmer's Insurance Eastern Zone "Dream Big Teacher Challenge," Cindy Ferek rode in the Rose Parade.



Over 150 guests had fun learning about flight at the Fly It Forward event hosted by the Florida Gold Coast Chapter.



Since she was three, Laura Nealon knew she belonged in the cockpit.

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President's Page

BY MARTHA PHILLIPS, International President

This time of year starts off our trade show and other public appearances for The Ninety-Nines organization. We began by exhibiting at the Women in Aviation Conference in Dallas, Texas, in March and will participate at Sun 'n Fun in Lakeland, Florida, April 21-26 (99s Clubhouse on Clubhouse Row) and EAA's AirVenture at Oshkosh, Wisconsin, July 20-26 (Hangar B, Aisle B).

In addition, we will have a booth at each of the five AOPA Saturday fly-in events: Salinas, California, on May 16; Frederick, Maryland, on June 6; Minneapolis, Minnesota, on August 22; Colorado Springs, Colorado, on September 26; and Tullahoma, Tennessee, on October 10.

Ending the year's exhibit schedule will be the Aviation Expo in Palm Springs, California, during the weekend of October 15-17. How grateful we are to have dedicated members who travel to these destinations and spend some time helping to staff our booths and displays.

Recently, while putting together the application to participate in this year's Lightspeed Foundation's grant competition (we'll know if we are finalists for 2015 sometime in April), Chapters were asked about their involvement in local events to publicize The 99s. The information we got back was really enlightening and somewhat mind-boggling as to the number and types of events that our members host or attend to provide information about us. You can find Ninety-Nines representing their Chapters at most air shows, airport days/open houses, Young Eagles rallies, fly-ins, flying competitions and many other events.

What a great and inspiring feeling it was to find out just how much our membership gets out to the public and touts The Ninety-Nines. We owe a great deal of thanks to all the members who participate in such events and publicize our organization on the local level.

Some members are a little shy about talking to people, at least at first. However,

I've seen booth staff members who are a bit uncomfortable to begin with blossom into talking machines when approached about their favorite subjects – aviation and The Ninety-Nines.

So what do I enjoy about being at the aviation trade shows?

- Meeting 99s that I've never met before
- Catching up with members I haven't seen for a while
- Signing up new members and hearing about their aviation goals
- Seeing the look on the face of a little girl who realizes that this is something she can do
- Reassuring a woman who needs to know that she can indeed learn to fly
- Talking to people who want to tell us something great about what a member did for them
- Explaining who and what The 99s organization is about to someone who has never heard of us

The list goes on and on, but speaking about aviation to people who have the same interests is energizing and informative. If you've never had the opportunity to engage the public at such events, I encourage you to try it sometime in the future. It's something you'll want to keep doing over and over.



If you've never had the opportunity to engage the public at such events, I encourage you to try it sometime in the future.

The 99s booth at the Women in Aviation Conference was momentarily quiet before the influx of visitors, 56 of whom signed up for membership in The 99s.

Among those joining The 99s were a family with four generations of women pilots. Shown from left are Mary Trusler, mother; Jennifer Johnson, daughter; and Keegan Schroeder, niece. Welcome to The 99s!



“Never Say No To An Opportunity”

— Mary Build

ASEL, ASES, AMEL, CFI, DPE, FAA Team Safety Counselor

On a beautiful sunny day, Mary and her husband flew their planes to Chesuncook Lake House, a wilderness lodge north of the Moosehead Lake Region in Maine. Mary's plane, left, is a Piper PA-12 Super Cruiser and his is a 180 hp PA-18 Super Cub.

BY MARY BUILD, Katahdin Wings Chapter

I used to work in the supermarket industry setting up supply systems for supermarket chains and then as a grocery buyer. I never had an office big enough, windows large enough, and they could never pay me enough. The real problem was being inside an office.

When I was 30 and my oldest daughter Anna was about to turn 10, she wanted to celebrate her birthday by going on a scenic flight. We arranged a flight with our neighbor, Peter Annis, who had a plane and flew from the Marshfield Airport in Massachusetts. I enjoyed this experience much more than Anna did! Then, when my daughter Lisa was 5 that following October, she wanted to go for a seaplane ride. Again with Peter, we went down to the Monponset Pond Seaplane Base in Halifax, Massachusetts. We flew over the North River in Hanover where we lived at the time, along the coast, over the Cape Cod Canal and touched down in Long Lake, then back to Halifax.

I was hooked. I could see a need to fly business owners from a local pond on Friday night to their vacation homes. I would pick them up again early on Monday morning, saving them three or four hours of travel time each way. Coincidentally, someone who knew I was frustrated with my job gave me the workbook, *What*

Color is Your Parachute? I filled it out, and the result was that I wanted to be a commercial seaplane charter pilot.

I looked into getting a seaplane pilot certificate three times, and each time I was encouraged to first get my land rating. I thought people with planes were very wealthy and/or needed one to get somewhere fast for business purposes. I did not fit into either category, so I never wanted to go to the airport. Pilots told me I could not get a seaplane rating first. They were mistaken, but I didn't know that then.

Finally, I decided I could not afford to get my certificate because Anna and Lisa really needed my focus and funds for their extracurricular activities. I could not do for myself and then say to them when they were 21 that it was their turn. They needed to have choices when they were young and not be inhibited by my training.

I had read that if you want to make a change in your career, you needed to give up all the security of the weekly paycheck, 401K and insurance. In 1990, I was finally able to do that and moved to Maine. I hiked, rode my bike, backpacked into the mountains, went snowshoeing and cross-country skied for a year. I never realized how much I needed to be outside and near the water.

It was not until I went for a scenic flight in Maine the following year that I knew I had to fly. After that, there was no stopping me. It was the first time in my life that there was no question as to what I wanted to do.

At 47, I managed to get my certificate in six months, but after that, I knew there had to be more. I wanted to feel as comfortable in the plane as I did driving a car, and I had not accomplished that with a private pilot certificate. I decided to get an instrument rating because I thought I was a danger to the sky! That was not enough incentive to do all that intense work, but, finally stuck in Albany, New York, I was motivated to get to work. I had a one-fifth ownership of a Piper Archer that was great to fly and equipped for instrument work and cross country flights.

When I was finished with my instrument rating, a local pilot, Charlie Peck, said to me, "What are you going to do next?" I did not have plans to add other certificates. He suggested I get a commercial certificate, and I asked what on earth I was going to do with a commercial certificate at 50 years old. He told me I would be a better pilot, and I assumed he meant I was not a good pilot! Therefore, I scurried right out and got a commercial certificate.

He then asked me what I was going to do next, and, more emphatically, I told him, "Nothing!" When he suggested a seaplane rating, I almost fell over. I told him that was what I wanted to do in the first place and where could I go?

During the next two weeks, I flew over to Twitchell's Airport in Turner, Maine, and took seaplane lessons. I would arrive at the airport, drive the pickup truck down through the cornfields to the seaplane base and preflight the plane. I had 1½ hours of training and was turned loose to practice. I was in heaven. There is no other

way to explain it. I was in love with seaplane flying.

When the examiner arrived to give me my check ride, he asked if I was a commercial pilot. I told him I was, and he said he would give me a commercial seaplane checkride. I told him I had not practiced any commercial maneuvers, but he said not to worry, he was sure I would be fine. I came home a commercial seaplane pilot! I was astonished.

There is no other way to explain it. I was in love with seaplane flying.

Then, before I knew it, there was a seaplane available for what was apparently a good price. I didn't know the first thing about buying a seaplane, and everyone who was talking to me about it had something to gain. My mechanic, Neil Minschwaner, recommended "the best seaplane pilot in the State of Maine" to give me his opinion of the Cessna 172 with a 180 hp engine on PK 2300 floats, telling me that he may be a little grouchy, but he thought he would help me. I was given his number (I'm not sure I even knew his name at this time!). So I called him and told him all I knew about the plane. He said it certainly sounded good to him, so I bought myself a seaplane!

Upon hearing of my acquisition, Howard Dearborn, an entrepreneur from Fryeburg, asked where I was going to keep the plane. I told him I didn't have a clue. Sounds dumb doesn't it?



Mary and Denise Waters inspect a Murphy Moose at the seaplane base in Whitehorse on their way home from The Ninety-Nines International Conference in Alaska.



Anyway, he said I could keep it at his place if I wanted to. After I got the insurance company's required 10 hours of advanced training at the Rangely Lake Seaplane Base, I flew it down to Lovewell Pond to find Howard clearing a place for me and making sure I had everything I needed to secure the plane. I lived only several miles away, and this was a perfect solution.

Not long after that, Neil told me a seaplane base was for sale in Naples, and I went to check it out. I knew enough about

marketing to know the location couldn't be any better: beside a restaurant, right on the sidewalk and parking area. Talk about bringing people to your door! Anyway, I went to the local general store and asked if they knew who owned the seaplane base. "Oh yes!" She handed me the telephone book, underlined the name and handed me the phone! I called a Mr. Jim Build and he told me I could find him anytime around town and just look for his pickup truck. I did not think much of this loose arrangement, so I asked if he possibly had time that day. He hesitated and said I could come up. He lived at the top of the hill.

Unfortunately, he had just leased the property. I thought to myself, Fine! I will find another place to run my charter flights. I needed to build 50 more hours of seaplane flying anyway, but I could not find a location that could even come close to the Long Lake Seaplane Base in Naples.

The following spring, the new owners called me and asked if I was still interested in leasing the base. I didn't give it a second thought and said that, one, I didn't know if I wanted to work seven days a week doing scenic flight, and two, I wasn't sure if I could physically do it! However, I would be interested in leasing for two years with an option to buy. He said they were not interested in that, so neither was I. The next day Jim called back and said I had a deal. He saw my sincerity. If it weren't for Jim, I wouldn't be where I am today. I was just following my heart, and he just filled me in with information.

If I knew then what I know now about seaplane flying, I probably would never have taken it on. It's a good thing I didn't, because I have had the time of my life.

In addition, it was the middle of summer before Jim Build and I realized he was my mentor! We finally put two and two together while I was answering his question as to how I got into flying.



Photo above: Mary flew her P-12 with husband Jim on a pleasure flight to Maine with a group of friends.

Ninety-Nine Lori Plourd captured a picture of Mary navigating icebergs during a kayaking trip in 2008 that Mary arranged near Anchorage, Alaska. They were ferried out from Whittier, a small community on the west side of Prince William Sound.

Jim and I were married in 2007.

"Jim decided on a Tuesday he wanted to get married, and we got married on Thursday," said Mary.

When I was on my first charter flight, I realized that I had reached my goal of being a commercial seaplane charter pilot without consciously going after that goal. From then on, I decided I would never refuse to do anything that someone suggested to further my career. Normally, that information would come to me in threes. Three different people within a short period would make a suggestion, or I had already been thinking of doing something along that line.

One situation when this was not true was when John Wood, my Principal Operations Inspector from the Portland FAA office, asked me to become a Flight Instructor. I told him I had no interest in doing that, but he said the FAA needed a seaplane operator who took good care of their equipment, where the inspectors could fly and stay current. I did not really want to, but I had promised myself I would not refuse. I had studied for all my other ratings by myself but felt I needed more than that to become an instructor. American Flyers had a facility in Long Island at the Islip Airport, and that was the closest organized training facility I could find. They did the Instrument Instructor's rating first for a variety of reasons, but I was sure I would never use that with seaplane flying. Little did I know!

So, off I went to Ronkonkoma, Long Island, and stayed in a convent (my aunt Kate was a member of the congregation.) American Flyers stated the instrument rating would be accomplished in 30 days. What they meant was the ground school would be done in that period! After five months, I was the first one to pass my CFII and then my CFI. I would come home occasionally, flying my Cessna 172 on wheels.

While I was there doing this concentrated training, I was supposed to be looking for a more appropriate plane to do scenic flights. Jim had continually told me I needed a Cessna 185, and I told him I needed to keep the 172 for the first year. I did not want to be a new seaplane pilot, have a new plane, new business and be over-planned all at the same time. Every time I called him while I was in Long Island to ask him his advice about a plane I had picked out, he would give me several reasons why I didn't want that particular plane. I finally asked him to find one, and I would pay him a commission.

I arrived home from Long Island in the spring of 1998 with



Mary flew into Lebanon, New Hampshire, to meet WASP Betty Brown for lunch and celebrate Betty's birthday last June.

my new ratings, and the next morning we were leaving for Nova Scotia to see the plane he had picked out. It was beautiful. My then husband Lindsay had told Jim not to worry and that he was going to pay for it. When we decided that was the plane for me, Lindsay changed his mind. We stayed in Nova Scotia for several days while we waited for me to arrange for the financing to be straightened out and then for better flying weather.

I have gone on to fly scenic flights for over three years. I also had a charter service at that time and decided to spend more time with the charters and flight training. That was the same year the insurance companies decided to not insure single engine, single owner seaplane charter services. The Cessna 185 was sold, and I continued to build the seaplane flight school.

I became a Designated Pilot Examiner for Sport Pilot (SPE), Private Pilot (PE), Commercial Pilot (CE), Commercial Instrument Rating (CIRE), and, shortly after, Flight Instructor Renewal (FIE). I still carry on with that responsibility, traveling all over the State of Maine and occasionally in New Hampshire. After 15 years of operating the flight school, a purchase and sales agreement has been signed for someone else to carry on. I am happy that the operations are going to continue with the same quality of service but very sad to end my involvement other than doing the check rides. From 2010-2013, I ran the FBO at the Fryeburg Airport (IZG), but someone else needed to take on that challenge.

I have reached my goal.

Editor's note: Mary enjoys being a member of the Katahdin Wings Chapter and has been honored with many awards, including The Pilot Who Has Done the Most for General Aviation in the State of Maine from the Aero Club of New England, The Woman Pilot Who Has Done the Most for Women in Aviation from the New England Section of The 99s, and FAAS Team Representative of the Year in 2008 from the Federal Aviation Administration in Portland, Maine.





Winner of Farmer's Insurance Eastern Zone "Dream Big Teacher Challenge," Cindy Ferek joined actor Jack Black on Farmer's Rose Bowl Parade float. Photo by Dan Scott

Cindy Ferek

Dreaming Big, Achieving Big

BY LINDA MATHIAS
Hampton Roads Chapter

Achiever is the one-word description I would offer for Cindy Ferek, a member of the Hampton Roads Chapter. Cindy joined as a student pilot and earned her private certificate in November, 2013, after only six months of training.

Letting no grass grow under her feet, she began instrument training soon after and will probably have completed that by the time this article is published. A teacher par excellence, Cindy's aviation goal is to become a flight instructor. As with everything else in Cindy's life, she will do it to the fullest and will surely be an amazing instructor.

Cindy graduated from Bridgewater College Magna Cum Laude in 1996 and has been teaching physical education and driver

education at Ashby Turner High School in Bridgewater, Virginia, for 17 years. She was selected as the 2012 National Teacher of the Year for Physical Education after receiving numerous other awards at both local and regional levels. She carried the Olympic torch in the 2001 Salt Lake City torch relay. In 2006, she rode a bicycle 3,700 miles from San Francisco to the Pentagon as part of *A Ride to Remember*, and for five years she organized and rode in a 250-mile bike ride across Virginia in support of Special Olympics.

As a top grant winner in Virginia for public schools, Cindy has won over \$132,000 for her school programs. Her most recent triumph was as the Eastern Zone winner of the Farmers Insurance Dream Big Teacher Challenge, winning \$100,000 to build a

one-mile paved path around the high school property. The path will include converging roads and a roundabout, while highway markings will help the driver education students using bicycles and golf carts learn the rules of the road. Her special education students will also be using the path for bicycles and walking. One of her students has now volunteered to add a water fountain nearby as his Eagle Scout project. It will also be used to water the garden maintained by her special education students.

The Dream Big winners were determined by the number of votes from the public during a 60-day voting period. Many of you voted for Cindy, and she is very appreciative of the help you provided. When the Farmers Insurance representative showed up at Cindy's school to make the presentation, Cindy ran around the gym doing "high fives" with her students!

Farmers Insurance flew all the winners to California for the Rose Bowl parade to ride on their beautiful float. Cindy was thrilled to spend time with actor Jack Black, who also rode the float accompanying his middle-school teacher, Debbie Devine, who had a profound influence on his life. Following the parade, Cindy and her husband Tony attended the football game as guests of Farmers Insurance. She was thrilled to see the Goodyear blimp flying over the parade route and also a formation of planes writing Happy New Year across the sky.

Cindy has proof that 99s are a source of great support. She emailed 99s in the Pasadena area and connected with Linda Rever,

a San Gabriel Valley Chapter member who lives near the parade route. They got acquainted and Linda attended the parade cheering for Cindy.

Cindy is making friends all over the map. In advance of her speaking engagement at the Southern District Physical Education Convention in Atlanta in February, she contacted Atlanta area 99s. She plans to use the trip to Atlanta as her long instrument cross-country and needed recommendations about which airport to use. She was befriended by Claudia de Mayo, Georgia Chapter, who was impressed by Cindy's video about her Dream Big entry. Claudia invited Cindy and her flight instructor to stay at her guest house. Sounds like the making of another new friendship.

Cindy's job now is to complete the paved path. Contracts will be awarded soon. Husband Tony is thankful he can sit back and watch on this job since he has spent many hours volunteering on Cindy's other projects.

As with everything Cindy does, this project will be accomplished in top notch fashion. She has had more success in her young life than most people do in a lifetime. You can be sure that she has many goals left to tackle.

Cindy is notably modest and loves to teach. As she says in her blog (www.cindyferek.weebly.com), "What a privilege it is to have a job where we can build relationships with others and make an impact. I am so grateful to everyone in my life and the rich blessings that have been bestowed upon me."



Cindy and her husband Tony enjoyed the trip to California, which included tickets to the Rose Bowl.



The mount of the iPad in this RV-6 allows the pilot to have good visuals both inside and outside the cockpit. Photo by Pat Hatch.

Navigating the New Way: Using Your iPad in the Cockpit

BY MARCIA K. GITELMAN
Florida Spaceport Chapter

Since the introduction of the iPad, navigating in an airplane has changed forever. Before the iPad we had portable GPS units, but none as inexpensive. The advent of these mini computers has given pilots excellent GPS access while lowering the price into the affordable range.

Known as EFBs or Electronic Flight Bags, all kinds of charts are available from VFR to IFR, as well as approach plates, weather services and flight planning. These are easily used in aircraft from cubs to jets. Those of us who have smart phones have the same availability, albeit you might have to scroll a lot or squint a bit.

The two most popular software programs are Foreflight and Garmin Pilot. There are several others, some for VFR navigation only and some for flight planning only. Some file flight plans for you and some retrieve weather and other information. Some have terminal charts for IFR. Some are free apps, and others can be used only with wireless connections on the ground.

With many, there are costs for subscriptions. Even the FAA designated WXBrief has jumped into the information age with a new computer-accessible page. Deciding which software you are going to use depends largely on your mission and the type of device you own, whether it has the Apple operating system (iOS) or Android.

I have used Foreflight, Garmin Pilot and the Jeppesen VFR programs. They are all excellent. I have settled on Garmin Pilot because it easily integrates with all the hardware that is installed in my plane. Foreflight and Jeppesen are iOS based only, while Garmin Pilot is available on either platform.

I will try to be a generalist and talk about the common features of each, and the pros and cons of “going electronic” with portable devices.

Navigating with a moving “plane” across a detailed electronic chart has become the hot ticket practice of the day. Many pilots

are not carrying paper charts any more. Proper backup for portable electronic devices is suggested. This means either a second device or a paper chart. However it is legal to fly with only one. To fly IFR legally with a portable device under part 91, the operator has to determine that the device does not interfere with the navigation/communication equipment of the aircraft.

Portable GPS devices give excellent situational awareness. They are especially helpful in knowing the boundaries of the various classes of airspace and their altitude restrictions, and also TFRs. Looking at moving map displays has become so popular that looking out the window and knowing where you are by visual ground reference seems to have gone by the wayside. A pilot should occasionally not use the iPad or Tablet and proceed visually, as we did before they existed. One is also supposed to be looking for other traffic as well and not having your head buried in the cockpit. It's important to scan for other traffic instead of burying one's head in the cockpit.

There is more to navigating with these devices than just using "Direct to." You can store entire flight plans, bring up frequencies needed for communication, create custom waypoints and have airport diagrams available. Proper use of these devices requires some planning on the ground, learning the steps required to enter and or change flight paths and being able to manage this in bumpy air as well as smooth conditions. The steps required are largely a memory process tied into the hardware and software that you are using.

If you are getting ready to meet the ADS-B Out mandate (2020), there are several devices you can purchase. The Garmin GDL and the Stratus come to mind, and there are additional units coming to market. The Garmin unit works with Garmin Pilot and the Stratus works with Foreflight. ADS-B uses satellites for transmission rather than ground based systems. It gives ATC precise information on your position. This is part of the Next-Gen system. If you choose, you can install ADS-B In. This gives you traffic information as well as weather.

Many of us have subscribed to XM Weather for years. This service works on both iOS and Android platforms and ties in with many different software programs. While the weather that comes to you in the cockpit from ADS-B is free, the XM Weather subscriptions are more comprehensive. Some of the newer ADS-B units also have AHRS. This acronym stands for Attitude and Heading Reference System. This gives you a reference set of instruments as a backup if your instrument panel should suffer a failure. A feature of some software programs is also Synthetic Vision. This gives you a visual electronic graphic display of your flying, including terrain.

When deciding which device to purchase, you should notice whether the unit contains a GPS internally or if it needs to rely on an outside GPS source. There are many combinations. You can purchase an iPad or Tablet with or without internal GPS chips. If you purchase a device that does not have the internal chip, you can use an external GPS like a Red Dot or Bad ELF. The ADS-B

devices rely on Bluetooth GPS connections to the portable device. The GPS is in the ADS-B unit. With these you can use an iPad or Tablet that does not have the internal chip.

The downside of using these portable devices should be addressed. While under many weather conditions you have a light bright screen, but screen visibility in direct sunlight can be poor. Even with the highest settings this can be a problem, especially while wearing sunglasses. This is less troublesome with panel-mounted devices.

Another problem is a device quitting due to overheating. I have experienced this not once, but three times in direct sunlight with two different iPads. If this had been my sole navigation system, there might have been a problem. I had to wait for it to cool before it would restart.

Navigating with a moving "plane" across a detailed electronic chart has become the hot ticket practice of the day.

Another downside of a portable device is running out of power. This is especially important when you are on a long flight. This can be easily addressed with some very inexpensive additional connectors. You can use an external plug that will go into a DC receptacle and a USB cable that connects to your iPad or Tablet. Portable battery packs that connect to your device via a USB cable are also available. They extend the time for using your device.

Also, for those Apps that require subscriptions, you need to keep those subscriptions current. In many cases the software will stop working if you do not keep your subscription. It is not the same as using an old paper chart.

It is a rapidly changing electronic world out there. Used properly, these devices make flying a joy. The amount of information at your fingertips is awesome. If you understand their strengths and shortcomings, you are all the better for it.

Happy flying, blue skies, enjoy your new device.



Electronic devices can provide flight information at a glance.



Friend or Foe?

BY STEFANIE GATES SUN
Ambassador Chapter

Shortly after I started flying for a regional airline several years ago, I found myself mesmerized by the stunning views of the central California coast. Having previously flown elsewhere in the country, I could not peel my eyes away from the gleaming waters of the Pacific Ocean, which grew to represent adventure and freedom to me.

Just across the hills, the San Francisco Airport (SFO) became a similar compass of possibility – with flights leaving to cities all over the world, including my short, West Coast United Express flights. In my previous experience as a flight instructor, I had made it a priority to listen carefully and respond promptly to Air Traffic Control (ATC). In my new airline role, I wanted

to be even more professional in my radio calls. As I listened, to my surprise, I soon realized that the SFO tower did not always answer calls immediately from flights inbound on final. Due to the layout of crossing runways, ATC often cleared another aircraft for takeoff, and then responded to the earlier transmission. Over time, I realized that this strategy of prioritizing radio calls held the key to guaranteeing maximum efficiency for the airport.

Around the same time, I joined The 99s Professional Pilot Leadership Initiative (PPLI). Over the years, I benefited immensely from the structured mentoring the program offered. One of my favorite parts of the program centered on creating a “Flight Plan” (FP), the program name for the process of formulating my short-term goals. Moreover, I grew tremendously from putting my ambitions in writing and receiving accountability on my progress.

After completing the program and then collaborating with the Coordination Team (CT) in a variety of roles over several years, I had the privilege of serving as Team Leader for the PPLI. Navigating those experiences, I learned that I frequently needed to organize my responsibilities and evaluate my time management. I found that the FP concept remained an essential



part of my professional development, especially relating to leadership skills and goal-setting abilities. As I continued to grow, I repeatedly returned to the SFO lesson of prioritizing – never sacrifice long-term aspirations on the altar of immediacy.

As I sought to make my goals practical and clearly defined, I discovered I often had a decision to make: to do what immediately grabbed my attention or focus on what truly needed to be accomplished. For example, when trying to leave early to make a flight, random thoughts, such as responding to one more email, checking Facebook or looking for something that had been misplaced, came to mind. Although these distractions were sometimes legitimate and needed attention, I had to momentarily ignore them to meet my higher priority of being on time.

Sometimes, this proactive decision-making included saying no to a fun thing like seeing a movie, when a “boring” thing like updating my logbook needed to be

done. Wisdom has often been described as “making a decision today with which you will be happy tomorrow.” Drafting and revising my FP has helped me accomplish this ongoing goal.

Additionally, I discovered that combined with efficient time management, multi-tasking, whenever possible, has been a great help. I studied training flashcards while waiting in line and made phone calls while walking through the airport. Multi-tasking has become my “secret weapon” for accomplishing goals when it seemed like there was never enough time.

The more I talked with other women pilots, the more I realized we all have encountered similar distractions in reaching short and long-term goals. Our future, ultimate success will come primarily through managing distractions and not sabotaging our own goals. Despite our ups and downs with prioritizing, I have found the following suggestions to be helpful:

- Have realistic expectations for

yourself. Know how long it truly takes to accomplish any given activity and allow yourself plenty of time to achieve your goal.

- Have clearly defined goals to ensure that your actions contribute towards making progress. Be purposeful in what you do.

- Consider joining PPLI. You will benefit from the inspiring, formal mentoring program!

Reflecting back on those early flights into SFO, I still find myself being captivated by memories of the fog creeping over the hills, as the typical marine layer would move into the Bay Area. Although fog can be beautiful, it has the potential of reducing flight visibility dramatically.

Similarly, a lack of prioritization can negatively impact what you accomplish in your life. Prioritize and stay focused upon the future you desire. Embrace priorities as your friend, focus on improvement instead of perfection and watch your goals become reality!



Stefanie Gates Sun, a Chicago-based CRJ captain, is pictured in 2010 with the Embraer Brasilia she flew for a United Express carrier on the West Coast.



PILOT CAREERS: To Save or To Savor

BY DONNA MILLER
International Careers Committee

As we were talking on the phone one day, a good friend said, “When I got up this morning, I didn’t know whether to save the world or savor it, which really made it hard to plan my day!”

I thought about that statement and how true it is for all of us, and how it applies to aviation.

We hear so often about how taking little steps every day will lead us to our goal. I’m a firm believer in that. What are we doing every day that will take us where we want to go in our lives and in our careers? Have we studied enough for our next checkride or for the upcoming interview? How can we squeeze more into our day to make it more productive?

Stop just for a moment and appreciate where you are now. Enjoy the fact that you are one of a very small group – you are a woman with a pilot certificate. You may be working toward that next goal on your career ladder or the next rating to add to your certificate. Sometimes it’s easy to get lost in the chaos of it all.

If you are working toward an airline career, you know that seniority is everything and feel that if you throttle back for just an instant, there will be someone else who beats you to the airline and starts up that seniority list ahead of you. But it’s tough to go full throttle all the time. Never mind the other facets of our busy

lives – families, school, work, projects, meetings. The list goes on and on. Maybe we’re not out to save the world literally, but we’re on our journeys, and our time is short!

But wait. What if we took time to just appreciate how far we’ve come, while looking at what we still need to do? I remember working on my instrument rating. Day after day I spent under the hood until I was exhausted, and flying was becoming more of an expensive chore than the joy I thought it would be.

My instructor must have sensed my burnout. I showed up for another lesson with my hood in hand, and we headed out to the practice area. He gave me vectors, and I was anticipating a holding pattern when he told me to take off the hood and land. We were at the nearby airport for a pancake breakfast. And we flew VFR home. I savored the beautiful blue sky and the true joy of the view from the front seat. It was one of the most memorable training flights I had.

What I learned that day is we can balance save and savoring. We can work hard and take forward steps, and we can enjoy the view from where we are. I think about that when climbing out to FL410. When ATC tells us to level off at 10,000 feet for traffic, I look around and truly savor the view.

TRAINING MILESTONES

Monica Barrett – Private
Santa Clara Valley Chapter

Patricia Brusco – Private
Colorado Chapter

Brittany Sabol – Instrument Rating
Santa Clara Valley Chapter

Lisa Kienholz – Solo
Ventura County Chapter

Lina Shi – Private
China Section

**Kathleen Suarez – Commercial
Multi-Engine**
Florida Gold Coast Chapter

Tara Ursel – Private
Manitoba Chapter

Patty Viall – Glider
Oregon Pines Chapter

**Anna Weilbacher – Master Educator,
AOPA Flight Training School**
Antelope Valley Chapter

Serena Whelchel – Private
Monterey Bay Chapter

**Share your aviation
milestones!**



**Send your
accomplishments to
news@ninety-nines.org**

Recipe for A First Solo

INGREDIENTS:

1 Childhood Dream
1 Student Pilot, any
1 CFI, pref. French
1 Airplane of Choice, pre-flighted
1 Ream of FAA forms
1 Flightschool, Sunrise
1 ATC Tower
1 Airport, SNA
Salty Language
Oceans of Time
Bushels of Money



OPTIONAL:

- Crosswinds
- Engine Failure
- Engine Fire:
 - Your basic everyday engine fire
 - Your more esoteric electrical fire
- Carburetor Ice
- Student Panic
- CFI Panic
- Any other undesired elements, including, but not limited to, stall-spin on final

BY TASHI SAMMI, Orange County Chapter

Method: Preheat Aircraft Cabin to 95 degrees

1. Prepare: In a duly certified Flight School, mix together the above ingredients until you have a critical balance between a raring-to-go Student Pilot and not-so-raring-to-go CFI. Let sit 2 years. Add money as required. Add patience to prevent mixture from boiling over.

2. Mix: Inside the airplane, mix student and CFI until CFI is satisfied that student is not a hazard to self and/or others. Empty contents of Right Seat onto grass between runways. Use Salty Language, if needed. Taste final tips given by CFI during the final mix.

3. Bake: Finally, allow a newly confident student in preheated cabin. Taxi into position at 20L; call tower for appropriate clearance, check lights, camera and action! Allow appropriate exhilaration at rotation. Solo flight!!!! Turn cabin at 500 ft. to crosswind. Taste. Turn cabin downwind. Check for overdoneness of turn. Abeam numbers 20L, drop 1 notch of flap, check speed if too hot. Add carb. Heat. At 45 deg., turn base. Check for overdoneness. Do not lift cover (nose) of plane. Turn final, empty flaps. Check speed, should be lukewarm. Aim for touchdown point, carefully slide airplane onto greased runway. Aim for centerline. Roundout a few inches from runway and then flare. Let sit a few moments until desired contact. Taxi past visibly relieved CFI. Repeat 3 times until student and CFI are fully cooked, then pick up CFI and taxi to tie down.

4. Cool: Remove both Student and CFI from Cabin, be careful as they will be very ecstatic. Check for final seasoning before serving the freshly baked SOLO STUDENT PILOT!!!!!!!!!!!!!!

Yield: 1 Ecstatic Student Pilot; 1 Relieved CFI; 1 Dream Realized.

Cook's Notes: Thrilled! Not bad for a nerdy, pigtailed, bespectacled little Indian girl whose love of her FisherPrice Airport Set brought her to THIS DAY!! A Dream *not* Deferred....but Realized. My Wish for Everyone.

Following Amelia to Portland, Oregon

BY DEBRA PLYMATE
Oregon Pines Chapter

The lore of The Ninety-Nines began with an air race, a hangar meeting and 99 women who had flying in their blood. Our first president, Amelia Earhart, was a passionate spokesperson for women in aviation, and her presence is still felt around the world. She funded her flying by delivering her message of equal opportunity and achievement for all, lecturing from town to town all across America.

It was on January 28, 1933, that Amelia departed Minneapolis as a celebrity passenger onboard a Northwest Airways winter proving flight across the northern Rockies. There was a brisk snowfall swirling around the St. Paul airport as the Ford Trimotor lifted off. First stop was Bismarck, North Dakota, where Amelia attended a reception at the governor's mansion. The next day, they flew on to Billings, Montana, where the Chamber of Commerce gave a reception for the members of the flight. In Helena the following day, the governor of Montana hosted another banquet.

According to an account by copilot Joe Kimm, they departed Helena on January 31, accompanied by a local sheep farmer who knew every pass like the back of his hand. Following the rancher's directions, the plane flew into one box canyon after another in blinding snow. After turning back, they found an opening through a pass northwest of Missoula, Montana, and flew up the Clark Fork River Valley and across Coeur d'Alene Lake to Spokane, Washington.



Amelia's arrival in Portland, Oregon, in 1933 was covered by the press, mentioning her welcome by the Oregon Chapter of The Ninety-Nines.



Ninety-Nines who followed Amelia's footsteps are, from left, back row, Barbara Anderson, Vanessa Nelson, Bev Clark, Debra Plymate, Elizabeth Harris, Patty Viall and Kim Rayburn. Front row, Debbie Origer and Marilyn Husser.

While snowbound in Spokane's Dav-enport Hotel, Amelia was interviewed by the local press. She had speaking engagements scheduled in Portland, Oregon, and had to leave the flight to take an overnight train. A group of local 99s met Amelia at Union Station in the morning and took her to breakfast. The group included May Wiederhold, Lillian Carson, Dora Skinner, another unknown, and Edith Foltz, who had flown with Amelia in the 1929 Women's Air Derby. Edith got her start in aviation at Portland's Swan Island Airport and was a charter member of The 99s.

Amelia made an afternoon appearance at Benson Polytechnic School. The next evening, the National Aeronautic Association, The Ninety-Nines and Zonta hosted a banquet in her honor at the Multnomah Hotel, followed by her lecture on "Flying for Fun" at the Masonic Temple.

To get a sense of Amelia's dedication, look at one week of her life in 1933. Promoting her new book, *The Fun of It*, she was scheduled in Seattle, Washington, the day after her lecture in Portland. Friend and fellow 99 Dora Skinner flew to Portland in her own plane, planning to fly Amelia to Seattle, but the weather did not allow it.

Instead, Amelia boarded another overnight train arriving in Seattle at 8 a.m. the next morning. She put in a 16-hour day in Seattle, giving two lectures, attending a Zonta dinner in-between the afternoon and evening address, and a reception afterward. At the conclusion, she was whisked to a ferryboat held over until midnight to get to Vancouver, B.C., for another day of appearances.

Eighty-two years later, on Valentine's Day, 2015, several Oregon 99s set out to capture the spirit of Amelia by retracing her footsteps. They boarded Amtrak at various points along the route to arrive at Union Station, where they were met by Portland area 99s. They walked to the Benson Hotel for breakfast together and took a picture in the same spot the 99s had posed 82 years before.

The Masonic Temple, where Amelia spoke on *Flying for Fun*, is now part of the Portland Art Museum, incorporated in 1892 by founders who believed in the power of art to create enlightened citizens. Museum docent Cindy Brown led the 99s on an art tour reflecting social history as it paralleled

Amelia Earhart's life. Women had won the right to vote and were actively dispelling the myths regarding women's capabilities. There were radical shifts from foreign influences after WWII and a desire to define a distinctly American art form.

Among the Portland Art Museum collection, we saw gritty scenes of social realism. "Lower New York" by Jerome Myers portrayed mothers and children at work and play in a high-density urban setting. It was painted in 1926, giving us a glimpse of the days when Amelia was a social worker at a settlement house in Boston.

Moving through the museum, we passed an exhibition of mid-20th century fashions that would have interested Amelia Earhart, who created her own line of innovative clothing for active women in 1934.

Several types of art were evolving during Amelia's era, with a more regional approach becoming popular during the Great Depression. FDR's New Deal established a Federal Art Project (FAP) to provide employment for artists to create socially useful work. Portland Art Museum has more than 400 paintings by Northwest artists employed by the Works Progress Administration (WPA).

"Mountains," by Oregon artist Charles Heaney, combined social realism with modernist cubist principals in 1938 to create an expressive mountain landscape with angular facets, stark mines and rural farms with sparse orchards. We also compared the

evolution of three works done by Heaney's friend, C.S. Price, in 1935, 1936 and 1937, portraying expressionist Western scenes in muted northwestern color palettes.

From the Gallery of Northwest art, the 99s visited a contemporary addition to the museum, the Portland Masonic Temple. The first Portland Art Museum building opened in 1932, next door to the Masonic building, which was completed in 1928.

Traveling education programs had been popular since the late 19th century, and with the advent of automobiles, venues changed from tented rural settings to metropolitan areas. Fraternal and benevolent societies could lease space without being taxed as landlords, thus the Masonic Temple Auditorium was booked for Amelia's presentation.

The 99s entered the auditorium and stepped up on the stage where Amelia stood in front of her audience in 1933. Amelia would have talked about her beginnings in aviation and her first Atlantic crossing as a passenger, for which she referred to herself as a "sack of potatoes."

We could imagine listeners on the edge of their seats as Amelia told about her more recent solo flight across the ocean in the dark, flames coming through an exhaust crack, altimeter spinning uselessly, icing, and rougher air than she had ever encountered inside the storm clouds. Advances in weather reporting and mid-ocean stations would add reliability to air travel, she would assure the audience.

Amelia would not mention how her example demonstrated new possibilities of the human spirit, but that she hoped she played a role in women finding their place in aviation. Whatever their endeavor, wives should be gainfully employed, she advocated, as their husbands are.

As Amelia Earhart so eloquently prophesized, "Adventure is worthwhile in itself." The train trip and tour of the Portland Art Museum gave Oregon 99s a special connection to her life and the period of history in which she lived.



Amelia Earhart with the Trimotor crew, from left, Joe Kimm, copilot, Hugh Rueschenberg, captain and Mal Freeburg, system chief pilot.

Background photo: Swan Island Municipal Airport Terminal, Portland, Oregon, circa 1930s.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

Bobek, Jan, Cook Inlet
Carpenter, Nancy, Eastern Pennsylvania
Crosby, Leslie, San Gabriel Valley
Davidson, Austin, Santa Barbara
Davis, Amy, Orange County
Flandera, Lynn, British Columbia Coast
Hetrick, Willow, Alaska
Hill, Mandi, Kansas
Jones, Sheryl, Columbia Cascade
Lakhani, Priti, Northeast Kansas
Lower, Charla, Mid-Columbia
Marasco, Auriol, First Canadian
Mason, Faith, Redwood Coast Flyers
Miksich, Jencie, Columbia Cascade
Muccitelli, Helen, Eastern New England
Nappi, Melissa, Indiana Dunes
Paddeck, Jeraldine, Placer Gold
Parker, Theresa, Greater Seattle
Prestidge, Corry, Eastern Pennsylvania
Schroeder, Phoebe, Women With Wings
Schurr, Connie, San Fernando Valley
Strand, Laurie, Connecticut
Taylor, Lauren, Tip of Texas
Wackerman, Linda, Keystone
Wilemon, Debra, South Central Section
Yarbrough, Deborah, Memphis



Catherine Kao, China Section

Welcome New Members

Acosta, Cristina, Santa Rosa
Adams, Allison (F), Kentucky Bluegrass
Allen, Jennifer (F), Orange County
Allred, Jill (F), Utah
Baliwala, Rhea (F), India Section
Balla, Elhaga, Arabian Section
Bizri, Tanya, Arabian Section
Boriskin, Sarah (F), San Fernando Valley
Bouvier, Monique, Ambassador
Bouzios, Kristina, Chicago Area
Bruha, Patti (F), Fullerton
Brunni, Stephanie (F), Indiana
Buckner, Lisa (F), Houston
Burnett, Mary (F), Florida Firstcoast
Campbell, Danyelle (F), Montana
Cannon, Andrea, Idaho
Carissimi, Theresa (F), Florida Gulf Stream
Clark, Sarah, Mississippi
Cook, Stephanie (F), Reno High Sierra
Corsetti, Lisa, Santa Clara Valley
Crooks, Victoria, Houston
Eccles, Sarah, Sutter Buttes
Elarmali, Flora (F), Arabian Section
Erwin, Monica (F), Mt. Shasta
Farouqa, Leen (F), Arabian Section
Freeman, Jessica, Northeast Kansas
George, Lillian (F), Houston
Graham, Christy, Houston
Hagen, Kirsten (F), Eastern Pennsylvania
Haning, Hayley (F), Ambassador

Hauptert, Brittney (F), Ambassador
Hayes, Ashley, Las Vegas Valley
Helgren, Erin (F), Colorado
Hena, Tala (F), Arabian Section
Hill, Shari (F), Carolinas
Hobbs, Shelby (F), Greater St. Louis
Howards, Ellen, Eastern New England
Hunt, Leonia (F), Florida Spaceport
Jenkins, Mary (F), Ventura County
Kano, Larisa, Chicago Area
Kao, Catherine, China Section
Kellett, Abbie, Florida Suncoast
Kelly, Katie (F), Virginia
Kirk, Bridgette (F), Sutter Buttes
Kolb, Elke, German Section
Lind, Bobbie, Rio Grande Norte
Lipper, Aurora, San Luis Obispo County
Marsh, Wendy (F), Mat-Su Valley
Melton, Sarah (F), Greater Pittsburgh
Minnock, Debra (F), Central New York
Moser, Tamara, Ventura County
Mubarak, Nujood (F), Arabian Section
Nanni, Tammy (F), Eastern Pennsylvania
Nieuwboer, Emily, Florida Spaceport
Ochs, Leah (F), Reno High Sierra
Ogilvie, Shanna (F), Sacramento Valley
Ogilvie-Simons, Sarah (F), Sacramento Valley
Otero, Laura, Georgia
Pajer, Fanni, Arabian Section
Pilling, Carolyn (F), Manitoba
Porter, Bernadette (F), Fullerton
Pottebaum, Katherine, (F), Utah
Powers, Leanne (F), San Gabriel Valley
Rosenkranz, Rashell, Greater Seattle
Roum, Tiffany (F), Wisconsin
Salgado, Cristina, Chicago Area
Samara, Irwina (F), Kentucky Bluegrass
Schmidt, Vicki (F), Kansas
Sellers, Teresa, Alaska
Smith, Katie, Colorado
Smith, Connie (F), Rio Grande Norte
Soares, Da Silva-Patterson Thais (F), Dallas
Stoddard, Rachel, Tucson
Swanson, Pamela (F), Austin
Thompson, Jessica (F), Antelope Valley
Thornton, Valerie (F), Fort Worth
Tuerk, Adriana, Virginia
Wnorowski, Melissa, Connecticut
Xu, Jingyi (F), China Section
Young, Kristen, Long Beach



Taking the Challenge



Photos by Jen Toplak

Like many Chapters, the Florida Gold Coast 99s took the challenge and hosted a Fly it Forward event on March 7 in conjunction with International Women's Day and the Women in Aviation Worldwide Week. The event was assisted by the Paradise Coast and the Gulf Stream Chapters as well as the local EAA Chapter 203. More than 150 interested guests showed up on a rainy Saturday in South Florida.

As the volunteer pilots waited patiently for the weather to clear, the guests participated in games, educational activities and movies inside the hangar. Speakers shared information about their careers and flying experiences. Some taught lessons about the forces of flight, how to read a chart, and the aviation phonetic alphabet, while others led children in relay games, chart scavenger hunts and Aviation Jeopardy.

In between the raindrops, some of the guests were able to venture out from the hangar and get up close and personal with the display planes. The guests learned how to preflight an airplane, and a few were even able to sit in the plane and have their pictures taken. Most of the girls were amazed at how small the inside of a Cessna 172 really is.

The weather never did clear, so no one got to have their discovery flight, but the day was still filled with many fun and educational activities, and everyone promised to come back again next time the event is offered!

— Marcy Lannon

DOGS ON BOARD

Flying with a Purpose

BY JANE CROWDER, Houston Chapter

For 20 years I flew my Mooney Ovation from Denton to Houston, Texas, for medical work assignments. Often I said that in my next life I wanted to be a "real" pilot. Now retired for two years, I needed to be able to maintain my skills.

Having read an article on transporting rescue dogs, I decided to combine my love of pets and my love of flying. I sent in an application, and it didn't take long to get a call to fly George, a paraplegic black lab, from Indianapolis, Indiana, to Austin, Texas. I was to coordinate with other pilots and fly the third leg from Texarkana to Austin. Knowing the difficulty of making connections even on commercial flights, I opted to do the whole trip. My Mooney may be small but is relatively fast, and I can reliably count on five hours before needing to refuel.

I loaded George's wheel-walker prosthesis into the plane. It would not go through the cargo hold, so I had to put it through the door into the back seat. George sat in the copilot seat with his head on my lap for the 4½ hour trip to his new home. This really exposed how small the Mooney is, and I have since learned to remove the seats and use travel cages.

My latest flight was from Phoenix, Arizona, to Philadelphia, Pennsylvania, with a plane full of 10 Chihuahuas. I had flown only big dogs before, and a maximum of four at that. My contact,



Jane's Mooney was packed with 10 Chihuahuas on an adventurous flight from Phoenix to Philadelphia.



Jane with her frequent flyer, Tipper, a rescue dog of 15 years.

Samantha of Maricopa County Animal Control, said that some of the dogs would need to be in separate cages. I traded cages for smaller carriers.

On January 20, Samantha and I loaded the carriers into the 4 by 5 interior of the Mooney, reminding us of how passengers try to cram too many pieces of carry-on luggage into overhead bins.

I had planned to overnight in Tulsa, but with the weather so bad on the East Coast, I stayed over an extra day. The dogs were well taken care of in my cousin's warm garage.

Left Tulsa about 9 a.m. on an instrument flight plan. I was able to climb to 9,000 feet to get above the clouds and moisture. That altitude enabled me to lean out the fuel and catch a slight tailwind.

Checking the weather at destination, clouds were broken to overcast at 3,000 feet. The problem was getting from 7,000 to 3,000. In the descent through the clouds, the windshield froze over immediately. That's when you depend on the plane and instruments. I switched on de-ice, pitot heat and defrost and set up for the approach.

Upon landing, ground frequency directed me to general aviation. I quickly checked in and then started to get the dogs out so they could look for a grassy spot. It is not easy to locate grass at a big airport.

The women, Kim and Kristen from Paws to Hearts, were there within 30 minutes of my landing and helped with the potty brigade. They also had knitted sweaters for each of the little Chihuahuas to help them adjust to the frigid temperatures. Knowing that these little dogs now have some new homes was very rewarding, and I was thankful to be part of that organization.

I'm also thankful to keep my proficiency and fly with purpose.

Like a PAR for My Career

How the PPLI helped me take the next step

BY LAURA NEALON
Sutter Buttes Chapter

I'd like to share with you one of the key factors that helped me land my dream job — The 99s Professional Pilot Leadership Initiative (PPLI).

Two years ago I made the decision to leave my Air Force career in pursuit of a position with a major airline. I knew that in my 13 years on active duty I had developed the necessary skills and resumé to qualify, but so had thousands of other pilots during the hiring drought. How was I going to make myself stand out? More importantly, how was I going to make sure I was ready to make the most of the interview opportunity if I got it? The military had done little to prepare me for an HR interview.

My need for help navigating the application process became clear when I attended the Women in Aviation, International conference in Nashville. My wake-up call came when the hiring manager at my dream employer asked for my resumé and got a blank look from me. Yes, I had gone to a career conference without printing even a single resumé. Clearly, I had much to learn about the civilian world! But how to figure this out other than learning from my mistakes?

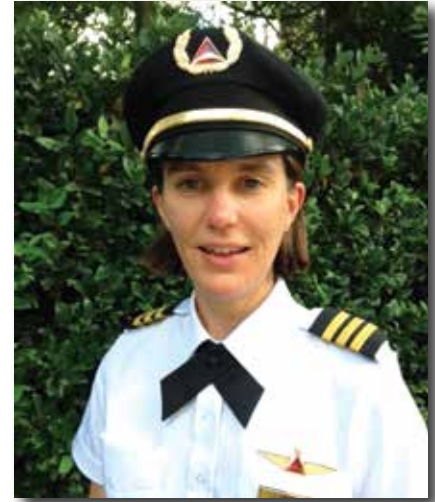
Fortunately, the answer also was to be found at the conference. While walking through the booths, one caught my attention, The 99s' booth featuring the PPLI. The women there were very accomplished and enthusiastic about helping other women achieve similar successes. It was so exciting to see that someone had identified the need to help women in all phases of their careers take the next step.

As a formal mentoring program, the PPLI is able to help everyone interested in improving their career, regardless of background or goal. Whatever your experience, you can find someone with a similar background on the leadership team or participating in the program.

The PPLI is a three-phase program. In phase one, participants are paired with

a mentor who has either achieved the same goal as that of the mentee or who is otherwise personally suited to advise them. In my case, I was paired up with an F/O at the airline I wanted to join. She was a wealth of information regarding the interview process as well as having many suggestions on preparation resources. Talk about timing being on my side — my interview invitation arrived just after the books she suggested! Her support was crucial in helping me stay on track and motivated while getting ready for my big day. Not to mention, talking about her own interview removed some of the mystique, which calmed my nerves.

During phase two, mentees who successfully complete phase one work together as a group mentoring each other. We had regular discussions about issues common to all female aviators. Topics ranged from nutrition on the road to time management. With input from a wide range of amazing women, everyone took several excellent suggestions from the session. Since I was waiting to start my airline training during



Laura Nealon, 737 First Officer.

this phase, I learned more about the challenges ahead and how to start off my new career on a good foot.

Phase three is perhaps the most unique portion of the PPLI. In the final stage of the program, participants act as mentors for women in phase one. What a great way to give back to a program from which one has received so much!

Interested in taking that next step or building the foundation for your career right now? I urge you to check out http://www.ninety-nines.org/index.cfm/professional_pilot_leadership_initiative_ppli.htm for more information.



Laura all suited up for a flight from California to England in a U-2. It was a long flight made interesting by the view of the Northern Lights from 70,000 feet.

LINDA CASTNER RECEIVES MASTER AVIATION EDUCATOR DESIGNATION



Linda Castner.

Linda F. Castner, a first-time Master and SAFE member, was recently accredited as a Master Aviation Educator (MAE) by the Master Instructors LLC, the international accrediting authority for the Master Instructor designation as well as the FAA-approved Master Instructor Program. She is one of only 12 aviation educators worldwide to achieve the MAE credential. Linda owns, operates, and manages Alexandria Field Airport (N85) and resides in Pittstown, New Jersey. As an FAA certificated advanced ground instructor, she teaches ground schools that focus on the science, technology, engineering and math (STEM) aspects of aviation, using her airport as a living lab.

Master Aviation Educator accreditation recognizes individuals who work as professional teachers of aviation in industry and/or government but who do not necessarily hold FAA instructor certification. Fewer than 800 aviation educators worldwide have achieved one or more of the Master accreditations.

The Master Instructor designation is a national accreditation recognized by the FAA and must be renewed biennially. Candidates must demonstrate an ongoing commitment to excellence, professional growth and service to the aviation community. Designees are recognized as outstanding aviation educators for not only their excellence in teaching but for their engagement in the continuous process of learning, both their own and that of their students.

— Shannon Osborne

STUDENT PILOT GABRIELLE EVEY ACCEPTED TO AIR FORCE ACADEMY

Gabrielle Evey, a student pilot member of the Antelope Valley Chapter, was nominated for an appointment to the Air Force Academy. Gabrielle, a student at Desert Junior-Senior High School in Edwards, California, received a Letter of Assurance from the academy, offering her early admission pending a congressional nomination. She has already accepted her slot at the academy and will head to Colorado June 25.

Gabrielle is the wing commander of the Air Force Junior ROTC at her high school and commands over 130 cadets. Upon graduating from the academy, she hopes to be service-selected into pilot training.

— Lynne Hsia



Gabrielle Evey.

AIRPORT RENAMED TO HONOR 99 EMILY WARNER

Colorado's Grand County Board of County Commissioners voted to rename the Granby/Grand County Airport (GNB) to honor Ninety-Nine Emily Howell Warner, America's first female airline captain. The field's official name will be changed to Granby/Grand County Airport—Emily Warner Field.

A copy of the resolution incorporating Emily's name into Granby/Grand County Airport will be enshrined in the newly created Granby-Grand County Airport Pioneers Wall of Fame located inside the former Rocky Mountain Airways Airline terminal.

The presentation will be held in conjunction with the annual Experimental Aircraft Association (EAA) Chapter 1267 Community Pancake Breakfast & Fly-In on July 11.

— Margot Plummer



Emily Howell Warner

ARABIAN SECTION ANNOUNCES YVONNE TRUEMAN SCHOLARSHIP



Yvonne Trueman.

The Arabian Section recently announced the creation of the Yvonne Trueman Scholarship promoting opportunities for members of the Section to expand their aviation knowledge.

Yvonne Trueman has pledged \$10,000 to establish the foundation in memory of her late son, Captain Julian Pooley, a helicopter pilot who was killed in 1984.

Yvonne, who is still flying at 79, joined The Ninety-Nines in the 1970s. When the Arabian Section was formed in 1989, she became the Governor and served in the position for 15 years. She has British, New Zealand, American and seaplane licenses and is proud to hold the first Bahrain flying license.

— Alia Twal

ANNA WEILBACHER RECEIVES AOPA SCHOLARSHIP

Anna Weilbacher, a member of the Antelope Valley Chapter, was the winner of the \$12,000 AOPA Noe-Singer Flight Training Scholarship. AOPA awarded 10 scholarships; Anna won the top award and will use it to complete her private pilot certificate.

— Lynne Hsia



Anna Weilbacher.



Nivedita Bhasin, captain far right, with Air India's all-female crew.

NIVEDITA BHASIN CAPTAIN ON ALL-WOMEN CREW

On International Women's Day March 8, Arabian Section member Nivedita Bhasin was captain of an all-women crew on flight B787, Delhi-Melbourne route. Accompanying her in the cockpit were Captain Laxmi Nagrath and first officers Captain Vandana Srivastava and Nikita Khanna.

Every year, Air India operates all women crew flights to international and domestic destinations to celebrate the occasion. Various events were also organized on the ground to highlight their women employees.

— Nivedita Bhasin

JERI TRUESDELL AWARDED CONGRESSIONAL "GOLD"

Ninety-Nine Jeri Truesdell, at 100 years old, recently held the gold. On December 10, 2014, she was presented the Congressional Gold Medal at a ceremony at the Capitol in Washington, D.C. for her contributions during WWII. She was honored along with others who had selflessly volunteered their time and skill during the war.

Prior to the ceremony, Jeri's local Congressman, the Honorable Brad Sherman, presented Jeri with a flag that had flown over the Capitol prior to the ceremony.

Jeri became a Ninety-Nine and met Amelia Earhart well before she earned her private pilot certificate in 1939. Jeri then joined the Civil Air Patrol in 1942.

On May 30, 2014, the President of the United States signed a bill into law recognizing the Civil Air Patrol and its earliest members for their contributions during WWII by honoring them with the Congressional Gold Medal.

On September 22, 2014, Jeri was promoted to Lieutenant Colonel with a lifetime membership in CAP, along with being presented an Exceptional Service Award. The CAP Color Guard and Commander of the California Wing opened the ceremony, which was concluded by Jeri's first flight in a search and rescue aircraft since WWII.



Jeri Truesdell.

— Jenny Lynn Burnett

SUZANNA DARCY-HENNEMANN RECEIVES 6TH ANNUAL OUTSTANDING AVIATOR AWARD

Western Washington Chapter member Suzanna Darcy-Hennemann is the recipient of the sixth annual Outstanding Aviator Award presented by The Wings Club Foundation, Inc. and IAWA (International Aviation Womens Association). The award was presented during The Wings Club Foundation's Annual Meeting March 25.

Adhering to the mission of the award to recognize airmen and airwomen whose actions have made major contributions to aviation and/or security and who serve as leadership role models, Suzanna's accomplishments over a 41-year career history with Boeing were celebrated.

Suzanna was the first woman to captain a 747-400 and a 777, the first woman test pilot to be employed by Boeing in both production and experimental flight test and she set a record for the longest non-stop flight of a passenger airliner.

In 1974, Suzanna joined Boeing and started her aviation career in engineering. Most recently, she was Chief Pilot for the Boeing 777 program and responsible for engineering flight test activities related to all Boeing 777 airplane models. Suzanna became rated as a captain on the Boeing 747-400 in 1989, and later achieved captain status as a rated captain on the Boeing 747-400, 737, 757 and 767 airplanes.

In 2005, Suzanna commanded a 22 hour and 42 minute flight on a 777-200LR. She and a team of pilots flew 11,664 nautical miles eastward from Hong Kong to London, crossing two oceans and a continent, setting a record for the longest non-stop flight of a passenger airliner.

Since 2008, Suzanna has served as Chief Pilot for Boeing Flight Services, leading approximately 500 instructor pilots globally.

She is a member of the Society of Experimental Test Pilots and is a frequent guest speaker at industry and community forums. In 2010, Suzanna was inducted into the Women in Aviation's International Pioneer Hall of Fame.

— Staff



Suzanna Darcy-Hennemann.

**GOT NEWS?
SHARE IT!**

news@ninety-nines.org



Santa Clara Valley Chapter enjoyed lunch during a fly-in to Monterey, California. They were joined by several Monterey Bay Chapter members.

SANTA CLARA VALLEY CHAPTER

Our Chapter has participated in several fly-ins since September, most recently our annual whale watching fly-in with a lunch stop in Monterey, California. We were joined by several members of the Monterey Bay Chapter and a few Santa Clara Airmen. Most of us were fortunate enough to observe whales off the coast either before or after lunch on a perfect day for flying.

Other activities included the Palo Alto Airport Day in September where we manned a booth, answered questions about The 99s and encouraged young women to consider learning to fly. Four of our members participated in the San Francisco Airport Emergency Exercise as reported by Pat Gregory in the last issue.

In October, Leslie Ingham and Carol Munch attended the 25th anniversary celebration of the Arabian Section in Bahrain, where we were treated royally. We were impressed with the strong support afforded by the Ministry of Transportation and Flight Academies to our Arabian colleagues.

December brought our holiday party at which we collected toys and food for the less fortunate and enjoyed a delicious dinner. At our February meeting, we listened to a presentation about the Hayward Air Rally, now in its 51st year. Several of our members are planning to participate in this year's event, which will take place June 11-13 and will include a course from Hayward to Redding, California, and then on to Bend, Oregon.

— Carol Munch



Not only was it a perfect day for flying but also for whale watching, left.

NORTH JERSEY CHAPTER

The North Jersey Chapter is proud to announce the induction into the Forest of Friendship of two of our long term members, Joanne Campbell and 49½ John Tokar.

In June, several Chapter members will be flying out for the festivities and then on to the terminus of the Air Race Classic in Fairhope, Alabama.

The North Jersey Chapter is very proud of our member Saki Chen, who translated "General Aviation Law, Third Edition," the very first published in China.

— Shannon Osborne

MONTEREY BAY CHAPTER

Monterey Bay Chapter Chairman and Aerospace Lab Coordinator Claudia Contreras made a career day presentation where she fielded questions from her young audience. The hardest question she was asked was, "What do you hate about your job?" She couldn't think of anything negative to say because she loves what she does. "It's got everything I love to do, and I get paid to do what I love. Computer programming, flying, robots, math. And I get to share it with the youth."

Chapter members Claudia Contreras, Joanne Nissen, Michael Serasio, Alice Talnack, Serena Whelchel and new student pilot Sophia Taylor participated in the Expanding Your Horizons program for girls at Hartnell College on November 22. It was wet, but there was a good turnout of students. They loved the flight simulator, seeing the Foreflight iPad technology and the Pigeon Pilot fold-ups. It was a lot of fun, and we have been invited to return next year.

In April, the Chapter will offer a Girl Scout program at Salinas Airport and in May assist at AOPA's West Coast Regional Fly-In at Salinas Airport. Also the Chapter will host the Fall Southwest Section Meeting in October in conjunction with the Chapter's 50th Anniversary – a busy year indeed.

— Donna Crane-Bailey



Michael Serasio assists one of the students on the flight simulator.



Orange County Chapter members held their January meeting at Helistream. Photo by Alan Engard

ORANGE COUNTY CHAPTER

Orange County Chapter's monthly general meetings are both educational and a lot of fun. In January the meeting was held at Helistream, located on the west side of John Wayne Orange County Airport. Fixed wing pilots can glimpse rotor tips as they taxi by, but other than occasionally witnessing a lift-off, most never see beyond that glimpse to investigate the many aircraft based there.

With Andreas and Gil, two of Helistream's professional pilots as our hosts, we were given an excellent presentation on how the four forces affect the helicopter, how a rotor blade is like a wing (including how the pitch of each blade affects flight), what auto-rotation really involves, the function of a tail rotor or a tail turbine, how helicopter operations differ from fixed-wing at SNA, how the FARs differ for helicopters, and much more.

Some of the slides showed working helicopters in action – fighting fires and lifting utility lines onto transmission towers. The precision required is almost beyond imagining, and we were

fortunate to have two pilots who do such flying as our hosts.

We then split into groups to check out a piston-driven bird and a turbine craft, with our hosts patiently answering questions. One of our Chapter members is taking helicopter lessons, and we are grateful to Helistream and its pilots for giving us a tantalizing introduction to her world.

— Shirley McFall

The February general meeting and annual "White Elephant" auction was a huge success!

Our general meeting started off with an informative presentation by Robin Gartman (Palomar Chapter) and Claudette DeCourley (San Diego Chapter) about our upcoming 99s SWS Spring Meeting, which will be held at the beautiful Temecula Creek Inn. Hosted by Palomar and Coyote Country 99s, the theme behind this spring's SWS meeting is "Flying to the Stars" and will be held from April 30-May 3.

The "White Elephant" auction is always a treat, and this year was no exception. The items ranged from what we can all use in our households to what we would love to hang on our walls.

Our auctioneer, Pat Noyes-Prentiss, was able to entice bids out of every attendee. The highest bid was \$30 and the average bid was just shy of \$10. Due to the generosity of our members, we added \$551 to our Chapter funds! This allows us to continue supporting scholarships and educational aviation programs.

— Amy Davis



Irene Engard in her Minnie Pearl hat at the White Elephant Auction.

GREATER SEATTLE CHAPTER

Every year the Greater Seattle Chapter has a 99s booth at the Northwest Aviation Trade Show, which was held this year on February 21-22. For the last eight years Marty Vale has coordinated the event.

For the last several years attendance was down, but this year we had an incredible number of people at the event. We promote our Flying Companion Seminar and earn money for our Nancy Jensen Memorial Scholarship offered to women working on their flying goals.

Carrying on the tradition Nancy set by organizing lunch for the annual Washington Pilots Association, we took her place, and pilots who knew her donated several hundred dollars to our scholarship fund.

The 99s from Mt. Tahoma Chapter also offered their time to meet and talk to prospective new 99s.

— Marty Vale



From left, Greater Seattle Area 99s Elise Hoit, Teresa DeGraaf, Marty Vale and Ann Lovett, Mt. Tahoma Chapter.

FIRST CANADIAN CHAPTER

On March 7, at the Oshawa Airport, First Canadian Chapter 99s and other great volunteers gave free flights to women and girls who had never flown in a small airplane.

It was priceless seeing the smiling faces from the girls who had a chance to actually fly the plane!

FCC Treasurer and Air Canada 320 First Officer Kim Winsor and Air Canada 787 First Officer Glennis Walsh gave a great talk and were tremendous representatives of women in aviation.

— Robin Hadfield



Presenters Kim Winsor, left, and Glennis Walsh.

FLORIDA GOLDCOAST CHAPTER



Florida Goldcoast 99s Laurene McEneny, left, and Jeri Lynn Stetz with the Ford Tri-Motor.

On February 13, Florida Goldcoast 99s members Jeri Lynn Stetz and Laurene McEneny participated in the Experimental Aircraft Association (EAA) “Fly on the Ford” fundraiser at North County Airport (F45) in Palm Beach, Florida. They participated as safety/emergency and escort volunteers at the event.

Passengers were eager to step back in aviation history by riding on the 1928 Ford Tri-Motor 5-AT-B (serial No. 8). The Ford Tri-Motor is currently owned by Liberty Aviation Museum in Port Clinton, Ohio.

The plane flew its first flight on December 1, 1928. It was sold to Transcontinental Air Transport (TAT) in January 1929 when it became NC9645 and was named “City of Wichita.” Along with sister ship “City of Columbus,” the airplane helped inaugurate westbound transcontinental commercial air service in July 1929.

In 1931, ownership was transferred to Transcontinental and Western Air (TWA). The aircraft helped TWA develop their route system. The plane was later used by Grand Canyon Airlines and Boulder Dam Tours as a sightseeing airplane in the 1930s.

The 1940s and 1950s brought more changes for the Tri-Motor, and in 1964, it underwent an extensive seven-year restoration process and was flown again in 1971. It had several homes, including Harrah’s in Las Vegas, Evergreen Aviation and Space Museum in McMinnville, and finally, Liberty Aviation Museum. The plane is now named “The City of Port Clinton.”

— Laurene McEneny

On February 7, the Florida Goldcoast Chapter held a meeting at the Lantana Airport (KLNA), Palm Beach Country, Florida, for an insightful speaker presentation from Donna Wilt, Ph.D.

Donna was an expert researcher and witness in a lawsuit filed after a plane crash in 2011 at Richard’s Field (04FA) that resulted in two fatalities. Her presentation was called “What Really Happened? An opinion of the accident N58784.”

Donna described her research process, which included reading police reports, depositions, researching best practices and consulting subject matter experts in many areas. The GPS track data provided by the Garmin 496 and analyzed by Donna was critical to helping understand the events of the morning.

Her presentation was a springboard for our members to ask questions and discuss various areas of aviation safety. After the presentation, many of the members gathered for lunch at the nearby Old Key Lime House Restaurant to enjoy more discussions, lunch and some wonderful Florida sunshine.

— Marcy Lannon



Myra Bugbee, Carol Scanlon-Goldberg, Tamra Sheffman, Donna Wilt, Cecile Hatfield, Jeri Lynn Stetz, Ursula Davidson and Jen Toplak at the Old Key Lime House.

GRASS ROOTS



Ventura Chapter 99s at their presentation table. Left to right: Jenny Lynn Burnett, Ceci Stratford, Mary Lou Johnson, Sheila Collier, Stephanie Russell, Judy McCarthy, Angelee Conroy, Rhonda Tarli, Peggy Watson-Meinke and Martha Phillips.

VENTURA COUNTY CHAPTER

Our first Ventura County High School Aviation Career Day was held on November 14, 2014 in the Commemorative Air Force (CAF) hangar at Camarillo Airport (CMA). We had about 200 students attend from 16 Ventura County schools. Sixty-seven of the 200 students were girls!

There were 25 presenters from various aviation careers, including John and Martha King of King Schools in San Diego, who were our headline presenters. The students had a great time visiting each presenter's table and learning about what they do in their aviation career. They sat in several aircraft on display to get a feel for what it's like to be a pilot in the cockpit. Raffle tickets were provided to each student to enter at various presenter tables where drawings were held for aviation-related prizes at the end of the day. They enjoyed walking around the CAF Museum Hangar where aviation history is displayed, and getting snacks at the Huey helicopter.

Seventy-eight of the students were surveyed after the event and said they were interested in a career in aviation.

The High School Aviation Career Day was a collaboration of many sponsors. We believe this event presented a community awareness of careers and economic benefits of aviation in Ventura County. It also gave us the opportunity to introduce young women to The 99s and the scholarships available from our Chapter and the organization as a whole.

— Peggy Watson-Meinke

COLORADO CHAPTER

Save the Date! The Rio Colorado Chapter in Lake Havasu, Arizona, is having an air race. We are planning a two-day, cross country air race of approximately 600 miles on November 13 and 14, 2015. We will loosely model it after Claire Walters' Palms to Pines race that was established in 1970 and ran for 40 years.

The Start has been confirmed as the Jacqueline Cochran Airport in Thermal, California. The course is being laid out – our overnight stop will be Mesquite, Nevada – and then we will celebrate the finish in Lake Havasu.

NEW HORIZONS

NORMA HUNTER

Eastern Pennsylvania Chapter

Norma G. Hunter (nee Gerken) passed away suddenly on February 2, 2015. She was 70 years old.

Norma was born in Camden, New Jersey, to Frank E. and Jennie Gerken. She was a resident of Riverton and Long Beach Island, New Jersey.

She was a graduate of Merchantville High School and Syracuse University. After graduate school at Indiana University, she taught mathematics at Hanover College. She was a mathematician/engineer for L3 of Camden for 30 years.

Norma was a 30-year member of the U.S. Coast Guard Auxiliary. She taught boating courses, gave safety inspections of vessels as a Vessel Examiner, and piloted gave safety inspections of vessels, and piloted her Cessna 172 on USCG missions over the New Jersey coast. She served as Flotilla Commander and many other posts in the USCG Auxiliary. She was a sailor, cyclist, swimmer and aviator. She was selected as an Outstanding Woman of Burlington County and a member of the Riverton Porch Club.

— Barb Zeigler

NANCY WRIGHT

Florida Suncoast Chapter

The Florida Suncoast Chapter has lost one of our most valued members, Nancy Wright, who flew to new horizons on February 10, 2015.

Nancy joined the Florida Suncoast Chapter as a new pilot in the '80s. She later received her commercial certificate and instrument rating.

Nancy served The Ninety-Nines in many projects. They would fill a page, but to name a few: Chapter Chairman, Governor of the Southeast Section, Chairman of the International Conference in Orlando, Florida, Chairman of four Southeast Section meetings and honoree at the International Forest of Friendship. One of her favorite projects was the Jesse Woods Scholarship Fund.

Nancy came on board at The 99s building at Sun'n Fun, Lakeland, Florida, several years after Jesse Woods helped us secure a spot in 1987, and you could find Nancy there every year for a full week until the end of 2014.

Nancy took on her last job with the Florida Suncoast Chapter planning the 2015 Southeast Spring Section meeting as Co-Chairman and was making plans for the WASP luncheon at Sun'n Fun this year. She attended her last Chapter meeting in February.

If there was a score for a true 99, Nancy was a 10+. We will miss you, Nancy.

— Sophia M. Payton



Nancy Wright.

EVELYN GUSTAVA (GUSSIE) FREESE Greater St. Louis Chapter

Gussie Freese passed to new horizons on March 10, 2014. She was born in Bowling Green, Missouri, on July 11, 1933.

Her former husband was a military pilot, flight instructor and passionate aviator. Together they owned a Cessna 152 in which Gussie learned to fly. For a time she was also a stewardess for Mark Aero, a charter airline that flew sports teams to and from games. She joined The Ninety-Nines in 1967 and became an active member of the Greater St. Louis Chapter. From 2007 to 2013 she assumed responsibility for maintaining and scheduling the Chapter's traveling library exhibit on women aviators.

Gussie was an expert seamstress. At one time, the St. Louis Cardinals baseball team was a customer, and she repaired their torn and damaged uniforms. In her later years, Gussie volunteered at a local hospital. In addition to her other volunteer activities, she sewed season-appropriate bunting for the newborns at the hospital so they would all go home in style.

In fact, Gussie filled her life with volunteer activities. She also volunteered at two nursing homes, collected goods for a local food pantry and served on several committees at her church, as well as participating in many church-sponsored activities.

Gussie was also a volunteer at Wings of Hope, an organization that provides aircraft to humanitarian organizations throughout the world and operates the Medical Air Transport that flies indigent patients to medical facilities in the U.S. In 2002, Gussie was one of several Chapter members who, as members of the Rosie the Riveter crew, helped refurbish a DC-3 aircraft for Wings of Hope.

Gussie will be missed by her family and her many friends as well as by all the organizations with which she volunteered.

— Libby Yunger

MARIE HIGHT Wisconsin Chapter



Marie Hight.

Marie Hight took her final flight home on January 15, 2015. Marie was a lifelong supporter of aviation. She joined The Ninety-Nines in 1962, but her love of airplanes began long before she became a pilot. One of her earliest aviation memories was that of a kind school-teacher picking her up from the farm in Mukwonago each summer for a week in the big city, which was Milwaukee, Wisconsin. One year she took her to the airport to watch

Lindbergh land. Marie was only 10, but the memory would live on inside of her. After her brother graduated and became a second lieutenant in the Army Air Corps, he gave Marie her first ride in a small plane. He did stalls, and even though Marie was only 16, she loved it.

In 1960, Marie took flying lessons for eight months. It was, as she put it, "My best experience ever. I was the first in Milwaukee to earn a blue seal certificate, so my picture was in the Milwaukee Journal."

She was introduced to her future husband Sterling as "Amelia" because the people in her office knew she could fly. Marie was a member of the Civil Air Patrol in St. Francis, and her husband also served his community through that organization. Because Marie married an Air Force pilot, she moved quite often.

Even though they were busy, Marie managed to keep flying. She joined Ninety-Nines Chapters in Nevada, California, New England, and then returned to the Wisconsin Chapter. She flew in Hawaii, California and Massachusetts, as well as in her home state. Marie and Sterling both flew a Piper Cherokee in the Air Force Flying Club.

Marie was inducted into the Forest of Friendship in 2011, served as a mentor to Gretchen Eichstadt and continued to fly up until months prior to her death.

Marie's spirit exemplifies what it means to love flying and pass along that love to others. The Wisconsin Chapter was honored to have her as a member and a friend.

— Christy Stark

RUTH LOVE Lake Erie Chapter

Ruth Love went on to new horizons on January 26, 2015, after celebrating her 100th birthday on January 10, 2015, with her sons Ron and Tim, daughter Carole and many family members.

Ruth grew up in Alabama where she married Harrison Love in 1939. They came to Ohio in 1941 after his discharge from serving in WWII in the Pacific. They built a home in North Olmsted, Ohio, and raised three children. In the 1956 Mrs. America Contest she was voted Mrs. Cleveland.

Harrison learned to fly and bought his first airplane. They owned several airplanes over the years and flew to all 50 states and to over 20 countries until his death in 1975.

Ruth decided to learn to fly, earning her pilot certificate in August 1962. She joined The Ninety-Nines All-Ohio Chapter that year. She was one of the charter members when the Lake Erie Chapter formed in January 1974. She 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 represented Ohio in the Ms. Senior



Ruth Love.

America Pageant at Atlantic City. In 1991 she wrote a book, *Magnolia Castleberry – A True Love Story* in which she reflected on her life's experiences and philosophy of life. "Each day I watch the sunset and ask myself, did I help someone today? Did I make someone feel better for knowing me?"

In lieu of flowers, the family suggests a donation to the North Olmstead Garden Club.

Her obituary can be viewed at: www.pippinfuneralhome.com/notices/Annie-Love. The site also has a photo album, which included a picture from her participation in the 1971 Powder Puff Derby.

— Evelyn Moore

FLORA BELLE REECE Antelope Valley Chapter



Flora Belle Reece.

Flora Belle Reece passed away in Lancaster, California, on December 19, 2014. She was born on October 21, 1924, in Sayre, Oklahoma, to sharecroppers. Her father was also a Southern Baptist preacher, providing the foundation for her three priorities in life: God, family and aviation.

As a little girl, she told her father she wanted to become a pilot. He responded, "That isn't something girls usually do, but if you can figure out a way to make it happen, more power to you." Her school told her that girls could not be pilots and she should choose something more practical.

While a high school senior, Pearl Harbor was bombed, thus her graduation corresponded to the solicitation for the WASP. She needed 35 flight hours, so her brother loaned her money for lessons. Flora Belle was assigned to Avenger Field, Sweetwater, Texas, earning her wings in May 1944. Most of the time she flew the AT-6, which she called a "beautiful airplane," transporting officers, newspaper photographers and chaplains. She also flew the B-26, towing targets for gunners' practice.

Flora Belle returned home and married her high school sweetheart. They moved to California and had three children. She earned a teaching credential and taught math. Always a pioneer, she started a computer lab using the Apple IIe. Her colleagues considered computers to be "just a fad." In retirement, the Reeces joined the Peace Corps, serving in Southeast Asia for two years. Later, after her husband died, she went on a church mission to the Philippines. She presented many programs of her WASP days to military groups, schools and community organizations.

She was a charter member and very active in our Chapter, and was inducted into the International Forest of Friendship. She was a stellar person, and we miss her deeply.

— Carol Reukauf

MARY SCRIBNER Florida Suncoast Chapter

Mary Scribner, age 86 and a lifetime member of The 99s, passed away on January 22, 2015, in St. Petersburg, Florida.

She joined the Florida Suncoast Chapter upon arrival in Florida from the Connecticut Chapter

She was an enthusiastic member of The Ninety-Nines, AOPA, and the Second Time Around Band in St. Petersburg, Florida. She was a 1996 graduate of the University of South Florida.

Mary will be missed by all who knew her.

— Sophia M. Payton

HEATHER ANN MCLEAN SIFTON East Canada Section

Heather Sifton passed on to new horizons on January 23, 2015. She was born on April 8, 1936.

Heather loved flying, as well as the social and business activities around Buttonville Airport. The first Prop Shop in a Canadian airport was started by Heather; it became her favorite business after all three of her sons were launched into school.

Heather was a popular member of The Ninety-Nines, showing support for women who wanted to learn to fly. Her presence at the airport was inspiring for women in the male-dominated world of flying.

Heather Sifton and I flew to Atchison, Kansas, to a Fly Away of Trees from the Forest of Friendship. We took the seedlings from the Forest to be planted in each province of East Canada. One was planted at Buttonhole Airport and others were planted in Nova Scotia and Newfoundland. Unfortunately The 99s did not have active members in the other eastern provinces at that time.

In 1972, The Ninety-Nines celebrated its 25th anniversary Conference in Toronto. The women of the East Canada Section organized the event, but it was Heather who hosted at her country home a large BBQ dinner for the attendees. For many years after the event, those who attended the Toronto Conference raved about its success.

Out of that Conference came the beginnings of the Canadian Award in Aviation Trust. Heather was one of the award's founders. The Award is given to charitable museums each year.

We give thanks to Heather for her generosity to The 99s and her support to women in aviation. Heather was presented with the Elsie Magill Northern Lights Award for her pioneering of the first Prop Shop in Canada. Her presence has been missed at the airport since she became ill a few years ago.

— Margo McCutcheon



Heather Sifton.

2015 International Conference

July 5-10, 2015

Munich, Germany



Neuschwanstein Castle in the Bavarian Alps at sunset.

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