

99 News

The Official Magazine of the International Organization of Women Pilots

July/August 2015



**Congratulations 2015
AEMSF
Scholarship Winners!**



See more recipients on the back cover!



99 News

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

The 99 News

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Email:

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Online Form:

ninety-nines.org/99newsreports.html

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

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On The Cover

The Amelia Earhart Memorial Scholarship Fund Trustees announced the names of 22 scholarship winners that include recipients from 15 different Chapters and two International Sections.

The Amelia Earhart Memorial Scholarship Fund Trustees awarded the first scholarship in 1941. Since that time, the Fund has grown to over \$5 million dollars, and the Trustees have awarded scholarships to well over 700 women.

Congratulations to the winners, who are featured on the magazine covers and in the article starting on page 8.

Cover photo by Andrey Yurlov

PERPETUAL CALENDAR

2015

AUGUST

- 1 Due date for submissions to the 99 News** for the September/October issue.
- 15 The 37th Annual Okie Derby Proficiency Air Rally**, start and finish at Sundance Airport. Course is no longer than 200 nautical miles and open to men and women pilots. Registration is \$45. Contact Heather Sterzick at hsterzick@gmail.com or Kay Jennings at kayjfly@gmail.com.
- 23 A Gorgeous Air Race**, presented by the Northwest Section, Troutdale, Oregon, 160 NM in an open course loop. Contact tbubb@aol.com for information.

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. Contact Carolyn Hambidge, chambidge@q.com.
- 15 Fly Now Award application submission deadline.** New for Fall 2015 is a one-month membership requirement. Applicants must be officially registered as Student Pilot Members of The Ninety-Nines by August 15, 2015 to be eligible to apply. More info at http://www.ninety-nines.org/Fly_Now.htm.
- 25-26 New York-New Jersey Fall Section Meeting**, Elmira, New York.
- 25-27 Fall North Central Section Meeting** hosted by the Minnesota 99s, the Anoka-Blaine Airport (KANE). Contact Patti Sandusky, 612-308-4291 or pilotpatti@hotmail.com.

OCTOBER

- 1 Due date for submissions to the 99 News** for the November/December issue.
- 2-4 Mid-Atlantic Section Meeting**, Fredericksburg, Virginia.
- 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.
- 22-25 Fall Southwest Section Meeting**, Santa Cruz, California, hosted by Monterey Bay Chapter. For more info: <http://ninety-nines.net/sws99sMB/>.

NOVEMBER

- 6-7 Fall International Board of Directors Meeting**, Oklahoma City. Call HQ for more information.
- 12-13 The Havasu 600 Air Race**, Jacqueline Cochran Airport (KTRM) in Thermal, California, hosted by the Coachella Valley 99s. It is loosely modeled on Claire Walters' "Palms to Pines" Air Race established in 1970 and ran for 40 years. Contact Tookie Hensley, 928-768-4806, tookiesflying@yahoo.com.

DECEMBER

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

2016

FEBRUARY

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

JULY

- 6-10 2016 International Conference**, Ottawa, Canada.

99s Second in Lightspeed Competition

At the end of five weeks, Lightspeed Aviation announced the rankings of the 12 finalists in their annual Grant Competition. The 99s are holding steady in second place.

Here's your chance to help The 99s advance their outreach and with so little effort. Vote now, if you haven't already done so. Voting ends October 14, 2015. If you haven't voted yet, you can do so at www.vote99s.com, or by reply email to Lexpert@lexpertresearch.com. You can ask me to cast your vote.

— Susan Liebeler

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

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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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July/August 2015



Fatima Shafi and other officers greet the Chief of Air Staff, Royal Oman Air Force, on his visit to their squadron.



Ninety-Nines attend the International Forest of Friendship ceremony:
Row 1: Sally VanZandt, Tracy Davenport, Lajeane Firminhac, Joanne Demarest Campbell, Carolyn Clarke, Carol Brackley, Jan Hoynacki.
Row 2: Judy Tokar, Gayle Henze, Marilyn Patierno, Donna Tucker, Judy Benjamin Godfrey, Chris Kettunen, Ann Shaneyfelt, Elizabeth Frankowski, Michele Stauffer. Row 3: Wally Funk, Elaine Morrow, Patti Sandusky, Maria Lamia, Laurie Probst, Shannon Osborne. Row 4: Jerry Ann Jurenka, Carol Sutton, Tracy Leonard, Aileen Watkins.



Katrina, 7, and her little sister Zharize receive a free, first-time helicopter ride at the Girls Fly Too! event at Abbotsford International Airport (CYXX), British Columbia, Canada. She was so excited she insisted on sitting up front. Photo: Double Exposure Photography

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President's Page

BY MARTHA PHILLIPS, International President

Whenever I travel to visit with Chapters and Sections, I enjoy hearing about Chapters that have increased their membership and activity levels. Listening to some of their success stories, I hear certain things that other Chapters may want to consider.



Not all Chapter activities revolve around a table. Here, Monterey Bay 99s opted for kayaks.

There are always members who have a conflict with the regular meeting day and time, and a Chapter might have a second monthly meeting, perhaps for a social breakfast on a weekend just for hangar flying. This at least keeps the members involved.

Scholarships: Chapters that give scholarships find this is a wonderful way to recruit (and keep) new members. We all know that flying is much more costly today, and giving financial help to student pilots is greatly appreciated by them, so much so, that we often find that Chapter Officers and Committee Chairmen were scholarship recipients themselves while learning to fly. The beginning amount can be small, but anything is a help to get students through their flight lessons. Chapters that do not have the finances to fund their own scholarships often work with their own members to search out scholarships, whether or not the scholarship is available from our Amelia Earhart Memorial Scholarship Fund or is given by another organization. And, of course, mentoring student pilots who qualify for our Fly Now awards is another way to help them through their training.



Airmarking is a fun and creative way to be involved with your local airport. Florida Spaceport 99s and friends were proud of their freshly painted compass rose at Sebastian Airport (X26).

instructors is a good idea. Why wouldn't any FBO or instructor want to let their female student pilots or renters know about the opportunities The 99s have to offer? Generally, making your Chapter known around the airport is a wonderful way to get referrals of female pilots or student pilots.

Promoting aviation: Organizing Girl Scout Days, offering first airplane rides, touring groups around the airport and having members who can speak to others in your community about The 99s as well as the value of aviation are some of the activities that a Chapter can do to promote aviation locally. Having activities like these keep members involved.

Flying: Last, but definitely not least, Chapters that plan and promote flights keep their members' interest. Whether they are short flights for lunch, weekend trips or "flash mob" fly-outs that show up at another airport (yes, there are such things), this keeps us up in the air where we are all happiest.

Meetings: Regular meetings, especially monthly, tend to keep the Chapter members focused and active. Having the meetings at a consistent location works for some Chapters, but others find that they need to move them around in order to serve members who are more widely scattered. Having extra meetings such as picnics, holiday parties or installation dinners are a good way to provide variety. Having dinner as part of the meeting or getting together before the meeting works for many of the Chapters. After all, do you know of any 99s who don't like to eat? This also helps members who come directly from work to a night meeting and might not have time to grab a bite beforehand. Interesting speakers will get more members to come.



Involvement at the airport: Getting the Chapter involved with local airport activities really gets the word around about The 99s. There are other aviation groups that benefit from working with a 99s Chapter on joint projects and activities. Some Chapters have members who sit on committees or boards of airport groups. Others take on projects to beautify the airport or make it more visitor-friendly. Then there are airports that put on air shows and are very grateful for volunteer help. Developing good relationships with FBOs or flight



Briefing time at the Phoenix Chapter's Ak-Chin Fly-In Camp-Out & Spot Landing Contest. Photo: David Langdon



Leaving Tradition Behind, Fatima Shafi Found Her Purpose in Becoming a Pilot

“I wanted something with more meaning in my life than just being a bride.”

BY FATIMA SHAFI, Greater New York Chapter

Life is a journey and we all have a story, a story filled with smiles and tears, ups and downs, sky highs and rock bottoms. Every time I hit rock bottom in my life, I collected myself, brought all my energy in one place and fought like a warrior.

Unlike a lot of pilots, I didn't grow up watching airplanes sitting at the local airport or dreaming about being a pilot as a little girl. I grew up dreaming about being a bride, a wife and a mother. It's a beautiful dream, and I loved having this dream. What I didn't have was the option to choose my own dream. I inherited this dream from centuries-old tradition and practice.

Born to a somewhat modern and educated family in the city of Islamabad, Pakistan, I was raised in a traditional household. I could distinctly feel the difference between how I and my younger brothers were treated. Sometimes I would wish I were a boy.

I was being raised to be a good wife for a husband who would be accepting of me. I was being raised to remain silent and not voice my opinion because my future husband may not want to

put up with me if I spoke up. I was being raised to believe women who had a job outside the home, like teachers and nurses, are not the most respected members of the society.

Both my parents were educated and valued good education, so they sent me to a good school. They wanted me to get married after high school, but they couldn't find a suitable match at the time, and my education continued. I made good grades, enjoyed math and chose to go to an engineering college, not because I wanted to be an engineer, but just because I had to pick some major. I thought engineering would be challenging as many girls didn't opt for it, and it's a good degree.

During college I never thought it could lead to a job or a career. I was ready to get married. But towards the end of four years I started to realize, “How is my degree any different from the one that my male classmate is receiving?” But there was a difference. He had a purpose, and I had none.

Once again I wished I were a man so I could have a purpose,

too. I wanted something with more meaning in my life than just being a bride. I thought I couldn't since I was a young woman, but I was wrong. I found my purpose when I wore the Pakistan Air Force uniform as a commissioned officer. It was the first time I learned I was not a woman but an officer.

Being an Air Force officer was great. The Pakistan Air Force started hiring female officers years before I joined. I was in no way one of the first females in PAF. However, I was the first female engineering officer to work in a fighter squadron, attend airborne school and fly an F-16. And I sure did fight my way to achieve it.

Having a woman run a flight line was unprecedented, and the authorities were not quite convinced they could afford to have a woman responsible for a handful of very expensive fighter jets and, most importantly, a superior to hundreds of enlisted men. I knew I could do it, and I did.

At my first fighter squadron, my Commanding Officer refused to let me join the rest of the squadron on an exercise because I was a woman. I did an interview with him to reconsider his decision. He told me, "If you want to achieve landmarks, I will not let you do so over my shoulders, and if you continue to pursue this I will make sure I make life so miserable for you that you leave this squadron the very next day, and I write down in your personal folder that she is unfit to work in a fighter squadron."

But I continued to pursue my dream of being an active engineering officer at a fighter squadron. And he fired me, just as he said he would. But I didn't stop. I made my way to another fighter squadron and then another one, and this last time, the best and most elite fighter squadron in the Pakistan Air Force, equipped with the Fighting Falcon F-16s. Working as an Engineering Officer on a fighter flight line was one of the best times of my life.

Though I had a hard time convincing the authorities that I could do it, I also had mentors and senior officers who believed in me and supported me. I loved serving in the Air Force and took extreme pride in being an officer.

In that society, right to freedom in so many ways is associated with your gender. For example, male officers ate in the officer's mess, attended sports or physical training and stood among other



Fatima supervises the removal of a Pratt and Whitney F100-PW-220 engine pulled out of an F-16 due to FOD damage.

officers during a dining out night. Female officers wouldn't do that, it was considered socially immoral and unacceptable. But I couldn't have cared less.

This time I didn't remain silent. I went to the parade. I attended PT tests. I ate at the officer's mess. I attended dining out nights, put my mess kit uniform on, looked amazing and stood amongst all male officers. They pretended I didn't exist and most wouldn't even talk to me. The ones who did had ulterior motives, but I made sure I stood there because I was not shy about being an officer of the Pakistan Air Force. It was something that was traditionally unwelcome, but I did it anyway. Once, my senior engineering officer told me that he hoped his daughter never grew up to be like me. I felt sorry for him.

I left the Pakistan Air Force in 2008 after completing five years of my initial short service contract. It was bittersweet. I really loved my work, something a female had never done in Pakistan. I did it every day, and it became a non-event. It was normal; it came to a point that some people who worked with me didn't notice that I was a woman. They respected and treated me like an officer, and I fulfilled their expectations. But such people were few and far between.

After my discharge from PAF, I packed up two suitcases and showed up in Vero Beach, Florida, one night at 10 p.m, to find myself at a deserted gas station and the only passenger getting off the Greyhound bus. It was a moment out of the movies. Two hours, multiple phone calls to cab companies and one 911 call later, I was on my way to Flight Safety to become a pilot. I did all my ratings at Flight Safety Academy. I also did a second degree in Aeronautical Sciences while flight instructing at Aviator College in Fort Pierce, Florida. Later I joined Flight Safety Academy, again as a flight instructor, to build my hours. Today, I am a first officer at ExpressJet Airlines.

I love flying, because when I am up there, during cruise and looking down, the earth is beautiful.



Fatima inspects the nose gear of an F-16.

AEMSF Awards 22 Scholarships

BY JACQUELINE BOYD, AEMSF Co-Chairman

The Trustees of the Amelia Earhart Memorial Scholarship Fund are extremely pleased to announce the 2015 scholarships. The Trust was able to award 22 scholarships this year. The recipients hail from 15 different Chapters representing seven separate Sections. Two of the recipients are from countries outside the United States. This year three of the scholarships were awarded to women pursuing academic degrees.

The Amelia Earhart Memorial Scholarship Fund Trustees awarded the first scholarship in 1941 to Patricia Gladney Thomas for her instrument rating. Since that time, the Trustees have been honored to award scholarships to well over 700 women. Those awards have included Research Scholar

Grants, Future Woman Pilot awards, Fly Now awards, jet type ratings co-sponsored with United Airlines, academic awards, awards co-sponsored with American Flyers, funding from United Parcel Service and a variety of fixed-wing and helicopter ratings enabling our members to further their career aspirations.

The 2015 Trustees include Dorothy Berthelet (East Canada Section), Jacque Boyd (South Central Section), Peggy Doyle (Mid-Atlantic Section), Ellen Herring (Southwest Section), Clancey Maloney (South Central Section), and Shelley Ventura (North Central Section). We are pleased to be able to carry on the work of the organization of The Ninety-Nines, Inc.



CALLIE BILLINGSLEY, ACADEMIC
Texas Dogwood Chapter, South Central Section

I currently study Professional Aviation at Louisiana Tech University. I'm active in aviation organizations such as The 99s, Alpha Eta Rho, Women in Aviation and Precision Flight Team, where I serve as vice president. I'm also involved on campus, serving as a student recruiter and a sister of the Sigma Kappa sorority. All organizations allow me to serve in charity and philanthropic events such as Wings of Hope, Alzheimer's Research, Pilots for Patients and more. I work as a flight dispatcher and am working towards my commercial certificate. My involvement in The 99s has encouraged and expanded my love for flight as well as for the organization itself. I would like to thank every 99 for their encouragement and helping hands.

HOLLY BLUNK, INSTRUMENT
Oklahoma Chapter, South Central Section

As a public school teacher, I encourage my students to believe in their dreams and to work incessantly to make them come true. Thanks to the support of many flying friends and my local Chapter of The Ninety-Nines, I have been able to make my own dreams of flight a reality. I am honored and humbled to receive an AE scholarship that will help take my flying to new 'heights' by earning an instrument rating. My long-term goal is to combine my passions for teaching, learning, flying and dreaming by becoming an aviation educator and thereby encouraging others to make their own dreams take flight. My sincerest gratitude goes to The Ninety-Nines and the AEMSF trustees and judges for this remarkable opportunity to soar!



NICOLE BRILL, INSTRUMENT
Reno High Sierra Chapter, Southwest Section

I am honored to be awarded the Amelia Earhart Scholarship, and thank you so much to The 99s judges. I cannot wait to get back into flying kinesthetically while trusting my instruments. Getting my instrument rating is bringing me one step closer to my dream of competing aerobatics with the International Aerobatic Club (IAC.) I always strive to be the best pilot I can be, and I have a competitive edge with a rebel streak that makes me who I am today. I work with the Forest Service in Lake Tahoe Basin as a hydrologist, and I hold an M.S. in Biological Science. Skiing, climbing and flying are my three biggest passions. I'm constantly exploring the unknown around the world. What people don't know is that I'm deaf, and I've shown people that there are no limits to what I can do in spite of my hearing loss.



CONSTANCE CASTILLO, CFI
Connecticut Chapter, New England Section

Aviation has always been part of my life. With both parents as pilots, I grew up flying from the right seat of a 1949 Cessna 170A before I could even reach the rudder pedals. My first instinct and love for flying began when my parents took me on my first flight at only 19 days old, and my passion has remained ever since. A captain in the Connecticut Civil Air Patrol, I serve as an orientation pilot, taking young cadets on their first flight, as well as a mission observer and airborne photographer for search and rescue missions. I am a member of the Connecticut Chapter and this past year landed the position of airport manager at KMMK. I will earn my CFI with the AE Scholarship. As a flight instructor, I plan to continue toward my goal to be a positive influence in aviation to youth and other women.



CATHERINE COLLINS, COMMERCIAL
Crater Lake Flyers Chapter, Northwest Section

Having worked in healthcare for decades, I seek to integrate emergency medical service with my flight training. I am a studio musician and a volunteer for the American Red Cross, Disabled American Veterans, DaVita Dialysis, Butte Valley EMS, and Hospice. I have experience in both wilderness survival and international disaster relief, and I desire to provide Angel and Mercy Flights while flying medical teams to outlying clinic sites.

I also would like to do supply runs into remote areas and give search and rescue service as needed. Thanks to a 99s scholarship from my local Chapter, the Crater Lake Flyers, I was able to obtain my private certificate and went on to gain tailwheel, float plane and complex add-ons, as well as rotorcraft and glider experience. I've taken mountain flying courses, with and without floats, and am recognized as a dependable, reliable pilot. My dream airplane is a Kodiak.



KATHLEEN DEVLIN, INSTRUMENT
San Diego Chapter, Southwest Section

I am a native of San Diego, California, and obtained my private pilot certificate in 2013. As a single mother of two, I had to put my flying dreams on hold for many years. After my children moved out of the house, I focused on achieving my dreams of becoming a pilot. When I'm not flying, I'm busy planning the largest civilian air show in San Diego County, sharing flying stories with other pilots, increasing my knowledge about various aircraft, mentoring student pilots or just enjoying the sights, sounds and smells of the local airports. The Amelia Earhart Memorial Scholarship will allow me to further my flight training and continue sharing the wonderful world of aviation with others, especially those who are learning to fly or no longer have the ability to fly on their own.



JANET GONZALES, INSTRUMENT
New Orleans Chapter, Southeast Section

My private pilot training started as my role in airport administration evolved from secretary to manager. Since receiving my private pilot certificate in 2009, I have been a regular fixture at Chapter functions. Cherishing an incredible bond with my New Orleans 99s sisters, I have worked on our fundraising cookbook "Just Plane Good, Recipes with Attitude" and co-chaired the 2014 International Conference in New Orleans.

Following my passion to share God's blessings, I have given 89 Young Eagle and Women of Aviation Fly It Forward flights in my C-150H, encouraging others to explore the gift of aviation. I am looking forward to receiving my instrument rating in furtherance of flying Pilots for Patients missions.

I am truly grateful to the AEMSF and judges for this opportunity, as well as the support given to me daily by my husband Chris and sons Wesley and Patrick.



REBECCA GREEN, KING AIR 200
Connecticut Chapter, New England Section

I was born and raised in Connecticut and am currently working as a new CFI at Chester Charter in Chester, Connecticut, with 675 hours in the air. I am also a SEL, MEL, SES, MES pilot with an instrument rating. I am a captain in the Royal Charter Composite Squadron of Civil Air Patrol, volunteering as a transport mission pilot and mission pilot for search and rescue/counter drug missions. I am one of two women in the Connecticut Wing serving as an orientation pilot for young cadets. I have served as the Connecticut Chapter Chairman for the last three years. I had the privilege of working as a per diem first officer on a King Air 200 this past summer and look forward to getting my type rating in this aircraft so I can pursue a career in the corporate/charter arena. I am grateful to The 99s for helping me make my dream come true and will encourage and support other women and young girls to follow their own dreams in aviation.



SARAH HUDGINS, MULTI-COMM INSTRUMENT
Aloha Chapter, Southwest Section

After earning my Airplane Commercial Single Engine Land certificate in November 2014, I was hired flying Caravans as a Second in Command at Mokulele Airlines, an interisland commuter in Hawaii, where I was raised and completed most of my flight training. I'm also close to earning a master's degree studying diversity in aviation training. A lifelong volunteer, I'm currently a member of the American Association of University Women and serve as a board member for a community organization whose mission it is to encourage diversity, community and environmental stewardship. I have been Secretary and Chairman of the Aloha Chapter, where my goal was to expand membership and reach young women interested in aviation. I also regularly volunteer to speak to young people about aviation at the Pacific Aviation Museum, with the Girl Scouts of America and at elementary schools.



KJERSTI KITTELSON, MULTI-SEAPLANE
Minnesota Chapter, North Central Section

Seaplane flying has been one of the most rewarding and challenging flying experiences I have encountered. It has certainly taught me a great deal about true stick and rudder skills, plus it is an exhilarating blast! I will use the very generous 99s scholarship to attain my multi-engine seaplane rating – my next adventure and opportunity to grow my skills as an aviator. The 99s helped me receive my initial seaplane rating, which I now actively teach. As an MEI, I will find an outlet to do the same with my multi-sea rating. Flying boats were one of the pioneering transportation methods for passengers flying long distances. It's inspiring and an honor to keep that tradition alive. I will soon be a descendent of this history and a flying boat captain. I'm humbled and very excited to challenge myself with my multi-seaplane rating with support from The 99s AEMSF.

LENKA KUBINA, VICKI CRUSE EMT
Utah Chapter, Southwest Section

Growing up in Czechoslovakia, my aviation carrier started with CSA Czech Airlines in 1993 in the position of a flight attendant. It wasn't until after moving to the United States and joining SkyWest Airlines that I realized there is a way better view from upfront, and even girls can occupy those prime seats! My long journey of getting pilot certificates has begun. It wasn't until fall of 2013 that I finally got my instructor certificates. Due to the many FAA changes, I made the hard decision to transfer from SLC to Phoenix in 2014 to be able to continue working for Skywest and start working as a full-time flight instructor for TransPac Academy. We specialize in training foreign students, and I am excited to say that I am grateful for being able to take advantage of all the hardships I went through as an ESL student. Although my days can be tiring, I enjoy every minute of both my jobs.



DIANE LESUEUR, INSTRUMENT
Phoenix Chapter, Southwest Section

For the past 12 of 25 years in education, I have been teaching 5th grade students about aviation. I began a Summer Aviation Camp for middle school students in 2004 to give interested students an opportunity to learn more about aviation. Two years ago, I was able to take the plunge and dive into the life of a student pilot! Scholarships have helped to pave my way, and I am very grateful. I have learned so much and had some awesome opportunities. I have earned my Private Pilot certificate with complex and tailwheel endorsements. I crew on the Commemorative Air Force aircraft and have had the opportunity to sit left seat in the B-17, B-25 and C-47! I am excited to continue learning and sharing my passion for aviation. I love the Phoenix Chapter! They are my second family.



JESSICA LOWERY, B737 TYPE RATING
Texas Dogwood Chapter, South Central Section

My passion for aviation began while standing in the outfield of a Little League softball field and watching planes in the traffic pattern overhead. Since then, I received my degree in Professional Aviation from Louisiana Tech University in 2013 and have been pressing towards my dream of becoming a captain at a major airline. I'm currently a first officer on the Embraer 145 with Expressjet based out of Dallas/Ft. Worth. I credit many women in the field of aviation for mentoring, encouraging and inspiring me. I'm grateful to The 99s for this scholarship for the B737 type rating to advance my training and qualifications to move forward in my airline career.

MARISIA MAKOWSKI, MULTI-COMMERCIAL
Reno High Sierra Chapter, Southwest Section

I am so honored to join the ranks of AE Scholarship recipients. I have degrees in mechanical engineering and business finance, but over a year ago I quit my job to launch my aviation career and have been working since as a CFI. Along the way I have had opportunities such as the 2013 Air Race Classic with a 99 friend, flight experiences with the Civil Air Patrol, and who could forget a young girl's EAA Young Eagles flight – "We're in heaven!" Now I am ready to continue the adventure and complete my multi-engine commercial certificate with this scholarship. Eventually, my goal is to work as an NTSB investigator, but I will enjoy the journey along the way. When opportunity knocks, open the door! I would not be where I am today without the support and camaraderie of The 99s.



ANA MENDIVIL, MULTI-COMMERCIAL
San Gabriel Valley Chapter, Southwest Section

My first flight was when I was 15 years old in my hometown of King City, California. Ten years later, I am still motivated by not only my first experience, but also all of the adventures I have had since then. Currently, I am a flight instructor at Mt. San Antonio College in Southern California. I am truly enjoying introducing new pilots to aviation and work towards creating positive experiences that will help keep them motivated in their futures. I still have a long way to go myself, but I am so far from where I started, and I am grateful for the opportunity to keep making progress.



JEANNE RIECK, MULTI-COMMERCIAL
Phoenix Chapter, Southwest Section

I am thrilled to have been awarded this scholarship to complete my multi engine commercial rating. Currently, I am a flight instructor in Mesa, Arizona; it is a great place to fly with excellent weather and a vibrant aviation community! I started flying 10 years ago because I wanted an adventure. Obtaining my CFI in 2013, I now have an adventure every day and love what I do. Sharing my passion and helping others obtain their dreams of flight is my goal. The people I meet along the way inspire me to do my best as an instructor. I could not have done this alone. I am thankful for my family, friends and the women of the Phoenix Chapter. With all of their help, I am able to continue my dreams. Thank you for the opportunity!

JOLINE RUKAB, ACADEMIC
Arabian Section

I was born and raised in Jerusalem and later lived in Jordan to graduate from the Royal Jordanian Air Academy with a commercial pilot license and a diploma in aviation science. I received airline training in Canada and worked as a flight instructor in Jordan. Due to the political turmoil in the region, I had to switch careers. For many years I worked as a content producer and outreach associate at Just Vision in Jerusalem and New York, an organization that highlights the work of Palestinian and Israeli civilians who seek a nonviolent resolution to the conflict. I also worked as a TV reporter for major Arab news channels stationed at the UN headquarters. After being away from the aviation domain for so long, I am now pursuing a bachelor's degree in aviation management at SUNY Farmingdale. I am also the mother of three joyful little children.



COURTNEY SMITH, MULTI-INSTRUMENT
Phoenix Chapter, Southwest Section

Teaching and learning have been two constants in my adult life. I teach American History and Western Civilization courses at Mesa Community College, and ever since I took my first small plane ride in 2009, I have wanted to fly. I earned my private pilot certificate in 2011 and my instrument rating this past January. I am currently working on my commercial certificate and CFI, and the AE Scholarship for a multi-engine rating will help me achieve my dream of working as a commercial pilot and flight instructor. Being a teacher has made me very sensitive to the crucial role CFIs play in developing a foundation of knowledge in student pilots, and I can't wait to join their ranks and share my love of flight by working with the next generation of aviators.



HEATHER STERZICK, KING AIR INITIAL
Oklahoma Chapter, South Central Section

I became a member of The Ninety-Nines in June 2012 when I was awarded a scholarship by the Oklahoma Chapter. Immediately inspired and encouraged by my fellow Chapter members, I became an active member and began working towards my flying career. After earning my private pilot certificate with the scholarship, I continued to fund my flight training by starting a flight school. I was able to earn my commercial, multi-engine rating with little financial hardship within a year's time.

When I'm not flying as a corporate pilot, I serve the aviation community through raising scholarship funding, hosting safety seminars, planning airshows and giving back in any way I know how. I serve as the Oklahoma Chapter Chairman as well as the Chairman of the Okie Derby, a proficiency air rally geared towards raising scholarship funding.

HEIDI THEILE, B737 TYPE RATING
Tucson Chapter, Southwest Section

I have been flying since I was 16 years old. I decided that I wanted to be an airline pilot after seeing a female captain in the St. Louis airport. I have had the support of the Tucson Chapter of The 99s since I started flying in 1990. I am currently a captain on the ERJ-170. I am a wife and mother of two children. There have been what seems like a lifetime of obstacles, but those are coming to pass. I have been very blessed to have the support from family and The 99s, while pursuing my airline career. I look forward to adding the B737 type-rating to my certificate in hopes that it will be the last step towards my mainline career. Thank you all so much for giving me this opportunity. I am extremely grateful.



VICTORIA WILLIAMS, ACADEMIC
Kentucky Bluegrass Chapter, North Central Section

I am a first-generation pilot chasing my dream to join the ranks of the prestigious pilots who have come before me. My interest in aviation was first sparked when I took a Young Eagles flight at 10 years old. Since then I have been in love with all things aviation. I earned my private pilot certificate shortly before graduating high school, and I have been a member of The Ninety-Nines since early 2012. Joining was a wonderful decision, and my fellow Ninety-Nines have been a huge encouragement to me every step of my journey. I am currently a freshman working on my instrument rating at Eastern Kentucky University Aviation, and I plan to spend the next three years here earning a bachelor's degree in aviation business management while also completing my multi-engine, commercial, CFI, CFII, and MEI certificates and ratings.



SUZANNE WILTSHIRE, INSTRUCTOR
First Canadian Chapter, East Canada Section

I always wanted to fly, though my family had no idea why. In 1981, with a three year old and five months pregnant with twins, I finally earned my PPL. Family and work obligations curtailed and delayed my flying time, but I never let go of my dream to fly coast to coast to coast. The 99s made that dream come true. Poker Runs, Chapter and Section meetings, and, starting in 2000, the ECS Gold Cup Rally pushed me to gain hours and ratings, always with the encouragement of amazing 99 pilots, who became my best friends. With a night rating in 2007, IFR in 2010 and CPL in 2015, I am now ready to fly "over the moon" and achieve an instructor rating that will allow me to fly every day and pass along to a new generation my overwhelming passion and excitement in being a proficient pilot.

Amelia Earhart Memorial Scholarship Outside Judges

LCDR MEAGAN VARLEY FLANNIGAN



Meagan Flannigan.

Meagan Flannigan was raised in Pittsburgh, Pennsylvania, and is a 2002 graduate of the U.S. Naval Academy with a degree in Aerospace Engineering. She then reported to NAS Pensacola for flight training and was designated a Naval Aviator in 2004 and trained in the F-14D Tomcat. Meagan deployed to the Arabian Gulf in 2005, and

in 2006 she transitioned to the F/A-18F Super Hornet. At the completion of that tour she was assigned to VFA-106 as an instructor pilot in both the Hornet and Super Hornet. She transitioned off of active duty in February 2013 and joined the U.S. Navy Reserves, where she is currently serving. Meagan has accumulated over 1,250 hours and over 180 arrested landings.

CAPTAIN PAMELA MAHONCHAK

Pam Mahonchak began flying at age 18. After employment as a flight instructor, Grand Canyon tour pilot, corporate pilot and charter pilot, she joined United Airlines in 1986. She is currently a B737 captain. Pam has been a docent and educator at the Molly Brown House Museum in Denver, Colorado since 1971.



Pam Mahonchak.

She lives with her three cats (please don't judge!) and is working on her memoir, *How Long Have You Been A Woman? (And Other Silly Questions from the Cockpit)*.

'The Sky's No Limit – Girls Fly Too' Sets World Precedent

1,741 Females Fly Free!

BY KIRSTEN BRAZIER, BC Coast Chapter

For the third time in four years, The Sky's No Limit – Girls Fly Too! annual aviation and aerospace outreach events set a new worldwide precedent for the largest outreach event of its kind ever held.

On March 7-8, 2015, over 9,800 females and their families from around Southwestern British Columbia and beyond gathered at Abbotsford International Airport (CYXX), British Columbia, Canada, for an exciting free outreach event. Among many unique attractions was the opportunity to experience the thrill of flying. Females of all ages who hadn't flown in a small aircraft before were invited to register in advance for a free helicopter ride.

Participants were excited to meet NASA astronaut and U.S. Navy (Ret.) helicopter pilot Wendy Lawrence and ply her with questions about her incredible accomplishments and space experiences.

While many female participants were initially drawn to the event by the prospect of a free flight, the real mission of discovery was found in the hangar and on the flight line static display. Participants were able to climb through the various civilian and non-civilian aircraft and ask questions of the flight and maintenance crews. Joining many other commercial and general aviation



After experiencing her first helicopter ride and meeting the Canadian Coast Guard crew at the Girls Fly Too! event, Abigail is excited about her future possibilities. Photo: Double Exposure Photography



Kristin and her daughter Julia, 8, were thrilled to try all the aerospace activities at the Girls Fly Too! event. Julia wants to be a pilot and made a presentation to her Brownie group on how to do just that. Photo: Kristin Sedore

exhibitors, the Canadian Coast Guard, Royal Canadian Air Force, Royal Canadian Air Cadets and RCMP attended with aircraft, crews and recruiters.

An immersive space experience, riveting a real aircraft, learning how downed aircraft are found by search and rescue crews, flight simulators, air traffic control simulators, live ATC radar feed to the Vancouver International Airport (CYVR), the dismantling of aircraft engines and rotor heads, lockwiring fasteners and a tactile examination of various aircraft structures were included among the cool activities.

The Sky's No Limit – Girls Fly Too! annual events are part of an outreach initiative founded in 2012 by BC Coast 99 Kirsten Brazier. A fixed-wing and helicopter pilot, she is on a mission to share her passion for aviation and energize more females to discover the amazing opportunities available to them in aviation, aerospace and space. "From shop floor to top floor we're inspiring future leaders," Brazier exclaims.

To date, The Sky's No Limit – Girls Fly Too! annual events have directly touched the lives of over 19,600 participants, both male and female, and 4,106 females of all ages have experienced the magic of first flight in a small aircraft. Events, including the introductory flights, are always free to ensure there are no barriers to participation, thanks to the support of industry and community partners.

For more information, please visit girlsfly2.ca, facebook.com/SkysNoLimitGirlsFlyToo, twitter.com/GirlsFly_Too.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

Banks, Beverly, Bakersfield
Sullivan-Biscelgia, Susan, Central New York
Senus, Stacey, Central New York
Kimble, Valerie, Eastern Pennsylvania
Edwards, Bonita, Florida Suncoast
Bennett, Vivian, Houston
MacPherson, Jeanne, Montana
Palcho, Kris, North Central Section
Culp, Alexandra (F), Orange County
Hufnagel, Sarah (F), Orange County
Bradley, Heather (F), Orange County
Buckingham, Sharon, Paradise Coast
Perry, Karen, Phoenix
Richardson, Nancy, Phoenix
Palmas, Gabrielle, Phoenix
Tyler, Laura, San Antonio
Adachi Edwards, Sayoko (F), San Fernando Valley
Comeaux, Dionne, Shreveport
Leone, Rosemary, South Central Section
Loosle, Kizna, Utah
Sullivan, Robin, Ventura County
Peckham, Erika, Wyoming

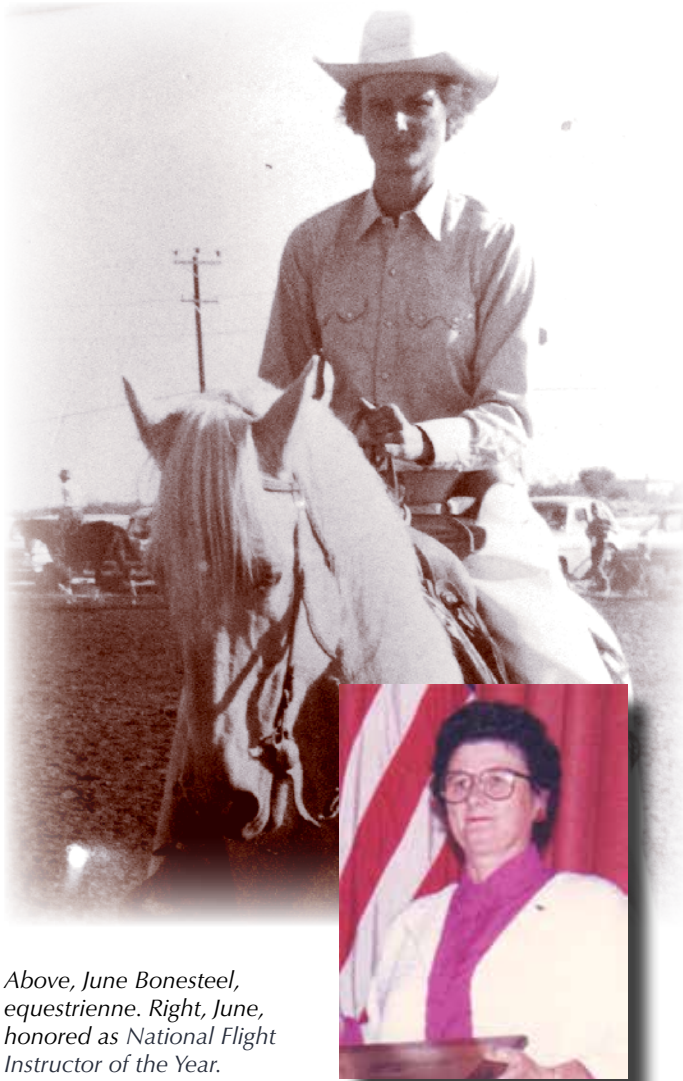
Welcome New Members

Abbott, Caragh, Kansas
Alvarez-Marshall, Ivana, Arabian Section
Beachler, Teresa, Scioto Valley
Bellerose, Suzanne (F), Florida Suncoast
Bratcher, Courtney (F), Paradise Coast
Brown, Emily, Tucson
Brunner, Stella, Oregon Pines
Caven, Victoria, Arabian Section
Creamer, Celeste (F), Arkansas
Davis, Meagan, Florida Gulf Stream
Del Pino, Regina (F), Florida Goldcoast
Denton, Sarah (F), Colorado
Dew, Katherine (F), Reno Area
Dirienzo, Morgan, Kansas
Dively, Beth (F), Sutter Buttes
Driver, Melody (F), Monterey Bay
Dussell, Christina, Intermountain
Evans, Dawn, Arabian Section
Eyles, Silke, Antelope Valley
Fagan-Smith, Barbara (F), Monterey Bay
Fox, Ann (F), Crater Lake Flyers
Gaard, Vibeke (F), Colorado
Geraghty, Laura (F), San Diego
Gillrie, Brinn, Manitoba
Graham, April, Indiana Dunes
Hammond, MaLinda, Fort Worth
Hardy, Kimberley (F), Eastern New England
Harrison, Landee (F), Oklahoma



*Beverley Rhamdas
NewYork-New Jersey Chapter*

Heilmeyer, Elisabeth, Arabian Section
Hosein, Shantel (F), Kentucky Bluegrass
Hu, Bo (F), Orange County
Kegley, Lorri, Oklahoma
Kline, Mikki (F), Austin
Kloub, Shahed (F), Florida Goldcoast
Kluzek, Celine, Austin
Kuntz, Traci(F), Oklahoma
Landis, Jean, San Diego
Lapitan, Gail (F), Aloha
Leverenz, Carmen, Colorado
Lin, Yi-Ting, China Section
Martin, Sarah (F), Central New York
Massie, Jill, Placer Gold
Mckellar, Thea (F), Georgia
McNair, Sarah (F), Florida Suncoast
Mehta, Harita, Arabian Section
Moore, Sandra, Eastern Pennsylvania
Pinsky, Heather, Rio Grande Norte
Porras Gil, Maribel, Ambassador
Qi, Chunmei (F), Orange County
Rhamdas, Beverley (F), North Jersey
Rose, Vendula (F), Alabama
Sams, Tracey (F), Washington DC
Schwab, Amanda (F), Florida Firstcoast
Scott, Pataya, Sugarloaf
Shaheen, Leah (F), Central Pennsylvania
Shiels, Michelle (F), Australian Section
Smith, Deirdre (F), Monterey Bay
Starkey, Keegan, Indiana Dunes
Steele, Jenness, Austin
Stigler, Karolyn, Iowa
Strom, Laurelin, Florida Spaceport
Swartz, Lerma, Monterey Bay
Wareham-Clayton, Stacey, Dallas
Wood, Lisa (F), Sugarloaf
Young, Karen (F), Rio Grande Norte
Zaidi, Afaf, Arabian Section



Above, June Bonesteel, equestrienne. Right, June, honored as National Flight Instructor of the Year.

June Bonesteel

From Equestrienne to Aviatrix

BY EMILY JOHNSON, Phoenix Chapter

Forget “Jack of all trades” and commemorate one of our Phoenix legends by coining “June of all trades.” Sit in a room with June for five minutes, and she will leave an impression. If an opportunity comes along to sit with her for an hour, the most likely outcome would be pure admiration.

It’s not uncommon to catch a few words with her at the end of a Phoenix 99s meeting. Approachable in demeanor, June readily shares her advice, expertise and stories with fellow members and students. Her accomplishments in aviation don’t fit into one conversation; it takes a while to fully discover her legacy.

In a short breath, June holds an ATP, is a flight and ground instructor and possesses an A&P mechanic’s certificate with inspection authorization. If airplanes weren’t enough, she is also rated in helicopters. June has been a designated pilot examiner since 1981.

If asked how she got involved in aviation, June doesn’t hesitate to credit horses. In her twenties, she loved to ride horses. The segue from equestrian to aeronautics happened when June purchased her first stallion. Impressed by its impeccable training, she became interested in meeting its trainer, wondering if she might also learn to train.

She asked around and located the trainer nearby. After a few horse training lessons, he asked if she had ever flown a plane and offered to take June on her first plane ride. The magic of that flight shifted June’s attention from horses to planes. Her parents were away when she first flew, and she sprung the news when they returned.

“I realize now I probably dropped a bomb on them, but I found out my father had always wanted to be a pilot. So, my dad and I learned to fly together.” Her father stopped at his private certificate, but something rather extraordinary was ignited in June, and she has worked towards numerous accomplishments throughout her life.

In the early seventies, she opened June’s Aviation at Deer Valley Airport. She sold it a few years later. While it was open, June obtained her A&P/IA. “I got tired of planes breaking over the weekend and having to wait until a weekday for a mechanic to fix them. So I learned to fix them myself.” Considering that people have entire careers as airplane mechanics, this was no small accomplishment.

June Bonesteel has become a name in aviation because of her inexhaustible efforts to improve the learning environment for students of aviation. In recognition of that, she was named the National Flight Instructor of the Year in 1987.

As the author of many books for students and instructors, she reveals a small piece of her philosophy. “I’m not interested in someone just getting their certificate in X amount of hours. As a flight instructor, one needs to know their student’s background. You have to explain it differently to a stay-at-home mom than you do to an engineer. It’s not one size fits all.” Another way she serves her passion and concern for education is delivering educational seminars for students of each certificate.

June pulls out her phone to show a picture of a painted portrait. “That’s the love of my life. I have two loves. My cat and my plane. I won that portrait in a spot landing contest. I entered it at the last minute. My airplane was a big, twin engine, and they wanted it out of the way, so I went first. I landed with one engine feathered and ended up winning the contest.” To call her talented would be an understatement.

When asked what dreams remain, with an impish smile, June ventures: “If I had lots of money, I’d buy a Bell 47. It’s a pussycat of a helicopter. It’ll take care of you on your dumb days.”

She’s still teaching her oral prep seminars and authoring books. Our conversation ended with her vow to never retire and assertion that she’d live until 122 years in order to “catch up” on her work.

“Well,” she said, “I’d need until 120, but I say 122 because I always thought it would be nice to have two years to feel what it’s like to be caught up.”

What an honor to be acquainted with such a “June of all Trades.”



Front row from left: Linton Wells II, co-chairman IFOF, Pat Ohlsson (accepting for Marcia Gitelman), Tracy Davenport, LaJean Firminhac (accepting for Thuy Pieper), Joanne Campbell, Carolyn Clarke, Carol Brackley. Second Row: Wendy Hammerstone (accepting for the late Joyce Malkmes), Catherine Kettunen, Maria Lamira (co-accepting for the late Don Agen), Ann Shaneyfelt. Third Row: Lenny Ohlsson (honoree and also accepting for Dave Gitelman), Aileen Watkins, Greg Asner, Patti Sandusky, John Stanton Tokar, Laurie Probst (co-accepting for the late Don Agen), Jack Reynolds. Not pictured or present: Dot Hornsby and the late Heather Sifton. Linda Wells accepted their awards.

International Forest of Friendship Inducts 99s

BY LINTON WELLS II

Twenty-seven Ninety-Nines attended the annual induction ceremonies at the International Forest of Friendship in Atchison, Kansas, on June 20. The Forest is a living, growing memorial to the world history of aviation and aerospace. Thirteen of the nineteen inductees were Ninety-Nines or former 99s.

The ceremonies were held in the Fay Gillis Wells gazebo, surrounded by the waving flags of the 50 states, the District of Columbia, and 36 territories and foreign countries that have trees in the Forest. The weather was beautiful.

Within the Forest's overall theme of "World Friendship through Flying," this year's focus was "Flying and Forests," linking aviation and aerospace with the Earth's green spaces. This topic combines several rich and diverse categories, such as smokejumpers, wildland fire aviation, remote sensing and analysis of forests and other ecosystems, forest and habitat management, precision agriculture and other activities.

Eight of The 99s or former 99s honorees attended the ceremony:

Carol Ann Brackley, Katy, Texas, sponsored by the West Houston Airport; Joanne (Giovanna Minutillo) Campbell, Oakland, New Jersey, sponsored by the North Jersey Chapter; Carolyn Williams Clarke, Salt Lake City, Utah, sponsored by the Utah Chapter; Tracy Davenport of Champlin, Minnesota, sponsored by 99s Past President Elaine Morrow and 49½ Glenn Morrow; Dr. Christine Kettunen, Ashtabula, Ohio, sponsored by the Lake Erie Chapter; Patti Sandusky, Maple Lake, Minnesota, sponsored by Elaine and Glenn Morrow; Ann Shaneyfelt Olathe, Kansas, sponsored by the Northeast Kansas Chapter; Aileen Watkins, The Woodlands, Texas, sponsored by the Watkins family.

Another five 99s honorees were not present:

Marcia Gitelman, Port Orange, Florida, and New York, sponsored by David Gitelman, award accepted by Pat Ohlsson; Dorothy (Dot) Hornsby, Midland, Michi-

gan, sponsored by the Michigan Chapter, award accepted by Linda Wells; The late Joyce Malkmes, Vero Beach, Florida, and Stony Brook, New York, sponsored by a group of friends and admirers, award accepted by Wendy Hammerstone; Thuy Pieper of Champlin, Minnesota, sponsored by Elaine and Glenn Morrow, award accepted by LaJean Firminhac; The late Heather Sifton, Gormley, Ontario, Canada, sponsored by the First Canadian Chapter, award accepted by Linda Wells.

Other honorees included the late Don Agen, Dr. Greg Asner, David Gitelman, Leonard (Lenny) Ohlsson, Jack Reynolds and John Stanton Tokar.

We are particularly looking forward to next year's induction ceremonies, which will celebrate the Forest's 40th anniversary. The date will be June 17-18. Please save it! The focus will be on "World Friendship through Flying," and the emphasis will be on international activities. We hope to have broad involvement from the International Sections.



Pilot Careers:

Why We Need Role Models

BY DONNA MILLER
International Careers Committee

In the 1952 Olympics in Helsinki, British runner Roger Bannister did not win a medal in the 1500 meter race as expected. Humiliated, he went back to England determined to become the first person to ever run a mile in less than four minutes. In May of 1954, he did just that. But then something interesting happened: That record lasted for only 46 days. Australian John Landy broke Bannister's record by less than a second. In the 50-plus years since then, the mile record has been lowered by almost 17 seconds.

So what does that have to do with flying? Because it shows us that it can be done. In 1910, Blanche Stuart Scott became the first woman to solo an airplane. The same year, Raymonde de Laroche of France became the first woman in the world to receive a pilot license. A year later, Harriet Quimby became the first American to earn a pilot certificate and fly across the English Channel.

Thank goodness we have amazing role models as we take more steps up the aviation ladder today. The (flight) paths we seek are well worn by remarkable women who have blazed the trail ahead of us. It's up to us to learn from these wonderful ladies and take their wisdom with us on our journeys.

Today, women pilots are still breaking through the barriers and becoming a "first." In 2006, Nicole Malachowski became the first Air Force Thunderbird pilot. She was determined to fly

from a very young age and made that choice when women were not allowed to be fighter pilots. "I actively stuck to my goals and chose to surround myself with positive people who believed in my dreams as much as I did."

Just last year, Marine Captain Katie Higgins became the first female Blue Angels Pilot, flying the C-130. She doesn't take this responsibility lightly, knowing that she is a role model for aspiring aviators. In an interview Captain Higgins said, "I think that by including a lady on the team—that just shows little girls and guys that women can do whatever they put their minds to. Little girls have told me that they didn't even know that ladies can fly aircraft."

I love hearing how women found their way into a flying career, whether it be instructing in floatplanes, military, airline, corporate, charter, air ambulance or a number of other aviation endeavors. I enjoy hearing who inspired them and how it came to be that they took their first lesson. What I realize is, that by taking that first step, you have already inspired those around you. The neighbor kids watch you leave with your flight bag, headed to the airport. The little girl at the window at the airport who watches you do your preflight can see for the first time that she could become a pilot too. You are walking a path that the little girl may someday seek out.

Yes. You have just become a role model.

TRAINING MILESTONES

Patrice Billings – Instrument Helicopter
Greater St. Louis Chapter

Gabrielle Evey – Private
Antelope Valley

Cindy Ferek – Instrument Airplane
Hampton Roads Chapter

Denise Kowal – Instrument
Completion of AE Scholarship
Reno High Sierra Chapter

Mary Linstromberg – Private
Chicago Area Chapter

Jennifer Lynn Paul – Private
Completion of Fly Now Award
Old Dominion Chapter

Ilene Hammack – Solo
Rio Grande Norte Chapter

Linda Saniewski – Private
Blue Ridge Chapter

Maggie Smith – High Performance
Endorsement
Ventura County Chapter

Marcia Snyder – Sport Pilot
Hampton Roads Chapter

Ashley Taylor – Private
Idaho Chapter

Rosemary Watson – Tailwheel
Endorsement
Ventura County Chapter

Elise Wheelock – Solo
Old Dominion Chapter

Nancy Wright – Private
Rio Grande Norte Chapter

Share your aviation
milestones!





Betty Gillies, Amelia Earhart, Frances Marsallis and Elvy Kalep try racing on the ground. Photo: Author's Collection

Elvy Kalep – First Woman Pilot from Estonia

BY BARBARA SCHULTZ, Antelope Valley Chapter

Estonian pilot Elvy Kalep arrived in New York on May 11, 1932. Her aspiration was to become the first woman to fly solo across the Atlantic – from west to east. As a newspaper reporter wrote, “Her purpose in coming to America was to meet the women pilots she had heard so much about, assess how the country’s aviation is progressing, and buy an American airplane (to conquer the Atlantic by air).” She would accomplish two of her goals.

Elvy received a German pilot’s license a year earlier, purchased a 20 hp Klemm and began building air time in hopes of setting records. She became the first woman to fly an autogiro and accrued 25 hours of blind-flying in KLM Fokker trimotors before departing for America. Her arrival received a great deal of publicity, only overshadowed by Amelia Earhart’s successful trans-Atlantic solo on May 20.

Not entirely disappointed, as Earhart was one of the first to welcome her to the United States, Elvy teamed up with Roger Q. Williams to pursue a record-breaking distance flight to Greece. All that was necessary to beat the previous record was to surpass it by 60 miles. Taking the great circle course, an additional 150 miles, would certainly assure them of a new record.

The departure date was August 15; the aircraft was a 300 hp Bellanca Pacemaker christened the Olympia. A week following the announcement of the flight, however, Elvy announced she would not be going after all. One report states she was suffering from nervous indigestion; another, and more believable, was the objections of her husband, stockbroker W. E. Hutton Miller. Married on July 5, Miller perhaps believed that his bride might meet her fate in the turbulent Atlantic.

Elvy may not have set any new records or purchased an aircraft but she did meet American women pilots. Ninety-Nines members Frances Marsallis, Amelia Earhart and Betty Gilles included Elvy in their activities at Long Island’s Floyd Bennett Field and encouraged her to join the organization, which she did in 1933. Gilles became Elvy’s lifelong friend, but Amelia held a special place in her heart. She stated later, “The ever gracious Amelia became a guiding light to a stranger.”

With no airplane and few flying opportunities, Elvy directed her passion for aviation to educating the public about flight safety. She spoke to a variety of women’s clubs as well as aired her message on the radio. One topic she frequently used was Thrills Plus Safety in the Air. To influence children, Elvy developed a book entitled *Air Babies*, consulting with Walt Disney about the book’s illustrations.

During WWII, Elvy created aviation-related toys. She believed they made the younger generation more aware of air power and America’s involvement in the war. Elvy also introduced a fashion line in 1934. Her hats, pajamas, bags, and shoes were created from woven, paper-thin shavings of Japanese pines. Amelia, Blanche Noyes, Betty Gillies, and Frances Marsallis modeled the fashionable hats for ads.

A Ninety-Nine and retired Air Force pilot, Teresa James, renewed her friendship with Elvy during the Estonian’s last years. They reminisced about their early flying, their friends and what it all meant. As Elvy said, “One of the best things to come out of my life was that I made some very wonderful friends.”

LETTERS

INSPIRING COLUMN

Would you please pass along my thanks to Donna Miller of the International Careers Committee, for her consistently awesome articles in 99 News? She is a wonderful writer, and on more than one occasion during my private pilot training, when I felt like quitting, her articles lifted me up and encouraged me to continue.

She has a real gift for writing and is incredibly encouraging in each article. She seems to have a sixth sense. Her writing plugs into how I’m feeling about my flying progress at the time, and she always offers positive ideas and wisdom to move forward with conviction, confidence and grace.

Donna must be a fantastic person to know, and I want to express sincere thanks and appreciation for her timely and beautifully written articles. Hope she continues to write for The 99s for a long time to come! Bravo!

— Robyn Stoller, Minnesota Chapter



From left, sitting, Gene Nora Jessen and special guest Joyce Case James. Standing are Austin Chapter members Anita Lewis, Claudette Colwell, Becky Smith and Sue Jones.

GENE NORA JESSEN PRESENTS GRADUATION SPEECH

On April 24, Idaho Chapter member Gene Nora Jessen addressed the class at Baylor University Aviation Department's graduation event in Waco, Texas. She also signed her book published last year, *Amelia was Right*.

Gene Nora, a past 99s International President, says that instead of watching TV in her old age, she decided to go into professional speaking. She has given speeches for years but is now focusing on colleges and universities with aviation programs.

She has a long list of awards and honors to her name, including the Pathfinder Award Wall of Fame at the Seattle Museum of Flight and induction into the Idaho Aviation Hall of Fame.

— Bobbi Roe

BEVERLEE GREENHILL INDUCTED INTO ILLINOIS AVIATION HALL OF FAME



Carol Para, left, and Stacy Greenhill.

Chicago Area Chapter members attended the Illinois Aviation Hall of Fame (IAHOF) banquet on May 14 at the Radisson Hotel in Rockford, Illinois, for the induction of longtime member Bev Greenhill, who passed on to new horizons last year. Daughter Stacy made a presentation of her mother's contribution to aviation and accepted the award from Carol Para from the Illinois Department of Transportation Division of Aeronautics and president of IAHOF.

— Cynthia Madsen

TWO NINETY-NINES RECEIVE 2015 CANADIAN AVIATION AND AEROSPACE AWARDS

Jill Oakes, Manitoba Chapter, and Claire Lemiski, Montreal Chapter, received recognition from the The Northern Lights Award Foundation for significant contributions to their fields.

Jill Oakes received the award in the Education category. She studies the relationships between people and the environment and teaches aviation geography. Promoting, educating and inspiring women into aviation-related activities is Jill's primary passion, with support from the academic and aviation community.

Two years ago, Jill facilitated the donation of a Cessna 150, C-FLUG to The 99s, making it more financially feasible for women pilots to time-build toward their commercial license. This year, Jill was instrumental in attaining scholarships for 17 women pilots, from beginners starting ground school to women preparing to be hired by the airlines.



Jill Oakes.



Claire Lemiski.

Claire Lemiski was recognized with a Rising Star award. She is currently a pilot on Bombardier's Q400 corporate shuttle, is a commercial pilot and active member of the Montreal Chapter and Women in Aviation's Upper Canada Chapter. She is also a pilot for the de Havilland employee flying club at Downsview (CYZD), Toronto, Ontario, and plays a leadership role with the Montreal Ninety-Nines.

Each year, the national not-for-profit foundation honors outstanding Canadian women who have made a significant contribution in their field and who continue to lay the groundwork for other women to enter or excel in these industries. This year seven women were honored.

— Northern Lights Award Foundation

BRITTANY DANKO EARNS FAA CHALLENGE COIN

Brittany Danko, a 19-year-old student at Indiana State University, recently passed her checkride in "near-perfect" fashion, to earn a Federal Aviation Administration Challenge Coin in recognition of her outstanding skills as a pilot. "I don't believe it was perfect, because I don't believe we as humans can achieve perfect, but it was about as perfect as it can get," said FAA Operations Inspector Jim Martin. Brittany is a member of the Indiana Chapter.

— Donna Crane-Bailey

My First 'Flight' in the CaraVellair Roadable Aircraft

BY SUSIE McWILLIAMS, Ventura County Chapter

What a ride! This is the most futuristic vehicle I have ever sat in. Then I got pushed manually around the taxiway so I could feel the front-end steering control forces and give my humble opinions.

It was great fun, but also a very real milestone for aviation. Joe Caravella, the designer of this vehicle and my newest student pilot, is a super bright and inspired engineer who shares what I call the "dream that never dies" for a multipurpose vehicle that is both airplane and automobile. I am a newbie CFI, and my 49½ is also an engineer, so both of us have been lending our expertise to Joe and his project.

For my first "flight" I was able to give Joe my input regarding mostly the ergonomics of the cockpit and controls, and also the control forces. My first realization is that the future pilot of a roadable aircraft is going to experience greater cockpit complexity, and all those driving instincts that student pilots have to overcome to taxi and fly airplanes are now ones they will need. How do you separate the functions of the accelerator pedal and rudder pedals?

I am hugely challenged as Joe's flight instructor since he's my first student who comes to the lesson with his own aircraft design. Joe flattered me by inviting me to test fly the aircraft once the wings and empennage are installed. I laughed, and then I felt a little confused. What would it be like to really fly this thing? Probably pretty cool!



CFI Susie McWilliams checks out the controls in the roadable aircraft prototype, the CaraVellair, developed by Joe Caravella, her new student pilot. For more details, visit caravella.aero.

Photo by Joe Caravella, Sr.

GRASS ROOTS

COLORADO CHAPTER

As the Colorado sky dawned blue on June 13, an eager group of aviators and volunteers gathered at the new Emily Warner Field Aviation Museum (former Rocky Mountain Airways airline terminal) to preview the new museum and grab a quick breakfast. Then we headed out to repaint the GRANBY and GNB 123.0 in bright yellow highway paint provided by Grand County Road and Bridge.

Colorado Chapter 99s joined with volunteers from the local Experimental Aircraft Association (EAA) Chapter 1267 and two local EAA Young Eagles aviation scholarship winners. The Friends of Granby Airport, Inc. hosted the hard-working volunteers.

The airport renaming ceremony to Granby/Grand County Airport-Emily Warner Field will be held on July 11. The Colorado Chapter will host an informational booth at the event.

The National Air Marking Program was the very first U.S. Government program conceived, planned and executed by a woman with an all-woman pilot staff. The important airport air marking navigation system began in 1933.

— Penny Rafferty Hamilton



Celebrating the renaming of Granby/Grand County Airport-to Emily Warner Field are Colorado Chapter members, volunteers from the local EAA Chapter and two EAA Young Eagles aviation scholarship winners. Photo: Penny Rafferty Hamilton

FLORIDA SUNCOAST CHAPTER

On March 14, our Chapter meeting was held at Crystal River Airport, hosted by Gudi Davis. It's a great stop for northerners when traveling to Florida.

The 99s club house was busy during Sun 'n Fun, and we held our Chapter meeting there also. We were honored to have as guests our International President Martha Phillips; Terry Carbonell, outgoing Governor of the Southeast Section; Myra Bugbee, incoming Governor of the Southeast Section; and Mary Wunder from The 99s Museum of Women Pilots.

Barbara Yeninas stepped in and hosted the WASP luncheon when member Nancy Wright flew to new horizons. In

remembrance of Nancy, Denise Rosenberger created a shadow box with many memorable items from Nancy's life. Kim Elsholz put together a memorial packet with notes and stories from many members who knew Nancy. All were displayed at The 99s club house.

Barbara Sierchio received her 35 year pin. We have Barbara to thank for the club house, which many 99s have enjoyed throughout the years. Elinor and Steve Kline received their 20 year pins for volunteering at Sun 'n Fun.

We also hosted the Southeast Section Meeting May 15-17 in St. Petersburg, Florida.

— *Sophia M. Payton*

ORANGE COUNTY CHAPTER

Fire!

The OC 99s had their chance for a "hands on" fire experience on May 13 at Fire Station 33 located at KSNA. The firemen on shift first gave us a tour of the facility and the enormous equipment (trucks, cranes etc.) on call 24/7, 365 days a year.

We received valuable information on the types of fire extinguishers and on what type of fire they work best. We each experienced the feel of fire when you are too close and it's too hot, learning that sometimes you need to not fight a fire by yourself but instead to run and call for help.

Our next step was to actually use a fire extinguisher to put out a very smoky diesel/gasoline fire. Important tip: If at any point the fire is out of control, RUN and call 911. Never turn your back on the fire. Make sure your extinguisher is not old or expired. You want to be Upwind and Uphill from the fire so the smoke does not blow back onto you.

There is nothing like actually performing an action before it's actually needed in an emergency. We learned a great deal and are thankful and impressed by our friends at the fire station.



Carol Bennett gets a firsthand lesson on properly using a fire extinguisher.



99s from the Orange County and Fullerton Chapters repainted the compass rose at Orange County Airport.

Compass Rose

The variation between Earth's magnetic north and true north has now changed sufficiently that many airports must change the heading numbers on their runways. John Wayne Orange County Airport (SNA) is one of those, and on May 20, members of the Orange County and Fullerton Chapters repainted the compass rose, placing The Ninety-Nines logo at its center. SNA's Operations staff team water blasted the old painted design and marked out the realigned rose's cardinal points.

Armed with rollers and brushes, 99s worked hard to make the compass rose a beautiful asset to the airport once again. With so many hands sharing the painting, the work was complete in less than five hours. We celebrated our efficiency at a nearby Acapulco Restaurant. We were honored to be able to provide a service to our local airport and also promote The Ninety-Nines.

— *Shirley McFall*

ALOHA CHAPTER

A simple request from my son's teacher turned out to spark a wonderful morning for all 156 students, teachers and 99s in Waihee Elementary School's third grade on Maui. Gathered in the library on May 13 with a projector, books, sectionals and Bernoulli's Principle were interested children with questions and lots of enthusiasm.

For the presentation, Shannon Christensen started by explaining the parts of an airplane, identifying the flight controls and explaining how they worked. All nervousness disappeared when I saw the smiling faces greeting us.

Katy Cenname, a flight instructor at Maui Aviators, shared her skills of teaching, utilizing Newton's third law and Bernoulli's Principle, complete with demonstration. Sarah Hudgins, our Chapter Chairman, then produced sectionals for the kids to explore, sharing with them the highways of the skies. Finding altitudes and obstructions, the students found this new



Aloha Chapter 99s with smiling third graders at Waihee Elementary School.

world of navigation exciting and interactive. Questions were spontaneous, and there were so many!

We left books in the library for them to view, with some new goals and dreams in several hearts. They were also given a packet to take home and complete later. We enjoyed this great way to connect and stay active in the community.

— Shannon Christensen

KATAHDIN CHAPTER

Katahdin Chapter held a Seaplane Safety Seminar on May 30 at Brandy Pond Seaplane Base in Naples, Maine. The seminar included a review of proper techniques during various phases of seaplane operations: turning, docking, ramping and sailing. A barbecue lunch hosted by the Katahdin Wings Chapter was held at noon. Also, another Northeast Section Poker Run is in the books.

In other Chapter news, Mary Build and Betty Brown, Katahdin Chapter members, and Greater Seattle Area Chapter member Bobbi Roe got together in White River Junction, Vermont, to celebrate Betty's 92nd birthday. They enjoyed berry and cream cake, Betty's favorite.

Betty has been a member of the Katahdin Chapter since 1985 and is a Woman Airforce Service Pilot, Class 44-W-7.

— Bobbi Roe



From left, Mary Build, Betty Brown and Bobbi Roe celebrate WASP Betty Brown's 92nd birthday.

WISCONSIN CHAPTER

The Wisconsin Chapter repainted the compass rose at Palmyra Municipal Airport 88C on May 9. The Palmyra Flying Club members were gracious hosts and provided supplies and lunch.

The original rose was painted in 2010, so it was due for some fresh paint. It now looks great from the air again and even has reflective granules in the paint to help Flight For Life find the pad for any night landings to get to patients in the area.

— Laurie Probst



An aerial view of the completed compass rose at Palmyra Municipal Airport.



Brazos Rivers Chapter and friends sponsored a homecoming for the WASP at Sweetwater, Texas.

BRAZOS RIVER CHAPTER

Since 2008 the Brazos River 99s, 49½s and the Pecan Plantation Neighbors have sponsored a Sweetwater homecoming for the Women Airforce Service Pilots (WASP).

On May 21, Nell Bright, Kay Hilbrandt, Bee Haydu, Marty Wiyall and Shutsy Reynolds arrived at Pecan Plantation in Granbury, Texas.

On Friday, they were driven to Tarrant County College at Alliance Airport as special guests of Jackie Cochran's Beech 18 Restoration team headed by Curt Landrum. Curt and his team had planned a wonderful presentation of their progress and future restoration plans for Jackie's airplane.

Those joining us for our annual hangar party on Friday evening were Dawn Seymour, Millie Young, Jean McCreery, Polly White, Lillian Yonally, Kris Lent, Irene Stortz, Florence Mascott and Marcia Fertig. Also joining us were Col. (Ret) Sandy Opeka, Senior MSgt. Gina Louis, Sr. Airman Kellie Colarik and a special guest, Lt. Col. Samantha Weeks. Samantha was our second

female Thunderbird pilot and was scheduled to be the speaker at the WASP Homecoming in Sweetwater on Saturday.

Saturday morning more clouds and rain required us to load up our cars instead of our airplanes and drive to Sweetwater to the National WASP WWII Museum for the homecoming. Other WASP attending the event were Mary Helen Foster, Dorothy Lucas, Roby Anderson, Susie Bain, Betty Berkstresser, AJ Starr and Pat Young, for a total of 21 WASP at Homecoming 2015.

Sunday morning we all headed back to Pecan Plantation for lunch, naps and finally a break in the weather. Our two famous Breezy pilots, Jerry Gazda and Damon Berry, were able to give 21 rides before dinner. All new riders were given Breezy Babe shirts.

Sunday evening we celebrated with another hangar party. Tired but rejuvenated WASP and their traveling companions were driven back to DFW on Monday morning for their return flights home.

— Lana Kraeszig

PHOENIX CHAPTER

We did it! After over a year and a half from idea to event, our Chapter had a very successful Fly-In Camp-Out Spot Landing Contest. Most everyone asked if this would be a recurring event. We certainly think it should be!

Congratulations to Helen Beulen, the official winner of the First Annual Ak-Chin Spot Landing Contest. She flew in her Shinn and had a perfect landing on one of her three attempts, and the other two were very near the spot as well.

The event was made possible by the Ak-Chin Indian Community, plus a wonderful group of volunteers and sponsors.

Competitors in the Spot Landing Contest were: Helen Beulen, 1st Place; Courtney Smith 2nd Place; Ryan Cable 3rd Place; Diana LeSueur; Jeanne Rieck; Karen Hausteen; and Marguerite Baier, who received the dubious "Most Practice

Indicated" Award. Many thanks to everyone who helped make the event a success. Start practicing your landings for next year!

— Courtney Smith



99s at the First Annual Ak-Chin Spot Landing Contest.

ALASKA CHAPTER

The Alaska Chapter and the Mat-Su Valley Chapter have monthly meetings with speakers and also have many joint activities. In January, we gave a public presentation about Alaska's women pilots at the Alaska Aviation Museum's Lecture Series.

In April, we taught a Flying Companion Seminar, Prepared Passenger Seminar, for EPA. In May, we had a 99s booth in the Alaska Airmen's Association's annual Great Alaska Aviation Gathering, the Valdez Fly-In and the Hudson Memorial Fly-In. We sold raffle tickets for a toddler's plane and a quilt made by Melanie Brown and Patty Livingston.

All these events raised money for women pilot scholarships. This year we awarded four scholarships to Alaska women: \$1,750 Ellen Paneok Memorial Scholarship to J.E. Keeley Kaveolook of North Pole; \$1,800 Mat-Su Chapter Private Pilot Scholarship to Nacole Gusty of Galena; \$1,000 Alaska Chapter Private Pilot Scholarship to Jamie Lee Evan of McGrath; and \$1,500 Alaska Chapter Advanced Training Scholarship to Willow Hetrick of Anchorage.

After all these events, we celebrated our summer picnic at the hanger of our Chapter Chairman Erika Bennett.

— Denise Saigh



Alaska Chapter Private Pilot Scholarship winner Jamie Lee Evan, Patty Livingston, Erika Bennett, Helen Johns and Jean White.

**GOT NEWS? STORY IDEAS?
SHARE IT!**

news@ninety-nines.org



Judy Barker and Wendy O'Malley welcome visitors to the Hayward Open Airport Day. (Not pictured: Judy Barron, Margaret Cook, Marilyn Dash and Genny Solorio).

BAY CITIES CHAPTER

In the middle of May, Alameda County, Bay Cities and Santa Clara Valley Chapters were represented at the Hayward Open Airport Day. The 99s had a booth with lots of activity, including giving away coloring books. Two airplanes owned by members were on display, and crowd control support was provided for the Ford Tri-Motor rides and Young Eagles flights.

Despite the cold weather and chilling wind, the event was well attended, and we all had a great time.

On a side note, Alameda County Chapter is accepting applications for their scholarship. Contact gsolorio@att.net. Deadline is November 15.

— Wendy O'Malley

SAN FERNANDO VALLEY CHAPTER



The San Fernando Valley 99s had their Installation/Award Banquet June 16 at the Smoke House in Burbank. From left, Paula Sandling presented The Kimberly Johnson Memorial Award to Faraz Amirfarzanch. Anastasia Vetrova received her scholarship from Jeanne Fenimore.

Photo: Lilian Darling Holt



On a Chocolate High at the Chocolate Chocolate Chocolate Company factory, from left, Patrice Billings, Brenda Fraser, Nelda Lee, Vivian Waters, Ruth Bohnert, Anne Mongiovi and Jean Murry.

GREATER ST. LOUIS CHAPTER

Last year the Chapter voted to increase the stipend of the Del Scharr Scholarship to \$1,000 and allowed applicants to submit their paperwork, transcripts and letters of recommendation electronically. This year's recipient is Jen Guetterman. She received an A.S. Commercial Pilot degree from Cypress College in 2014 and is currently working on a B.S. degree in Aviation Management. Her long term goal is to fly for a missionary organization.

Our Valentine's Day tour of the Chocoloate Chocolate Company factory was a great success, and the chocolate covered strawberries were wonderful, though a bit sloppy.

In March, our Chapter sponsored Ruth Faibisoff and Breana Houska to meet Amelia Rose Earhart and attend the Greater St. Louis Aviation Awards Banquet. Melissa Hanthorn, Jean Murry and Libby Yunger also attended the banquet.

— Libby Yunger

MINNESOTA CHAPTER

Summer got off to a wonderful start, and the Minnesota 99s have been busy attending a lot of aviation events. We had a booth at both the Great Minnesota Aviation Gathering held on April 10-11 at the Anoka County Airport (KANE) and Discover Aviation Days on May 30-31, also at the Anoka County Airport. Our Chapter also had a booth at the 6th Annual Girls Aviation Day on May 2 at Airlake Airport (KLVN). The perfect weather and almost 100 children receiving Young Eagle rides (plus almost 200 attendees) made this year the most successful ever.

Our summer business meeting was held on June 6 at the Buffalo Airport (KCFE), where we continued planning the Fall North Central Section Meeting that will be held on September 25-27 at the Anoka County Airport.

Congratulations to Minnesota 99s Patti Sandusky, Tracy Davenport and Thuy Pieper who were inducted into the International Forest of Friendship on June 20 in Atchison, Kansas.

— Melissa Aho



Minnesota 99s at the Great Minnesota Aviation Get Together, From left, Melissa Aho, Carly Gallman, Deb Thompson, Cheryl Daml and Tracy Lovness.

NEPAL SECTION

The Nepal Section continues to help villagers in Ghaympedada, where homes were devastated by strong earthquakes in May.

Although information is still limited, they report that all of Ghaympedada's buildings were destroyed by the quakes, and the Section will aid in rebuilding the village.

— Carol Munch



NEW HORIZONS

VIRGINIA WENTZEL BREED Central New York Chapter



Virginia Breed.

Central New York Chapter's charter member Virginia Wentzel Breed flew to new horizons just short of her 103rd birthday on April 8, 2015. Flying had not been a part of Virginia's early life, although the dream was there. In 1955, she and her husband Al bought their first plane, a Piper Tri-Pacer, so they could learn to fly. She flew everywhere and anywhere.

After her husband Al died in 1964 and her two daughters moved away, Virginia continued her adventures. In 1968, with 846 hours, she bought a Cherokee 160. She joined The 99s in 1970 and became a charter member of the Central New York Chapter in 1974. She flew in the Powder Puff Derby and criss-crossed the United States many times to visit family.

But that's not all. In 1980 she found love again and married Claude Breed. Now, with an even greater extended family, she had even more excuses to fly. However, she sold her beloved Cherokee in 1981 since Claude did not enjoy flying in a small plane. Many of her adventures can be found in her autobiography *85 and Still Alive*.

Virginia continued her zest for living, and her unquenchable curiosity identified her until she flew to New Horizons.

— Karen Stumpf

EVELYN BROOKS Carolinas Chapter

Evelyn Brooks died on February 26, 2015, in Southport, North Carolina at the age of 83.

Evelyn was born on February 28, 1932, in Bloomington, Illinois. In college, she excelled in music and graduated from the University of Michigan, earning a Master's degree in Piano and Organ music in 1952 and was valedictorian of her class.

After college, Evelyn attended the Juilliard Conservatory in New York City and studied under Rosina Lhévinne. Classmates included Van Cliburn and John Browning. She later performed with the Philadelphia Symphony.

After marrying and while residing in Greensboro, North Carolina, Evelyn earned her private pilot certificate and participated in several continental air races. Her love of aviation took her professionally into corporate and private aviation with Air Services, Inc., also based in Greensboro. She was a supporter of several air museums and active in the Carolinas Chapter.

Evelyn retired to Southport in 1994, where she played the piano and organ at the Southport Baptist Church, as well as Oak Island Presbyterian Church.

— Lucy Young

MARY ELIZABETH CHRISTOPHERSON Idaho Chapter

Mary Elizabeth Christopherson passed on April 2, 2015, in Boise, Idaho. It is with sadness that the Idaho Chapter says goodbye to a longtime member and a tireless worker for The Ninety-Nines at the local and section level. Mary held many offices in the local Idaho Chapter including Chapter Chairman. She was an enthusiastic aviator and a great ambassador for The 99s. She loved aviation and her Piper Tri-Pacer. Mary is survived by her 49½ husband, Chris.

Blue skies and fair winds Mary, you are much loved and deeply missed.



Mary Christopherson.

— Karen Marchbanks

PAM IHRIG FONSECA AND GEORGE FONSECA All-Ohio Chapter

Pam Ihrig Fonseca and her beloved 49½ of 37 years, George, flew to New Horizons on a Virginia mountain May 18, 2015, in their Beech Baron. They were returning to Mansfield, Ohio, from their winter home in Spruce Creek Airpark in Florida.



Pam Fonseca and her 49½ George Fonseca.

They were the owners of several businesses and very active in the aviation community. They were the force behind the Mid-Eastern Regional Fly-IN (MERFI), members of the CAP, EAA, CAF, and The Ninety-Nines, and actively promoted Mansfield Lahm Airport.

The couple spent 37 years flying together in their restored T-6 Texan, Cessna Skymaster, Cessna 150 and Beech Baron.

— Margaret Hazlett

Final Flights for Our 49½s

Bill Boot — Barbara Boot, Mt. Shasta Chapter
March 12, 2015

Delbert Johnson — Kay Johnson, All-Ohio Chapter
May 18, 2015

MARJORIE N. GORMAN Ohio Chapter



Marjorie N. Gorman.

Marjorie N. Gorman passed away peacefully on June 4, 2015. She was born in Ashland, Ohio, in 1925.

Right after graduation from high school and during the final years of WWII, Marge took a job at the Ashland Flying Service doing the veterans' program bookkeeping for the men returning from the war. Her love of flying began as she watched the aircraft from her

bedroom window.

After earning her private certificate, when not very many women were involved in flying, she went on to earn her instrument, commercial, multi-engine, glider and helicopter certificates and ratings. During that time, the Hughes Aircraft Corporation sponsored a contest for the first one hundred women in the world to receive their helicopter rating. Marge took that challenge and was #93, taking her daughter Gayle as her first passenger. Later Gayle would become the number 293rd woman helicopter pilot.

Marge received the "Woman of the Year" award from the Ohio Chapter. She flew in numerous women's air races, including the Powder Puff Derby and piloted her single engine Beechcraft Bonanza across the Atlantic and back, a feat only a small number of pilots, men or women, have accomplished. And, in 1977 Marge flew in the Angel Derby, an All Women Transcontinental Air Race (AWTAR) with participants being the most noted women pilots of their time, with her daughter Gayle serving as copilot.

Marge and her husband Jim were honored at the Mansfield Lahm Airport Day celebration on July 4.

— Margaret Hazlett

JANE B. HART Michigan Chapter

Jane B. 'Janey' Hart, died June 5, 2015, in West Hartford, Connecticut. She was born October 21, 1921, in Detroit, the youngest daughter of industrialist Walter O. and Jane C. Briggs.

She was a pilot, an equal rights and anti-war activist, sailing enthusiast and widow of the late U.S. Sen. Phil Hart of Michigan.

She married Phil Hart while he was an infantry captain in 1943. He died in 1976 after three terms as a U.S. senator.

Jane earned a private pilot certificate at the age of 18 in 1939. She joined The Ninety-Nines, competed in transcontinental air



Jane B. Hart.

aces and served as an officer in the Civil Air Patrol.

In 1958, Jane qualified as a helicopter pilot and flew her husband to election events during his first campaign for the U.S. Senate. Her son said their landings in small Michigan towns drew crowds and were an effective campaign technique.

At 40 in 1961, she passed physical and psychological tests for astronaut training and became a member of the Mercury 13 women who, while qualified, weren't allowed to go into space. "The men just could not get it and the country lost a great opportunity," she said at the time.

"Janey was an amazing woman and I was privileged to be called her friend," said 99 Gene Nora Jessen. "It was my good fortune to go through the astronaut physical with her. Much love to Janey, RIP."

— Gene Nora Jessen

JOYCE MALKMES Long Island Chapter

A dedicated Ninety-Nine, Joyce Conforte Malkmes, took her final flight to Pilot's Heaven on November 10, 2014, in Vero Beach, Florida. She celebrated her 90th birthday with her Ninety-Nines sisters and many friends at the 2014 Conference in New Orleans. Joyce lived an incredible life, always giving of her time, happiness and sharing of her experiences.

Many of us knew her well, and we are so lucky to have had her in our lives. Joyce lived a life full of joy, optimism and was an inspiration to many.

Joyce was the recipient of the Republican Women's Club Woman of the Year in 1980 and learned to fly that same year. She joined The Ninety-Nines in 1981. An amazing 99, Joyce loved attending Ninety-Nines conventions, having only missed one in her over 33 years as a member of the Long Island Chapter. She will be remembered in Vero Beach as a volunteer at McKee Gardens, Habitat for Humanity and Our Father's Table.

Honored by her 2015 induction into the International Forest of Friendship by many of her 99 friends, Joyce had a life spark that shone through her eyes and smiles. She was a gracious lady with a wicked sense of humor. Her boundless energy, generous heart and loving spirit will carry on in those who know and love her. She was indeed a very special lady.

— Aileen Watkins



Joyce Malkmes.

NEW HORIZONS

MARY PANCZYSZYN Chicago Area Chapter

Mary Helen Panczyszyn was born on May 7, 1933 and flew to new horizons on May 17, 2015.

She resided in Glenview, Illinois, for most of her life. She graduated from the nursing program at St. Francis Hospital in Evanston, Illinois, where she worked as a registered nurse for over 30 years. Mary and her husband shared a love of aviation, and she became a private pilot in 1964.

Mary was passionately active in the Chicago Area Chapter, which she joined in 1965. She served as corresponding secretary, and on the ways and means, nominating and public relations committees. She co-chaired The 99s exhibit in the Friendship tent at EAA Oshkosh for nine years, and served on the Illi-Nines Air Derby race board for 25 years.

Mary flew many races as pilot and copilot. She received the Chicago Area Chapter Service award and the North Central Section Governors award.

Mary was at her happiest when she was providing loving care for her patients and when she was flying.

— Diane Cozzi

BARBARA HARRIS PARA Southeast Section

Barbara Harris Para passed away on June 2, 2015 after an airplane accident in her Beechcraft A-36 Bonanza. The accident occurred when Barbara and her husband Fred, serving as pilot of the flight, were flying to Silver City, North Carolina, for routine maintenance. Barbara was only 69 when she died.



Barbara Para.

After spending most of her life and career living in New Jersey, Barbara and Fred, who were married for 30 years, retired to North Carolina. Barbara spent decades teaching shop and mechanical drawing classes to seventh and eighth grade students.

When she retired from her teaching career, she began a successful career with the FAA. Barbara started flying as a way to address her fear of heights and fell in love with flight. She earned her instrument and multi-engine ratings and commercial and instructor certificates. Barbara helped more than 100 pilots earn their certificates.

Barbara joined The Ninety-Nines in 1990 and served the organization in various positions. A vivacious and energetic person, she will be remembered for her love of flying, her civic-minded dedication to her community, her leadership and her commitment to mentoring others. Her loss will leave a void in our hearts and in our organization.

Her 49½ Fred survived the accident and has had multiple operations to repair his many broken bones. We wish him a speedy recovery.

— Myra Bugbee

FAITH SEIDENBERG Central New York Chapter

Faith Seidenberg, a feisty civil rights lawyer for more than 50 years, flew to new horizons on January 15, 2014. Faith made a name for herself in the '60s as an attorney who championed women's rights and broke barriers for women through the ACLU.

Faith was a late bloomer to the flying life. She took up flying when she was 63. Most notably she flew by herself to Alaska and back in the 1980s in her Cessna 172.

— Karen Stumpf

PRISCILLA WILLARD SPENCER Bakersfield Chapter

Priscilla Willard Spencer passed away May 21, 2015, in her home at the age of 103.

Priscilla had her first flying lesson in a Piper J-3 in 1945. Six months later she soloed in a Piper Cruiser J-5. With only two hours of solo time logged, she was forced to land east of Weedpatch. "It was a good landing," she related.

In 1946 she received her private pilot certificate. That November she joined the Bakersfield Chapter, holding various offices including Chairman from 1964-1966.

In July, 1963, she flew as co-pilot with Bertha Haycock Coe in the Powder Puff Derby from Bakersfield to Atlantic City in a Commanche 250.

Priscilla was instrumental in forming the first squadron of Civil Air Patrol in Kern County. She was a member for 30 years and was a personnel officer with the rank of captain when she retired. Among Priscilla's many accomplishments was the completion of a flight around the world with a select group on a single plane. It was known as Classroom in the Sky.

— Marianne Laxague

JOAN F. STALK Washington DC Chapter

Joan Fleming Stalk of West Springfield, Virginia, passed away peacefully on December 7, 2014. She was born January 22, 1930 in Detroit, Michigan. Joan will be deeply missed.

Joan was smart, energetic and a dynamic person. She was an accomplished pilot, seamstress, gardener and organizer. Joan and her sons followed her husband during his 30 year career as an Air Force pilot. In the mid-60s, Joan learned to fly to make sure she could land their private airplane if something happened to George. That's all it took for her to become hooked on flying.

Joan served in many governing positions of the DC Chapter. She was passionate in teaching Girl Scout troops about flying. Joan's final resting place is at Arlington National Cemetery. Memorials in Joan's name can be sent to The Amelia Earhart Memorial Scholarships & Awards. Email aechair@ninety-nines.org

— Deborah Dreyfuss



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this summer. We
hope to see you here
next year!