

# 99 News

*The Official Magazine of the International Organization of Women Pilots*

November/December 2015





99 News

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

**The 99 News**

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## On The Cover

*Through happenstance and The 99s network, Diane Myer and Ceila Vanderpool, Orange County Chapter members, met and became friends with Chilean Chapter member Madeleine Dupont when Diane and Celia were on different cruises at different times off the coast of Chile.*

*Madeleine captivated them with her account of circumnavigating the globe in 2004, flying her F-33 Bonanza from South America to the Arctic Circle and back. Her goal was to promote dreams and possibilities for general aviation and future pilots, as well as serve as ambassadors of friendship.*

Photo: Hector Yáñez Mercurio

# PERPETUAL CALENDAR

## 2015

### DECEMBER

- 1 **Due date for submissions to the 99 News** for the January/February issue.
- 7 **99s Webinar: Fundraising Ideas for Chapters** with Lori Plourd. To sign up for a Webinar, go to [ninety-nines.org/index.cfm/webinars.htm](http://ninety-nines.org/index.cfm/webinars.htm).
- 31 **Deadline to submit Bylaws and Standing Rules** proposed amendments.

## 2016

### JANUARY

- 15 **Deadline to submit nominations for 99s annual International Awards.** Applications accepted for Award of Achievement (for 99s), Award of Merit (non-99s) and George Palmer Putman Award (non-99s). For more information, contact Alice Talnack, International Awards Chairman, at [atalnack@comcast.net](mailto:atalnack@comcast.net), 831-688-8899.
- 24 **Southwest Section Winter Workshop**, coordinated by the Santa Clara Valley Chapter at the Hiller Museum, San Carlos airport. Contact Pat Gregory, [plowers@pacbell.com](mailto:plowers@pacbell.com).
- 31 **Due Date for Eastern New England Chapter Scholarship applications.** Three 2016 scholarships are available for women and men studying for a career in aviation or training in aviation. For information, visit [womenpilotsene.org/scholarships.htm](http://womenpilotsene.org/scholarships.htm) or email [blakeley.vanessa@gmail.com](mailto:blakeley.vanessa@gmail.com).

### FEBRUARY

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

### MARCH

- 12 **Northwest Section 2016 Spring Board of Directors Meeting**, Western Antique Aeroplane and Automotive Museum, Hood River, Oregon. Contact Karin Rodland, [krodland49@gmail.com](mailto:krodland49@gmail.com) for more information.
- 15 **Fly Now applications due for Spring awards.** Applicants must demonstrate financial need and be officially registered as Student Pilot Members by February 15 to be eligible to apply for the Spring Fly Now Award. For more information, see [ninety-nines.org/userfiles/file/FlyNowInstructions2015-2.pdf](http://ninety-nines.org/userfiles/file/FlyNowInstructions2015-2.pdf)

- 18-19 **Havasu 600 Air Race, Tookie and Don Hensley Memorial Race**, sponsored by the Rio Colorado Chapter in Lake Havasu, Arizona. Originally scheduled for November 2015, the event was delayed when race coordinator Tookie Hensley and her husband died in an airplane accident. The race will be run in their honor. Visit [www.Havasu600.com](http://www.Havasu600.com) for details.

### APRIL

- 1 **Due date for submissions to the 99 News** for the May/June issue.
- 7 **WASP Luncheon at Sun 'n Fun, Lakeland, Florida**, honoring the surviving members of the WWII WASP, 11:30 a.m. at Buehler Restoration Center. To purchase a ticket, contact Barbara Yeninas, 813-654-3780, or e-mail [jjybmy@verizon.net](mailto:jjybmy@verizon.net). No tickets will be sold at the door.
- 5-10 **Sun 'n Fun International Expo and Fly-In**, Lakeland, Florida, [sun-n-fun.org](http://sun-n-fun.org).

### MAY

- 19-22 **South Central Section Meeting** hosted by the Austin Chapter in Fredericksburg, Texas. Contact Becky Smith, [smithair52@gmail.com](mailto:smithair52@gmail.com) for more information.

### JUNE

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

### JULY

- 5-10 **2016 International Conference**, Ottawa, Canada.
- 25-31 **EAA AirVenture Oshkosh**, Oshkosh, Wisconsin, [eaa.org/en/airventure](http://eaa.org/en/airventure).

### AUGUST

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

### SEPTEMBER

- 15 **Fly Now applications due for Fall awards.** Applicants must demonstrate financial need and be officially registered as Student Pilot Members by August 15, 2016, to be eligible to apply for the Fall Fly Now Award. For more information, see [ninety-nines.org/userfiles/file/FlyNowInstructions2015-2.pdf](http://ninety-nines.org/userfiles/file/FlyNowInstructions2015-2.pdf)
- 15-17 **Northwest Section 2016 Fall Section Meeting**, Hilton Garden Inn Seattle North/ Everett, Washington. Contact Andrea Chay, [andrea40@juno.com](mailto:andrea40@juno.com), for more information.



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

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

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Linda Abrams flew her 1946 Ercoupe solo from Torrance, California (KTOA), to Sheboygan, Wisconsin (KSBM), and back.



In 1999, Orange County Chapter member Diane Myers, front, visits with Chilean member Madeleine Dupont at her Santiago hangar.

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At the Phoenix Chapter's Discover Aviation Camp for Girl Scouts, participants observe a weather balloon launch.

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# President's Page

BY MARTHA PHILLIPS, International President

Having our International Conference in Munich, Germany, during July and planning our trips to Ottawa, Canada, for next summer reminds us that our organization is truly the "International Organization of Women Pilots."

While the United States and Canadian Sections are well-represented at the annual Conferences, what a joy it was also to meet up with members from the Russian, Arabian, China, Australian and New Zealand Sections in Munich. Not only did we all go to Germany, but our members individually spread out before and after the meeting to France, England, Norway,



*Section Governor Alia Twal gets up close and personal with a DA 40.*

Denmark, Poland, Austria and Italy. And that's just the ones I heard about!

Alia Twal, Governor of the Arabian Section, was delighted to be able to attend the Scholarship/Awards Banquet in Munich to accept her Award of Inspiration. As reported in the previous issue of *99 News*, Alia was selected by the Board of Directors to receive this award based on her incredible success in growing her Section, now at 93 members, and they're not done yet. In fact, if you asked people to guess which Section outside the U.S. and Canada has the most members, few would guess the Arabian Section.

Currently, these members come from Middle Eastern countries like Jordan, Bahrain, United Arab Emirates, Qatar, Saudi Arabia, Sudan, Egypt, Lebanon, Kuwait and Iran. However, they also have members who live or work in New Zealand, Cyprus, Spain, United States, Austria and Sweden.

These ladies know how to put on a spectacular Section Meeting. With the help of sponsors and patronage of Princess Basmah Hamzah, they attracted 99s from other Sections. Including their own members, they had attendees from at least 22 countries. See page 27 for a run-down on the activities they included in their meeting.

It's been exciting to charter new Sections like Nepal and China in the last few years, add-



ing new members to the list of women pilots from all over the world. While we may have different languages, customs and aviation rules and regulations, we all have the same love of flying in common, which is its own language.

I have already heard from international members who plan to meet up in Ottawa next summer. Ottawa is Canada's beautiful capital city, and many of its attractions will be accessible by foot from our accommodations there. I was lucky enough to visit with the East Canada Section in June a few years back, and my husband Art and I did just that. I also went in the winter several years ago, where a visitor like me with only a lined raincoat to my name and an old pair of boots enjoyed only limited walking about. However, the city was beautiful and seeing the ice skaters utilizing the frozen canal that winds through the city was a spectacular sight.

Be sure to get your plans underway now by checking out [99sOttawa2016.com](http://99sOttawa2016.com). See you there!



*Arabian Section Members at the opening ceremonies of their 4th Annual Meeting.*

# Youth Events, Preserving History at the 99s Museum of Women Pilots

BY DENISE NEIL-BINION, Executive Director, 99s Museum of Woman Pilots



*Students visit the 99s Museum of Women Pilots.*

**This summer** we had the pleasure of an increasing number of tour groups visiting us. While we welcome tour groups of all ages, it is particularly rewarding when we are able to interact with youth groups. This summer we hosted approximately 75 kids from the Oklahoma City metro area, including children participating in day care and church programs, as well as aviation camps.

Visits are tailored to fit each group and are based on age and time allotted for tours. Some of the activities include reading children's stories, scavenger hunts, short tours, flying the flight simulator and a question and answer session with the kids. All groups seem to particularly enjoy scavenger hunts, and I have devised them so the kids are not only required to find the objects on the list, but they must answer questions about the objects as well. This system offers a much greater opportunity for learning.

The museum's flight simulator provides an excellent chance for them to see what it is like to fly a plane. This activity was particularly rewarding when we were visited by kids attending Oklahoma's Organization of Black Aviation Professionals' ACE Camp on July 10. The group of nine students was just the right size to allow all participants to test their piloting skills.

As the executive director and de facto tour guide at the 99s Museum of Women Pilots, I relish seeing the interest these kids have in aviation. Children as young as four have surprised me with their questions and their reaction to the important history of women aviators. I take great pleasure in knowing that the museum provides a unique environment for teaching children these important stories.

**In November of 2009**, the space shuttle crew STS-129 carried Amelia Earhart's scarf, decorated with The 99s compass rose, into space. The scarf was donated to The 99s by her family, making the provenance of this piece indisputable. The 99s Museum of Women Pilots is honored to care for this object that is not only important to the history of women in aviation but is also a significant part of 99s history.

This was not the first Amelia Earhart scarf to be flown into space. The Ninety-Nines loaned a different scarf to NASA in 1995. It was carried by Eileen Collins when she became the first American woman to pilot and command the space shuttle.

Yet, the STS-129 mission has its own added significance. Among the crew members on this flight was Mission Specialist Randy Bresnik, the grandson of Albert Bresnik, Amelia's favorite photographer. Along with the scarf, Bresnik also carried a photograph of the Amelia Earhart Birthplace Museum in Atchison, Kansas, that was taken by the famous photographer. Of the historic flight, the younger Bresnik was quoted as saying, "Wherever she is, wherever she ended up on that final flight, we'll be within 200 miles of it. Her scarf will be that much closer to her during this flight. That will be pretty neat."

Amelia Earhart's 99s scarf was recently on display at the Museum of Flight in Seattle, Washington. Upon its return, the scarf was placed again in its prominent display space in the museum, where it serves as a reminder of Amelia's close association with the formation of The 99s.

The 99s Museum of Women Pilots actively seeks donations of objects and archival material pertaining to the history of women in aviation, as well as financial support that assists with the continuation of our mission to preserve the history of The 99s. Donations are tax deductible and are very much appreciated to assist in the operation of the Museum.

The 99s Museum of Women Pilots is now able to accept automatic monthly donations set up on your credit card. If you are able to do this, please contact Ninety-Nines Headquarters Manager or Accounting Clerk either by e-mail at [hq@ninety-nines.org](mailto:hq@ninety-nines.org), by phone at 800-994-1929 or 405-685-7969. Information may be faxed to 405-685-7985.



*Amelia's scarf went into space in 2009.*



# 99s Awarded Lightspeed Aviation Grant

BY MARTHA PHILLIPS, International President  
AND SUSAN LIEBELER, International Fund Raising Chairman

On October 16 at the annual Flying Aviation Expo in Palm Springs, California, Lightspeed Aviation Foundation announced that The Ninety-Nines won an \$8,000 grant in Lightspeed's annual Pilots Choice Award grant competition.

This year, Lightspeed awarded grants to the five nonprofit aviation organizations receiving the most online votes on Lightspeed's grant competition web site. The 99s were pleased to be selected from a field of hundreds of deserving nominees as one of 12 aviation nonprofit finalists competing for this year's Pilots Choice Award Awards.

The Lightspeed grant competition encouraged The 99s to broaden our outreach, meet many new friends and talk to them about flight training, aviation and The 99s. The Ninety-Nines are grateful to all the members, supporters and new friends in the aviation community who cast their votes for us and encouraged their colleagues, friends and family to do likewise.

The Ninety-Nines plan is to use this year's award to expand outreach activities and participation and presence at aviation events. The grant will also enable The Ninety-Nines to promote and award a national solo scholarship to provide young women between 16 and 20 years of age with financial assistance for flight training through first solo and beyond. The 99s will partner with the Experimental Aircraft Association (EAA) and award the scholarship at AirVenture in Oshkosh in the summer of 2016.

Through our scholarship, education and mentoring programs, The 99s are committed to working with other aviation organiza-



*Lightspeed CEO Allen Schrader awarded an \$8,000 grant to The Ninety-Nines. From left, Alexandra Culp, Claudia Contreras, Susan Liebler, Martha Phillips, Allen Schrader and Angelee Conroy.*

tions to advance aviation and the growth of the pilot community.

Today, with nearly 5,000 members, one of the key missions of the organization is to promote advancement of aviation through scholarships, education and mutual support. Over the past 75 years, the organization has awarded nearly 800 scholarships, helping hundreds of women achieve their aviation dreams.

Lightspeed Aviation Foundation was established in 2010 out of the commitment and passion of Lightspeed Aviation Corporation to serve the aviation community. The Ninety-Nines are grateful to Lightspeed for including our organization in the Pilots Choice Award grant competition and inspiring us to share our passion for aviation and The Ninety-Nines with others.

## Letters

I am behind in my reading and catching up – yippee. It is good to catch up. I so enjoy the *99 News* and would not think of putting it aside without reading it front to back and word for word.

The July/August issue is great. I loved all the articles and especially reading about June Bonesteel and the article by Donna Miller.

I have commented before about Donna's articles and always look forward to reading them. They are always GREAT. After reading her article, I turned the page and there was the comment

written by Robyn Stoller regarding Donna's articles – yippee, several of us enjoy Donna's articles.

Please let Donna know that we want her to write more and tell us more and keep us aligned with aviation.

In addition, I enjoyed reading about the scholarships that were awarded and the variety. That's great. So many deserving women and so many awards given. The 99s do a great job, and I am proud to read this good news.

I could go on and on about this issue of the magazine but will stop. It is ALL good — keep it going!

*Nelda Lee, Greater St. Louis Chapter*

# My Summer Adventure

## *Lessons Learned*

BY LINDA ABRAMS, Orange County Chapter

**T**his summer, I flew my little 1946 Ercoupe from Torrance, California (KTOA), to Sheboygan, Wisconsin (KSBM), and back! I attended the Ercoupe National Convention, then spent two days at Oshkosh before returning. I was solo the entire way.

*Route:* The first question I've been asked about this trip has been, "How did you get over the Rockies?" I didn't. I went around them to the north. Route: KTOA to Henderson, Nevada, then followed Interstate 15 northeast to just east of Salt Lake City, turned right and flew almost straight east.

*How Long It Took:* The outbound portion took ~20 hours of flying time in my Ercoupe, broken up into two long days plus three half-days. The return trip took ~24 hours of flying time, due to the headwinds, spread over three full days and three half days. I flew ~2 hours while at the Ercoupe National Convention. It is the 75th Anniversary of the Ercoupe type.

*Lessons Learned:* 1. It is really, really true that when flying in the mountains you want to fly AT DAWN, when the air is smoothest. Trying to fly throughout the day put me into fighting-the-yoke turbulence, more tiring and much less fun than flying in smooth air.



*Linda with her 1946 Ercoupe.*



2. Strong tailwinds may be great for speeding things up but can result in just as much turbulence as strong headwinds.

3. Headwinds can turn a 2.5 hour leg into a 3.5 hour leg, which can result in a low fuel condition.

4. Some fellow Ercoupers had expressed concern to me about density altitude at high, hot airports. However, this did not turn out to be as big a problem as expected. My Ercoupe is light and I am light.

5. In terms of flight planning, a long cross-country really is just a bunch of short cross-countries strung together, but not in terms of personal energy. Flying three legs in a day, or even two legs when there was turbulence, tired me out enough that I sometimes skipped going out to dinner, just ate a snack from the cooler and went right to bed to study the next day's wx.

6. Despite being a clothes horse, I learned that I can survive an 18-day summer trip on just my rollaboard packed with five pairs of lightweight pants, five tank tops, two long-sleeved shirts, two nighties, underwear & toiletries — and do laundry at hotel stops. The rollaboard rode belted into my passenger seat with the shoulder harness.

7. FBOs throughout the Midwest were amazing: friendly, helpful with hotel reservations, generous with lending free use of a courtesy car and willing to help fuel so that a small, tired lady did not have to wrestle with the big, stiff fuel hose reels.

8. I know we all have busy lives and schedules and limited time for this kind of jaunt. However, for long distance flying like this, I would recommend avoiding doing it with any kind of time pressure, either to reach the outbound destination on time for an event or to get home by a particular date. It would have been



*Linda was happy but exhausted when she landed Sky Sprite at Sheboygan, Wisconsin (KSBM).*

much more relaxed with a couple more days “elastic” in the plan.

I hope these lessons learned help someone else contemplating a loooong cross-country adventure!



# Cherokees To Oshkosh

Background photo and article BY CHERYL COONEY  
San Luis Obispo County Chapter



*Charlie 3 checking in Cherokees to Oshkosh, Arrival 6. Cherokee lead calls OSH tower (all other aircraft in the flight are at radio silence with transponders off). OSH tower clears a flight of 21 Cherokees (and a rogue Cessna) to land runway 36/36R, yellow dot. Then we hear “Welcome to Oshkosh.” Charlie 3: wheels down and locked, C3 has her own runway, on rollout watch the flagmen. All goes as we were briefed before leaving Waupaca, our staging and formation flying practice area for the past four days.*

*At Waupaca, we practiced wings of three aircraft, wings of two, sorties, tight taxi (tighter than you ever imagined – getting closer to another airplane than you ever thought possible), nose wheel on the yellow taxi line/45 degree angle, thumbs up when pre-flight checklist completed, pass it up the line, lineup on the runway, three across (are you kidding, Waupaca’s runway is 100-foot wide).*

*Three wing takeoff, 5 seconds apart/30 seconds between each lead aircraft) climb 500fpm/90kts, form up with your lead/45 degree angle, don’t take your eyes off your lead. Airspeed/altitude/rpm/manifold pressure DON’T LOOK AT YOUR PANEL. Follow your lead, straight level, climb, descend, turn. At five miles from landing, the tail of lead aircraft wobbles setting up all aircraft in trail. Keep your speed up, land on your spot, keep your taxi speed up to the end of the runway...there is an aircraft behind you that needs that runway.*

When I first learned about Cherokees to Oshkosh I was somewhat ambivalent. While I know my skill level, I wondered about the skill level of the other pilots. My first stop was a “mini clinic” held in Aurora, Oregon. The weekend was conducted by a very skilled CFI who is a retired 22-year Air Force pilot and an 18-year retired airline captain. The idea behind the mini clinic was to evaluate the participants’ skills and to, for the first time, learn to fly in formation.

For the first two sorties I had an experienced check pilot. Thirty minutes trying to maintain speed, altitude and position was exhausting. After each sortie there was a very thorough debrief. About eight pilots



Cheryl on the wing of her Cherokee.

and six Cherokee aircraft joined me for the mini clinic in Aurora, Oregon.

On to Waupaca, Wisconsin. Half a week before the start of Oshkosh, all participating Cherokee pilots met there for more training and dress rehearsals for our mass arrival at Oshkosh. Waupaca was intense, exhausting and a real opportunity for skill building. The pilots that I met were top drawer: each was very serious, on top of their game and fully capable of fulfilling their role during each of the flights.

At Waupaca, I was assigned slot 3 of the third wing of 3 aircraft: Charlie 3. The training at Waupaca was more intense than the actual flight into Oshkosh. Landings were single file because of the width of the runway (100 feet). At Oshkosh, the runway is 150 feet wide, with the lead of each wing landing on right of centerline, the number 2 aircraft landing on left of centerline of runway 36 and the third aircraft landing on 36R, the parallel taxiway ... I had my own runway.

Saturday morning of Oshkosh woke all the pilots at 3:00 a.m. with a tremendous thunderstorm. By 10 a.m. the skies had cleared, and we lined up for the flight into Oshkosh.

I had an exceptional educational experience, sharpened my flying skills and, as a newbie (and the only girl), I was accepted by a very warm welcoming family of fellow Cherokee drivers and their significant others.



# Welcome New and Returning Ninety-Nines!

## Welcome Back Members

**Anderson, Nina**, Connecticut  
**Atkins, Kimberly**, Greater St. Louis  
**Baron, Barbara**, Houston  
**Bath, Jaspreet**, Bay Cities  
**Beers, June**, Southeast Section Member  
**Brown, Betty**, Katahdin Wings  
**Burch, Vona**, High Country  
**Claret, Mary Ann**, Florida Suncoast  
**Conover, Laura**, Kitty Hawk  
**Davila, Jolynn**, Santa Maria Valley  
**Dean, Carol**, Georgia  
**Downing, Pam**, Monterey Bay  
**Friend, Danielle**, Houston  
**Gerharter-Goodman, Karen**, Orange County  
**Grant, Kristen**, Reno High Sierra  
**Grass, Sue**, San Joaquin Valley  
**Griffith, Tamara**, Wichita Falls  
**Gurke, Sharon**, Alameda County  
**Gurnee, Jean**, Fullerton  
**Hague, Kali**, Greater Cincinnati  
**Hindi, Hanadi**, Arabian Section Member  
**Hopson, Karen**, Garden State  
**Jameson, Cathleen**, San Gabriel Valley  
**Koch, Katherine**, Florida Goldcoast  
**Ledwaba, Refilwe**, Ambassador  
**McBeth, Jennifer**, Palomar  
**Meyer, Kristin**, Florida Suncoast  
**Monahan, Jaime**, Katahdin Wings  
**Munson, Kandace**, Iowa  
**Nold, Melisa**, Austin  
**Pope, Keena**, Georgia  
**Powers, Amy**, Carolinas  
**Tanner, Jessie**, Minnesota  
**Vogt, Eleanor**, Bay Cities  
**Wiseman, Susan** (F), Sacramento Valley  
**Zehnder, Krystene**, San Diego

## Welcome New Members

**Arteaga, Marsha** (F), Orange County  
**Ashley, Robyn** (F), Georgia  
**Bartels, Tammy** (F), Northeast Kansas  
**Bauwens, Revone**, Coachella Valley  
**Berman, Natalie**, Chicago Area  
**Bigos, Marqaux** (F), Coachella Valley  
**Blankley, Raily**, Rio Grande Norte  
**Bressan, Emanuela** (F), French Section  
**Campanella, Charlene** (F), Lake Erie  
**Carter, Katherine** (F), Greater Seattle  
**Cary, Elizabeth**, Fort Worth  
**Cash, Rhona**, Northeast Kansas  
**Chandler, Shannon** (F), Indiana Dunes  
**Chang, Chantal** (F), Austin  
**Cole, Allison** (F), Virginia  
**Combs, Mary**, Placer Gold

**Cooper, Pauline** (F), San Fernando Valley  
**Craig, Elspeth** (F), Ventura County  
**Crutchfield, Terri**, Southeast Section  
**Crutchfield, Taylor** (F), Florida Goldcoast  
**Davis, Megan** (F), Kitty Hawk  
**Dellinger, Lili**, Ventura County  
**Delp, Arzu**, Las Vegas Valley  
**Duarte, Rocio**, Florida Goldcoast  
**duBois, Kristine**, Emerald Angels of the Gulf Coast  
**Ehrler, Ana-Maria**, Carolinas  
**Fisher, Erin**, Kansas  
**Fives, Alyssa** (F), Greater Kansas City  
**Fletcher, Olivia** (F), Greater Kansas City  
**Franco, Louise**, Bay Cities  
**Galati, Catherine**, Southeast Section  
**Gibson, Madeline**, Texas Dogwood  
**Giguere, Robin** (F), Minnesota  
**Griffith, Bethany** (F), Coyote Country  
**Gurung, Sarina**, Bay Cities  
**Hales, Stacey** (F), Kansas  
**Hamilton, Ann**, Southeast Section  
**Harris, Marian**, Santa Clara Valley  
**Hewett, Olivia**, Manitoba  
**Hinckley, Julia**, San Gabriel Valley  
**Hudson, Stefanie** (F), North Jersey  
**Hyatt, Jaclynn**, NOLA  
**Jeffries, Kaylee**, Ventura County  
**Johnson, Sheila** (F), Oklahoma  
**Ke, Yan** (F), First Canadian  
**Khachatourian, Anita** (F), San Fernando Valley  
**Lama, Pema**, Nepal Section  
**Lang, Kathleen**, First Canadian  
**Lapworth, Meagan** (F), Columbia Cascade  
**Legg, Mary**, Intermountain  
**Lehr, Holly** (F), Delaware  
**Lewis, Wendy**, Tucson  
**Lin, Susan**, San Diego  
**Lind, Helena**, Greater New York  
**Lynch, Madalyn** (F), Greater Seattle  
**MacDonald, Bronson**, Colorado  
**Madinger, Chloe**, Houston  
**Manapso, Tia**, First Canadian  
**Marsman, Courtney** (F), Michigan  
**Mathis, Lisa** (F), Santa Barbara  
**Mazzarella, Sara** (F), Phoenix  
**McGough, Lauren** (F), Oklahoma  
**Merkel, Jennifer**, Western New York  
**Mihajlovic, Dusica** (F), Arabian Section  
**Miller, Jacqueline** (F), Finger Lakes  
**Mitchell, Maegan** (F), Kentucky Bluegrass  
**Morrison, Julie** (F), Orange County  
**Mulholland, Juliet** (F), Reno High Sierra  
**Munoz, Angela** (F), Orange County  
**Myers, Jojo**, Reno High Sierra



*Raily Blankley,  
Rio Grande Norte Chapter*

**Nedohin-Macek, Dawn** (F), Manitoba  
**Ng, Iryne** (F), Intercollegiate Internet  
**Norman, Lindsey**, Florida Suncoast  
**Okicich, Kylie** (F), Sacramento Valley  
**Panko, Jessica** (F), Antelope Valley  
**Papple, Summer** (F), Maple Leaf  
**Park, Minsun** (F), Aloha  
**Paznar, Jennie** (F), First Canadian  
**Peterson, Janet** (F), Alaska  
**Prior, Jody**, Mid-Columbia  
**Puri, Neha**, Nepal Section  
**Pye, Jennifer**, Fort Worth  
**Quintana, Teresa** (F), Tucson  
**Rearick, Janice**, Southeast Section  
**Resh, Elizabeth** (F), Arkansas  
**Riedinger, Alexandria**, San Joaquin Valley  
**Robertson, Elizabeth** (F), San Antonio  
**Robinson, Erica** (F), Connecticut  
**Root, Bethany**, Northeast Kansas  
**Scott, Lindsey**, Las Vegas Valley  
**Segal, Ashley** (F), San Fernando Valley  
**Shemigon, Natalie** (F), Colorado  
**Shiro, Tiffani**, Placer Gold  
**Shujaa, Wedad**, Arabian Section  
**Sierra, Emilia**, Coachella Valley  
**Skotnikova, Maria** (F), Orange County  
**Thapa, Marquish**, Nepal Section  
**Tirrell, Danielle**, Midnight Sun  
**Urbach, Stacie**, Ambassador  
**Wade, Karen** (F), Lake Charles  
**Wamunga, Stephanie**, Manitoba  
**Wells, Jennifer** (F), First Canadian  
**White, Sarah**, Arabian Section  
**Wilson, Stephanie** (F), Reno High Sierra  
**Wright, Jennifer**, Bay Cities  
**Yogi, Nikki**, Tucson  
**Young, McKenzie** (F), Idaho



*Madeleine Dupont de Bock with her F33 Bonanza. Photo: Hector Yáñez Mercurio*

## **Madeleine Dupont de Bock — The First Lady of Chilean Aviation**

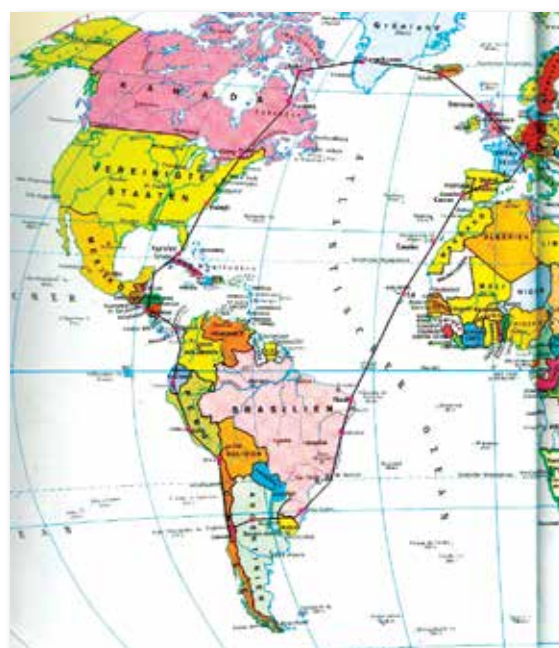
BY CELIA VANDERPOOL, Orange County Chapter

**R**ecently, I was on a non-flying, ground-based adventure in South America. Good friend and fellow 99, Diane Myers, a retired Continental Airline captain, asked if I would be anywhere near Santiago, Chile. She once used The Ninety-Nines' Membership Directory to seek emergency help when her father was stricken with illness while aboard a cruise ship off the coast. The nearest 99 happened to live in Santiago, and she came "flying" to their assistance.

Six years later, I found myself on a similar cruise ship, and through encouragement from Diane, I was able to coordinate an hour with Madeleine Dupont, the same Chilean 99, and what an amazing hour that was!

That is how The 99s network can work: a comfortable camaraderie with someone who has passed the same flying milestones and achieved what others dream about. There is a background of common experience that develops when you receive the certificate and become a female aviator. Our Directory is a key to enriching each other's lives by connecting.

Madeleine has a gentle manner, small stature and a sparkle in her eye. This was obviously a woman with a story to tell. When I asked, "What was your most memorable or favorite flight?" I needed a seat belt with shoulder harness for her incredible answer.



*Travesia 2004 Route of Flight.*



She revealed that her signature flight, in 2004, was in a single engine plane from South America to the Arctic Circle and back, an elliptical world loop. She and her co-pilot Maria Eliana Christen were the first to accomplish that feat. They departed from Salvador-Natal, Brazil, crossing the Atlantic and flying 1539 nm to land at Natal-Isla Sal, Republic of Cape Verde, in the Central Atlantic Ocean.

Madeleine's dream to circumnavigate the globe was inspired by the 1989 flight that Australian Gaby Kennard completed, closely tracking Amelia Earhart's route. Gaby's "earthrounding" was 29,000 miles in 99 days, an achievement for which she was awarded the Harmon trophy.

Madeleine was eventually able to purchase an F-33 Bonanza and started saving for necessary improvements. She re-outfitted her wonderful bird with a 285hp six-cylinder, fuel-injected engine and a three-bladed Hartzell prop – and shiny new fuel tanks, too.

She believed she had the necessary ability to fly under pressure, had good health and stamina, and a practical problem-solving mind. For nearly a year, she and Maria studied, preparing charts and collecting data, and practicing endurance flights, always extending their range in preparation for the expected 10-hour flight across the Atlantic.

With the fuel capacity increased by adding tip tanks as well as cabin tanks, the flight range improved to 13:20. They felt comfortable, but they were well aware there was little room for error. The Atlantic crossing was expected to be the most challenging leg and would be successful only if diligence, focus, precise navigation and skills of steel were applied. They knew the passage might hold unexpected weather events.

Originally, the flight was to begin along the Andes, with stops in Argentina and Brazil before crossing the Atlantic. The proposed return flight was a modified reverse course, followed by a focus of destinations on both coastlines of the South American continent. This was to commemorate the AeroPostal route from

Europe established in 1929, as well as a centennial celebration on the Wright Brothers' First Flight.

The desire of both women was to promote dreams and possibilities for general aviation and future pilots, as well as serve as ambassadors of friendship, inspiring others. They named their proposed trip Travesia 2004 and continued to prepare.

Just before departure, during a great weather window, they had an invitation they could not refuse. Madeleine and Maria postponed their departure to accept an invitation from Chilean

## ***Our 99s Directory is a key to enriching each other's lives by connecting.***

President Lagos, who was honoring them for Day of Women.

This one-day delay threw a foreboding obstacle in their path. The weather was changing. There was fog in the forecast, which meant they could not depart in the early hours the following day, allowing them to cross mountains in calm air. They also noted that weather patterns and gradients across the Atlantic were beginning to tighten up, indicating increased velocity.

During the very first leg, enroute to Argentina, leaving tired and late in the day, they almost lost the plane in terrible downdrafts in the mountains with full fuel. They landed safely in Argentina after the shakeup, with three more stops in Brazil ahead of them before the ocean crossing. They were unnerved, but determined. Ahead of them lay the longest and most treacherous leg.

They launched from Natal El Salvador, Brazil, for the Cape Verde Islands and into surreal headwinds and turbulence as they crossed through the ITCZ, or Intertropical Convergence Zone, at night. This area of hemispheric air mass collision at the equator is indicated by bands of clouds usually filled with thunderstorms at the location of convergence, which is a constant variable. For sailors, the ITCZ means doldrums punctuated by violent thunderstorms. Pilots may experience no wind at all, severe convec-



*Madeleine preps the Bonanza before her "earthrounding" flight.*



*Ninety-Nines Diane Meyers, Celia Vanderpool and Madeleine du Pont established a lasting friendship thanks to The 99s Directory. They reunited recently in Chile.*

tive activity with strong vertical motion, insane headwinds, or uncomfortable tailwinds.

Madeleine struggled to maintain control of the aircraft. She applied all collective crew experience and continued to fly the bucking, shuddering airplane. She methodically solved problems and watched fuel gauges drop rapidly with slow forward progress. It was just when they thought they could no longer withstand the violent turbulence that the headwind sheared to a tailwind and the rough air began to smooth out ahead, ensuring the intended point of landing before fuel exhaustion.

## ***You don't have to cross an ocean or set a record. Just fly!***

They still could not relax, however, as the approach and airport were completely obscured by a sandstorm that originated in the Sahara desert! They never saw the runway, but the GPS guided them in to Sal Island. Twelve hours and thirty minutes on an intended ten hour flight, but they were down, safe, and at an airport that had fuel.

They had a long way to go. Four more legs were ahead of them to the halfway point. Communication had been very poor, even satellite and cell phones rarely worked, and reports home were more scarce than expected. They finally made contact to report they were in one piece.

Supporters tracked the flight more closely with better communication as they continued on to the Canary Islands, Portugal, Spain and, finally, the mid-point arrival in Switzerland. Just like a Swiss watch, they landed after five hours and thirty minutes and 730 nm from Madrid. As an odd coincidence, their arrival in Geneva occurred on 04/04/2004 at 4:44 PM. Their logbook recorded 61:24 total flight hours since the beginning and 7,506 nm from Vina del Mar, Santiago, Chile.

Upon arrival in Switzerland, and after consulting with the Chilean Air Force, the return trip became an entirely different

route than the one originally planned. It was determined that it was unsafe for Travesia 2004 to continue as planned. The little plane had suffered extreme conditions, causing unknown risk. All of the required paperwork had to be recalculated and approved before the May 1 take-off from Switzerland to Scotland.

One of the unforeseen difficulties in Travesia 2004 was the unending paperwork and challenge of making changes to the original flight plan once they arrived in Europe. New locations for fuel, an overland (mostly) passage and new clearances in several additional countries had to be obtained. The women politely refused an offer to return home in commercial First Class and have the plane transported in military aircraft.

Used to long legs by now, they continued a track mostly over land masses and in less aggravating weather patterns, but flight over Iceland, Greenland and three stops in Canada produced new challenges: ice and freezing levels.

There were two fuel stops in the U.S. followed by Nicaragua, Panama, Ecuador, Peru and Chile before landing back home in Santiago on May 23, 2004 with additional 9,844 nm, 76:18 log-book hours, current in everything. The total trip log recorded 17,350 nm in 50 days, with 137:32 flight hours and landings in 16 countries while overflying 25 other countries.

Before their departure, no one wanted to address the possible failure. Therefore, hype and support was quiet and limited, but the homecoming celebrations were huge, with a hero's welcome when they returned to Santiago.

Madeleine continues as a very active flight instructor and shares her vast knowledge of small planes in a big world as a master instructor to new pilots heading for the industry.

Once a woman has earned her wings, she becomes part of a camaraderie to which few other female organizations can relate. The Ninety-Nines exemplify encouragement, support and friendship: The Sisterhood of the Wings.

This may motivate you to fly someplace you've never been. You don't have to cross an ocean or set a record. Just fly!



*Left seat configuration of Madeleine's F-33 Bonanza.*



*A Chilean flag rests by the Bonanza on the frozen landscape of Iqaluit on Baffin Island, Canada.*



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**Women in Aviation**  
INTERNATIONAL

# 20 Award Winners Are Ready to FLY NOW!

By Shelley Ventura, Amelia Earhart Scholarship Fund Trustee

**F**all 2015 was the biggest award season yet! The AEMSFT Trustees granted 20 Student Pilot Members the opportunity to earn financial assistance through the Fly Now Award. These award winners will have the opportunity to offset up to \$3,000 of their flight training costs by completing specific milestones.

If not completed at the time of application, the following milestones are eligible to be earned.

MILESTONE: Passing the FAA or equivalent knowledge exam: \$500.

MILESTONE: First Solo: \$1,000.

MILESTONE: Long solo cross-country: \$1,000.

MILESTONE: Receiving FAA or equivalent flight certificate: \$500.

Fly Now is available for any initial certificate in any aircraft, including balloons and gliders.

The success of the Fly Now Award is dependent upon the relationship between the student pilot and her 99s Chapter. Each applicant is also required to have a formal 99 mentor. The mentor can be any 99 in the applicant's Chapter or Section who is willing to provide support, encouragement and guidance to the student throughout her primary training.

The next Fly Now Award application submission deadline is March 15, 2016. Applicants must hold a student pilot certificate, demonstrate financial need and be officially registered as Student Pilot Members of The Ninety-Nines, Inc. by February 15, 2016 to be eligible to apply for the Spring 2016 Fly Now Award.

**NEWS FLASH:** The 2016 Fly Now Award amount will increase to \$6,000! Details will be published with the application in early 2016.

*Please join us in congratulating the recipients!*



**LESLI BANDY, SAN DIEGO CHAPTER**  
**Southwest Section, Mentor: Annelie Brinkman**

I've loved flying ever since my first job in college working for a crop duster. Now, almost 20 years later, my dream of being a pilot has never been closer to reality. I'm so grateful to The Ninety-Nines, my Chapter and my Mentor for continually inspiring, encouraging and teaching me that with patience and persistence I can achieve my goals. I'm honored to receive this award, and I plan to continue my training to get an instrument rating and commercial certificate. I'm excited for the adventures to come and the opportunities to pay it forward!

**JULIE CARSON, FORT WORTH CHAPTER**  
**South Central Section, Mentor: Linda Stoneking**

I wanted to fly 20 years ago, but fear held me back. A friend challenged me, "Do you want to spend another 20 years wishing you had done it?" With that, I was determined to fulfill this dream. I expect to earn my Private Pilot in January. I am looking forward to sharing flight with family and friends. I have discovered there are many organizations who need volunteer pilots. I will pursue an instrument rating in order to make myself useful to my community. What a win/win! Pursue your dream and serve others. Thank you Ninety-Nines.







**LESLIE CAUBBLE, MEMPHIS CHAPTER**  
**Southeast Section, Mentor: Lois Horne**

I'm deeply grateful and honored to receive a Fly Now award. Flying is a dream I've had for many years. My inspiration for becoming a pilot comes from my grandmother, who was an avid pilot and longtime 99s member. I would love to follow in her footsteps and continue training towards an instrument rating, commercial certificate and possibly become a CFI. I am humbled by the support of my new 99 sisters, and I look forward to helping other women pursue their aviation dreams.

**YELENA CHERKASOVA, MID-COLUMBIA CHAPTER**  
**Northwest Section, Mentor: Donna Hanebut**

Ever since eighth grade, I've wanted to learn to fly. However, in my circle, this was unheard of. Then I met Dwayne. He spoke at a Bible camp of his first flight to Russia right after the Iron Curtain fell and of the many trips that followed. I approached him, and he assured me that learning to fly was indeed possible. Soon, I finished ground school, passed my written and soloed for the first time. The Mid-Columbia 99s have been simply wonderful and supportive. With all these amazing people God has blessed me with, I know I can do this!



**ELISE COLEMAN, EASTERN PENNSYLVANIA CHAPTER**  
**Mid-Atlantic Section, Mentor: Deb Deisher**

I am very grateful to be the recipient of a Fly Now Award from The Ninety-Nines! Even though I'm a new member, I am impressed with the outpouring of support and encouragement I have received. Learning to fly has been a dream of mine since high school, and now at the age of 45 it can finally become a reality. Although ATP is my ultimate goal, I look forward to using my education background to also teach others how to fly. Thank you to The Ninety-Nines for jump-starting my aviation journey!



**CELESTE CREAMER, ARKANSAS CHAPTER**  
**South Central Section, Mentor: Martha Molina**

Flying fascinated me but I never assumed I could become a pilot. I hadn't even met a woman pilot. Two years ago, a fellow teacher and 99s member proposed an aviation club in our school. My dream of flight sparked! I asked to co-sponsor the club and was encouraged to live my dream. After 29 years of teaching English, I've become a student of aviation. The Fly Now Scholarship will help me finish certification and be an encourager to students in yet another capacity. Who knows, maybe I'll even teach flight someday. But for now, I'll enjoy the journey.





**SARAH DENTON, COLORADO CHAPTER**  
**South Central Section, Mentor: Gretchen Jahn**

Growing up, my grandfather told me exciting stories about the years he spent in an Air Force fighter jet. He quickly became my hero and role model. I knew that someday I had to fly just like he did. I will graduate MSU Denver in December with a degree in Aviation Technology and plan on finishing my private pilot certificate shortly after. Then I plan to pursue further ratings and certificates leading up to an airline career. I am truly grateful to have received the Fly Now Award and to be a member of the Colorado Chapter Ninety-Nines.

**MIRANDA EDWARDS, MONTANA CHAPTER**  
**Northwest Section, Mentor: Janine Schwahn**

As long as I can remember, I have wanted to become a pilot. However, I attended the University of Montana and earned my degree in English Literature. I currently work a full-time and a part-time job, and I commute every weekend to take flying lessons. This scholarship will greatly help me in my pursuit of my dream. I am honored to be a part of The Ninety-Nines, and I am currently serving as the newsletter editor for the Northwest Section. I thank you all for your support of my efforts to earn my private pilot certificate!



**AMY LEE FOOLADI, EMERALD ANGELS OF THE GULF COAST CHAPTER**  
**Southeast Section, Mentor: Myra Bugbee**

I am very grateful to be a recipient of the Fly Now Award and excited to complete my pilot certification. I had always thought becoming a pilot was an unattainable dream. But since joining The 99s, I have found a wonderful network and encouragement that motivate me daily to pursue my certificate. I hope to encourage my children, young girls and women to "Aim for the moon, because you will land among the stars." I am honored to serve and be part of such a wonderful organization. I truly believe "the best is yet to come."



**JOY HALCOTT, SUGARLOAF CHAPTER**  
**Mid-Atlantic Section, Mentor: Lin Caywood**

Choosing to become a pilot has not only fulfilled a lifelong dream but opened my eyes to a whole new world. While training, I've become involved with my local Civil Air Patrol and joined the Essex Skypark Association, where I use my skills to teach about aviation, encourage others to become pilots and fly rescue missions. As a 43-year-old mother of three, I hope to be an example to women and an inspiration for others that it's never too late. I also hope to one day become a CFI and mentor other Ninety-Nines.







**MALIA JOHNSON, OREGON PINES CHAPTER  
Northwest Section, Mentor: Debra Plymate**

I am extremely honored and grateful to receive this scholarship. The world of aviation is new to me, and one I stumbled upon when my life dramatically changed directions. Learning everything I can about flying is my new passion. I intend to earn my commercial certificate and then move back to Africa where I can use aviation to unite diverse groups of people – from wealthy foreigners to locals who have never seen a plane up close. Ultimately, I hope my experiences will inspire other women to dream far beyond the limited opportunities life may initially offer.

**BRIDGETTE KIRK, SUTTER BUTTES CHAPTER  
Southwest Section, Mentor: Carol Andrews**

I am a wildlife biologist with an avid interest in watching birds. I have grown up loving adventures, exploring new places and spending time outside. I love the challenge in learning how to fly, and I am so grateful for all of the help and support of the Sutter Buttes 99s Chapter! I am honored to receive this award toward earning my private certificate and intend to continue my training to gain seaplane and helicopter ratings and then work towards becoming a CFI.



**ELIZABETH L'HEUREUX, ALOHA CHAPTER  
Southwest Section, Mentor: Shannon Christensen**

I am honored to have been chosen for the Fly Now Award. I was inspired to obtain my airplane private pilot certificate a few years ago after several hours of light aircraft flights in Hawaii. Once I have my pilot certificate, I am looking forward to acquiring additional ratings. My career in aviation will involve sharing my passion for flying, learning and encouraging others while being an advocate for general aviation within my community. I am grateful for the support of The 99s and my Aloha Chapter. Mahalo!

**SIMA MALEKI, RENO HIGH SIERRA CHAPTER  
Southwest Section, Mentor: Lynn Meadows**

I find flying inspirational and eye-opening, and it helps me redefine my vision for the future. Thank you, Ninety-Nines, for the endorsement of granting me the Fly Now award. It is a joy to be affiliated with such an accomplished group of women pilots. The support I feel from you all encourages and motivates me to achieve this dream. Growing up on one side of the world and maturing here in the States, I have experienced and honor the opportunities available for everyone, especially women. As a pilot, I can expand the area of service for myself and others.





**ALISON MOORE, SANTA ROSA CHAPTER**  
**Southwest Section, Mentor: Valerie Suberg**

I am a member of the Santa Rosa 99s, and being in this Chapter has allowed me to meet truly inspiring and motivating aviators. My path to completing the private pilot certificate has encountered its setbacks, but earning this award will see me to the finish. My goal afterwards is to pursue hot air ballooning so I can share with others the beauty and serenity of the California wine country. The countless support I have received from my fellow 99s has kept me on the path to completing my certificate, and for that I am very grateful.

**MINDY NYE, SAN FERNANDO VALLEY CHAPTER**  
**Southwest Section, Mentor: Sheila Collier**

It is such an honor to be a recipient of the Fly Now Award. Joining The Ninety-Nines community has provided me with everlasting support and encouragement. With the help of this award, I will be able to obtain my private helicopter certificate and continue on to earn my CFII. It is my dream to combine my love for flying with my passion to help children with health conditions. My ultimate goal is to fly medical missions for the Los Angeles Children's Hospital. Thank you 99s for helping make my dreams a reality.



**CANDACE PARDO, FIRST CANADIAN CHAPTER**  
**East Canada Section, Mentor: Lesley Page**

When my family drives by an airport we enjoy the smells of what many would call "airport fumes." We call it the sweet smell of "travel and adventure" and soak it in! I am so honored to receive this award that will help me tremendously to complete the last portions of my private pilot licence and start my dream adventure to fly commercially. I am so grateful to the AEMSF Trustees, The 99s, my family and especially my mentor Lesley Page and flight instructor Scott Heyman. I can't wait to share the thrill of flying with everyone I know!

**VENDULA (WENDY) ROSE, ALABAMA CHAPTER**  
**Southeast Section, Mentor: Ramona Banks**

Parents have a big influence on how much their children can accomplish. Our daughter has always reported, "I'm gonna be an astronaut." It's her dream, and as her parents, our dream is to see it happen. Therefore we try to provide the best path to her success. I set my goal to become a pilot, fly my little girl high in the sky, to be closer to the stars, until she can get there on her own. I hope my private pilot certificate journey will inspire her in life, anything is possible, even if the odds are against you.







**HANNAH UMBERGER, ANTELOPE VALLEY CHAPTER**  
Southwest Section, Mentor: Lynne Hsia

Originally from Barnegat, New Jersey, I am a junior Missions major at West Coast Baptist College in Lancaster, California. I started taking flight lessons nearly one year ago with the intention of using aviation for missions work. With the help of the Fly Now Scholarship, I will be earning my private pilot certificate within the next several months. I am then planning on earning some more advanced ratings.

**JING ZHOU, TENNESSEE CHAPTER**  
Southeast Section, Mentor: Judy Wayman

I am currently pursuing my Ph.D. degree at The University of Tennessee and Oak Ridge National Lab. My field of study is computational biochemistry. I love flying. To me, flying is a “cool thing” to do, but more importantly, it builds my confidence. Learning to fly requires persistence, patience and hard work – qualities also required for meeting other challenges in our lives. It is a really great honor to be a recipient of the Fly Now Scholarship. My goal is to become a smart and safe private pilot and inspire others to follow their flying dreams.



## Fly Now Award Highlights

Since the Fly Now Award was instituted in the fall of 2014, the AEMSFS has had the pleasure of awarding more than \$190,000 in support of this program.

These former winners finished their private pilot certificate during the time allotted by the award: Diana LeSueur, Caylee Johanson, Vistoria Williams, Kathryn Kaminski, Lisa Fusano, Joanna Moore, Christine Adorno, Melissa Hanthorn, Emily Johnson-Ramirez, Elise Wheelock, Ashley Taylor, Emma Redfearn, Jennifer Paull, Joelle Petersen, Carly Orr, Hannah Summers, Sandy Dubrow and Katherine Verhulst. Sarah West Hasse and Cheryl Cotman finished their private pilot certificate after their award period ended and also deserve congratulations. Several recipients, although not finishing during the award period went on to complete several of their milestones.

Two Fly Now Award winners have gone on to receive an Amelia Earhart Memorial Scholarship for ratings beyond their private pilot certificate. Diana LeSeuer is a 2015 AE recipient for her Instrument Rating and Tori Williams was a 2015 recipient of an Academic Scholarship.

Our statistics on success continue to improve. The Trustees plan to analyze the outcome of the awards and institute necessary changes to help the recipients be successful in finishing their private pilot certificate.

Dear AEMSFS Trustees and Ninety-Nines,

I feel very privileged to be selected as a recipient of this honorable Fly Now award. Please accept my heartfelt gratitude for your consideration and the vast opportunities that it opens for me.

I emigrated to the United States to expand my abilities to better serve the global community and strive to contribute to the well-being of those in need. I experienced and honor the opportunities available for everyone, especially women. As a U.S. citizen, I am grateful to be here, work, and I thank you for helping me make my dreams come true.

Looking down from the cockpit, the 3-D view put things in a different and wider perspective. This has opened my eyes to so many paths, one of which is pursuing instrument training after achieving my private pilot certificate. It is exciting for me to develop these skills and be the first pilot in my family.

I am also grateful for all The Ninety-Nines that came before me and paved the way for the success of women in aviation.

*Sincerely, Sima Maleki, PhD*



*The Girl Scouts experience realistic flying experiences in state-of-the-art flight simulators.*



# Girl Scout Camp

BY EMILY JOHNSON, Phoenix Chapter Chairman



*The young women learned about helicopters at Guidance Aviation.*

**A**t first, Ninety-Nine Sherlyn Halloran didn't recognize the 20-year-old Girl Scout counselor with dyed green hair.

"You changed my life," the young woman told Sherlyn on the first day of the 2015 Phoenix Ninety-Nines' Discover Aviation Camp.

Not immediately recognizing the young woman, Sherlyn listened to her story. "Bullseye," the girl's honorary camp call-sign, explained that she was a Girl Scout who participated in the aviation camp four years prior. An interest in flying persuaded Bullseye to join the camp, but during a field trip to a local airport, an insatiable curiosity ignited in her to learn how airplane engines work and how to repair them.

Sherlyn, co-founder of the camp, then remembered her place in the young woman's life. "I noticed her fascination with mechanics and mentioned that my son was in school to become an A&P Mechanic. I spent as much time as I could encouraging her because I saw a passion in her."

"I hadn't even considered going to college before Sherlyn took an interest in me. Now I'm working on my four-year degree in robotics, and when I'm finished, I plan to pursue my A&P mechanic certificate."



Every summer, the Phoenix Ninety-Nines create a powerful experience for girls ages 13 through 18 during their Discover Aviation Camp for Girl Scouts. The program encompasses all things aviation. Much of the camp is geared towards aspiring pilots, but the girls are also exposed to career opportunities such as air traffic controllers, airplane mechanics, flight attendants, accident investigators, airport managers and aeronautical engineers.

As part of the pilot-centered portion of camp, Phoenix Ninety-Nines volunteers who are certificated pilots conduct ground school instruction to introduce the girls to basic aerodynamics, airplane flying maneuvers, weather and flight planning/navigation.

“One year, one of our campers became absolutely fascinated by the E-6B, a circular slide ruler used in aviation,” recalls Stacy Howard, the other co-founder of the camp. “We usually don’t introduce the wind triangle side of the instrument, but she wanted to learn that too. We ended up designing dozens of flight planning problems for her to solve, and she took her E-6B back to her cabin to work the problems in her spare time.”

Anne Muirhead, a Ninety-Nine volunteer who taught flight navigation at this year’s camp, says it’s an exciting moment when the girls get to plan their “dream flight.” The girls use an iPad to plan a hypothetical cross country flight and imagine themselves flying a single engine airplane for a thousand miles or more.

Daily visits to Prescott Airport to tour aviation businesses like North-Aire Aviation and Guidance Helicopters help the girls visualize the steps towards becoming a pilot. They also participate in activities such as painting and assembling their own model airplanes and attend an aircraft construction workshop provided by the EAA Prescott Chapter.

FAA Flight Standards professionals teach campers about aircraft preflight inspection and career opportunities in regulatory safety and compliance. The camp hosts several women guest speakers who work as air traffic controllers, flight attendants or administrators to talk to the Scouts about their careers and the steps they took to reach their goals.

Another camper, the granddaughter of a Phoenix Ninety-Nines board member, attended the camp a few years back and says she loved the idea of flying. She is currently pursuing her private pilot certificate for fun. However, the passion she discovered during camp was for air traffic control, and she is currently applying to universities that specialize in the field.

From the start, the Phoenix Ninety-Nines fostered a partnership with Embry Riddle Aeronautical University (ERAU) that has made it possible for the camp to offer a wide variety of events. ERAU hosts activities throughout the week-long camp,

including a wind tunnel demonstration, hands-on experience in their ATC Lab, a tour of the Crash Lab, career preparation, and allows the girls to get behind the controls of state-of-the-art flight simulators.

After a week of building their excitement incrementally, the girls have the opportunity to experience the grand finale of camp: an instructional flight with an Embry Riddle certified flight instructor. The girls sit in the left seat of a single engine plane and are given a closely supervised opportunity to take control of the plane in-flight. Since a certified flight instructor is teaching them, they are allowed to log their first flight in their logbooks.

This year, I was able to volunteer for the camp. It was rewarding to see the girls’ exuberance and eagerness to learn. I remember being frightened and excited during my first intro flight, so I asked Stacey Howard if any of the girls were apprehensive to fly a plane their first time.

“By the end of the week,” she said, “after receiving so much



*Girl Scout Camp attendees give a big shout-out for flying.*

information, flying sophisticated flight simulators and meeting so many women pilots, they are more than ready to go full throttle into the air.”

I remember being patted on the head as a young girl and told that my fascination with airplanes and hopes of flying one day was “cute.” I often wonder if my educational track, and thus my career, would have been different had I attended a program like the Phoenix Ninety-Nines Discover Aviation Camp.

The camp has inspired an interest for aviation in young Girl Scouts since 1998. The camp also provides a safe place for girls to imagine themselves in fields that have been or continue to be male-dominated. Programs like this are monumental in chipping away at the proverbial glass ceiling and allowing girls to dream with free minds — unbounded by gender norms.



*Robert Knight, Chairman of the Board of Sun 'n Fun and award presenter, Laura Sherwood, and Donna Frantz, Chairman of General Aircraft Parking.*

## LAURA SHERWOOD HONORED FOR SUN 'N FUN SERVICE

Laura Sherwood of the Spaceport Chapter was honored and recognized for her dedication and outstanding service at Sun 'n Fun over the past 24 years. Laura directs ground plane traffic in the Warbird Area.

She was presented the award by Robert Knight, Chairman of the Board of Sun 'n Fun.

— Bobbi Lasher

## 2015 NINETY-NINES CANADIAN AWARD IN AVIATION GOES TO ONTARIO AND BRITISH COLUMBIA

In 1974, Canadian Ninety-Nines established the Canadian Award in Aviation to promote aviation within Canada. This year \$1,700 will be awarded to the Board of Education of School District 43 in Coquitlam, B.C. and \$500 to the Halifax 57 Rescue (Canada) organization in Dunrobin, Ontario.

The Board of Education will use the award for a program where extracurricular flying club teacher Teena Della organizes field trips to aviation-related venues, a flight simulator program, aviation-related problems in Math and Science classes, as well as some actual flights.

The award to the Halifax 57 Rescue (Canada) organization in Dunrobin, Ontario, will assist in preserving the Handley Page Halifax bomber and its international heritage earned during combat operations of the RCAF and RAF in World War II. The Halifax will be displayed at the Bomber Command Museum in Nanton, Alberta.

The Board also continues the award's association with the Pilot Training Achievement Awards program of the Air Cadet League of Canada. These awards are given to selected graduates of the Air Cadet Flying and Gliding Scholarship Program and provide funding to assist young fliers in building flying hours while pursuing an advanced license and working toward an aviation career.

For 2015, three female air cadets will each receive a pilot training achievement award of \$300.

— Deb Smith

## TRAINING MILESTONES

Gail Claremont – Commercial  
Pikes Peak Chapter

Jennifer Guetterman – Multi-Engine  
Commercial, Fullerton Chapter

Kat Hanlon – Instrument  
Santa Clara Valley Chapter

Carolina Ibrahim – Commercial  
North Jersey Chapter

Phyllis Kollar – Multi-engine Commer-  
cial, North Jersey Chapter

Jill Mann – Advanced Ground Instructor  
Chicago Area Chapter

Kim Nobles – Private Pilot  
Orange County Chapter

Jennifer Comfort Purcell – Private  
San Diego Chapter

Cheryl Rhynard – Solo  
Fullerton Chapter

Karolina Utko – Commercial  
Manitoba Chapter

Karen Vaughn – Private  
Orange County Chapter

Joyce Willis – Instrument  
Santa Clara Valley Chapter

Stacy Wilson – Instrument  
Ventura County Chapter

Lora Yowell – Multi-engine Instrument  
Chicago Area Chapter

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## Pilot Careers:

# The Importance of Setting Goals

BY DONNA MILLER  
International Careers Committee

We often hear that a goal is a dream with a deadline. That is true, but why is it so important to set goals to get us where we want to go in our careers and in our lives? There are many, but here are five good reasons:

**#1: Goals push us forward.** What a propeller or a jet engine is to an airplane, a goal is to achievement. If we write down our goals, we are given a tangible representation of our inner desires. It shows us what we want and inspires us to go after it. It's right there in black and white.

**#2: Goals help us clarify what we really want in life.** If we write down our goals as suggested above, it's easier to think about the reality of them. If you say you want to fly internationally for an airline and also want to raise children, it gives you a starting point to prioritize. It is certainly possible to do both, it just takes more coordination and planning. Perhaps taking that flying job out of the country conflicts with one of your other goals. Can they work together or are they mutually exclusive?

**#3: Goals solidify our belief in ourselves.** As you work toward your ultimate goal in aviation, you can tick off each step as you complete it. If you want to be a jet captain and are currently a private pilot working on your instrument rating, write down what you need to do to get from here to there. Each step, each rating, will bring you closer, and it's easier to check off each smaller

achievement than to look at a pie in the sky dream and wonder how you can make it happen.

**#4: Goals help us re-evaluate failure.** If you make a list of 30 day/60 day/90 day goals, and where you'd like to see yourself in a year, and again in five years, it's trackable. If you look at your list and the associated timeline, you can more clearly see where adjustments need to be made. If you don't meet your timeline, change something. Maybe you need to give yourself more time to study, or less time if you find yourself wandering. It is extremely rewarding to look at your list and check off the completed items. It can also be extremely humbling if you're not sticking to your commitment.

**#5: Goals encourage us to squeeze the most out of life.** If we are working toward our goals, we are getting the most out of each moment. We are focused on our journeys toward our hearts' desires, and things that come our way enhance our experiences. In your aviation quest, you'll find yourself at a fly-in or an aviation-related conference surrounded by enthusiastic aviators that give you an amazing shot of motivation or inspiration that would otherwise never have happened.

In all of this, it's important to realize that the joy is in the journey. Work hard for what you really want, and know that it will be worth the effort.

## 99s Netiquette Basics: Never Hit 'Reply'

BY MARION NAUMAN, 99s eNetworks Assistant

Recently we've had several new members post, stating that they'd like to join our list serve.

Well, there's more to it than just joining. We have a basic code of conduct called "Netiquette" they need to read before joining. We suggest you review the information yourself and then show prospective participants where to find the instructions to get on our various list serves. (What? You didn't know there are three?)

To also help us out, remind your prospective eNetwork participants to never, ever hit "Reply" on a forum. They might not see the result, but "digest" subscribers, (who want to read it all at the end of the day) get an avalanche of mail they read the previous day. They should always, always address a NEW post to the forum they joined:

- 99s Email Network: 99snetwork@astro.lyris.net
- 99s Flight Training Forum: 99s FTF@astro.lyris.net

- Pro 99s Network: Pro99s@astro.lyris.net

You can copy the three-step directions below multiple times on a document or print and cut apart and carry them in your purse to hand out. You might add the directions to your next newsletter, too.

### HOW TO GET ON A 99S eNetwork FORUM

1. Go to the international Website: ninety-nines.org/members/
2. Click on "Resource Center."
3. Click on "eNetwork Forums."

From there, each individual can navigate to the site that will provide them the information they need.

Then post away! Tell us of your flying adventures, your achievements and surprises. You are invited to ask for advice, too. Many members have flown for decades. You can even ask about destinations and accommodations.

And remember: Never, ever hit "Reply."

### VENTURA COUNTY CHAPTER

The Ventura County Chapter unveiled their new museum display at the Aviation Museum of Santa Paula on September 15. It was a homecoming for the Chapter, since they were originally chartered in 1973 as the Santa Paula Chapter.

Portions of the exhibit are permanent, while others will be updated to reflect our ongoing community outreach programs. The exhibit is geared to museum patrons of all ages, with photos and descriptions of various kinds of flying, trivia questions and a touchable instrument panel.

The display also offers informational flyers about our current scholarships.

The Aviation Museum of Santa Paula is open the first Sunday of every month from 10 a.m. to 2 p.m. Please come check us out!

— Lilian Darling Holt



Lindsey Bell and Angelee Conroy, Co-Chairmen of the Museum Display Committee, unveil the Chapter's new display at the Aviation Museum of Santa Paula.



Marianne Francois loads 'mom' and 'dad' and the 'dog' in various cockpit locations to change the angle of attack in Mikey Junior.

### RIO GRANDE NORTE CHAPTER

The New Mexico Aviation Aerospace Association and the New Mexico Air National Guard teamed up to sponsor the 3rd Annual New Mexico Aviation Aerospace Career Expo. The event was held on September 24 at the New Mexico Air National Guard complex on Kirtland AFB. Over 1,000 youth from all over New Mexico attended this year's event, which celebrated women in science and aviation.

Rio Grande Norte Chapter members were part of an impressive group of exhibitors. Susan Larson generously brought her airplane, Mikey, to meet the enthusiastic youngsters. For some it was their first opportunity to be up close and personal

with aircraft. While the Black Hawk helicopter was impressive, Susan and Mikey let some eager youngsters sit in left and right seats to see how the yoke and control surfaces work.

Angie Slingluff shared information with leaders and chaperones about Aviation Scholarship resources and encouraged the youngsters to think about all the possible career paths open to them in aviation and aerospace.

A few days earlier, on September 19, Rio Grande Norte Chapter members Marianne Francois and Elizabeth Hunke presented weight-and-balance ideas to young girls at the annual Expanding Your Horizons conference in Santa Fe. The program also aims to interest girls in STEM careers.

— Angie Slingluff and Elizabeth Hunke



Susan Larson, Angie Slingluff and Mikey at the 2015 Career Expo.



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

### ARABIAN SECTION

The Arabian Section recently held its 4th annual meeting. Between September 29 and October 2, over 50 licensed female pilots from over 23 countries flew into Jordan for the event. The meeting was hosted by HRH Princess Basmah Hamza, a member of the Section.

To engage the members' common passion of flying, five flying activities were organized. The members were able to fly the smooth DA40 single engine aircraft, the piercing Sky Arrow ultralight aircraft, as well as enjoy the silent flying of a glider and a hot air balloon.

A highlight of the flying activities was seeing member Elisabeth Heilmeyer, founder of Las Sillas Voladoras (the "Flying Chairs"), fly the glider and Sky Arrow. Elisabeth is an inspiring Section member who fought to make flying for disabled people in Spain possible.

Members also enjoyed another type of flying – accelerated free fall skydiving. Skydiving was a first experience for most of the members and was a very exhilarating experience.

After the flying activities, members, Section sponsors and guests attended the opening ceremony where Prince Hamzah bin Al Hussein, son of King Hussein of Jordan, honored the attendees with his royal presence.

The fourth annual meeting was a true success, according to Arabian Section Governor Alia Twal. "The section is taking in new nationalities. We just registered five Egyptian women in addition to our first Syrian member. Our scholarship fund is increasing, and we now have funding for the next five years. We hope to help even more women this way."

"The Arabian Section's next event is our participation in the Bahrain Airshow scheduled to take place in January 2016, so for those who are interested in becoming pilots, or for female

pilots who are not Ninety-Nines, I invite you to be part of the Arabian Section family. There is nothing better than the feeling of belonging."

— Alia Twal



Arabian Sections members surround Elisabeth Heilmeyer (kneeling next to glider, left), who founded the 'Flying Chairs'.



Photo right, Vanessa Umba, left, and Section Governor Alia Twal enjoying flying activities at the Arabian Section's 4th annual meeting.



### WISCONSIN CHAPTER

On August 23, Wisconsin Chapter members met in Kenosha, Wisconsin, for a joint meeting with the Chicago Area Chapter. We listened to a presentation about the Women Airforce Service Pilots given by Marie Spear.

— Laurie Probst

Wisconsin members, from left, back row: Elizabeth Motley, Dee Becker, Kathy Lester-Ross, Darcy Kulesha and Diane Baumann. Front row: Maria Lamia, Julie Hartlaub, Laurie Probst and Tina Hartlaub.

### GREATER NEW YORK CHAPTER

After a long hiatus, the Greater New York Chapter held its first planning meeting on August 30 at the home of Shannon Osborne in Manhattan. Eight women, ranging from a 93-year-old lifetime member of The 99s to two student helicopter pilots, attended the meeting, getting acquainted and planning possible projects, activities and events to help our Chapter grow. Eight others were unable to make it but expressed interest in participating in the future.

The Chapter had slowed down in recent years, as many members retired and moved to warmer climates. But recently, a group of current 99s and potential new members have mobilized to try to revitalize the GNY 99s Chapter. This is great news for Greater New York and for all women interested in aviation in this metropolitan area.

We hope to join with other Chapters to learn, share knowledge and support our common goals of fostering women in aviation, promoting aviation education and safety, and, most of all, having fun flying.

I want to thank Laura Ohrenberg, manager of the International Ninety-Nines Headquarters, for all her support and encouragement over the years, and I welcome ideas and suggestions from our Chapter members and from other Chapters as we take these important steps toward a renewed Greater New York Chapter.

— Kit Hawkins



Greater New York Chapter members, from left, seated: Lauren Metz, Bev Weintraub, Kit Hawkins, Arax Simsarian. Standing: Diane Abela, Jacqui Sturgess, Shannon Osborne, Danielle Jablonski. Photo: Diane Abela

### OREGON PINES CHAPTER

Summer in Oregon was hot and smoky. June brought us all-time record-high temperatures, which made our Chapter safety training all the more relevant.



Girls Scouts have fun learning about flight.

Kim Rayburn facilitated a survival exercise at our June Chapter meeting introducing a Sonora Desert crash scenario. We prioritized a list of items salvaged from aircraft wreckage such as coats, cosmetic mirror, pistol, jackknife, a bottle of salt tablets and Vodka, and compared it with expert's ranking. Many of us discovered we were ill prepared to survive in such conditions.

In July, Oregon Pines went to Girl Scout camp for two days in Benton County, Oregon. One hundred twenty-

two girls in grades 1-6 attended sessions on how airplanes fly, learned about Bernoulli's Principle and made foam plate gliders. Bev Clark, Marilyn Husser, Margaret Cleveland and Jenny Noall laid out a runway and helped inspire future pilots in Flying Free, the 2015 Benton Girl Scout Day Camp.

The first weekend of August, Columbia Cascade and Oregon Pines 99s had a joint Chapter Fly-Out to Twin Oaks Airport in Hillsboro. Twelve of us met in a hangar to share information about local events, discuss planning for the 2017 99s Northwest Section Meeting in Oregon, and brainstormed greater collaboration between our Chapters.

On the mid-August eve of the Independence Fly-In, we had our Chapter BBQ on the deck at Marilyn Husser's on Bonanza Taxiway. However, the 99s Gorgeous Air Race on August 23 was cancelled due to multiple fires in eastern Oregon and Washington along the Gorge route from Troutdale to The Dalles and beyond. Many participants and volunteers still drove or arrived on instruments, so we enjoyed the camaraderie despite the disappointment.

We donated muffins and sandwiches to feed other grounded pilots and needy people in the area. The Gorgeous Air Race on the Columbia was a special occasion we will not forget, and although nature hampered our flying, our spirits still soared.

— Debra Plymate



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

### NORTH JERSEY CHAPTER

Poor weather on September 12 may have prevented the members of the North Jersey Chapter from flying into Warwick Municipal Airport in their own airplanes for the annual picnic and meeting, but it didn't dampen the spirits of those who attended.

"Holding our annual picnic at Warwick Airport has become a tradition," said Chapter Chairman Shannon Osborne, who usually flies her own Cessna 182 to the event. "We love it here."

The annual picnic in September is the Chapter's official kick-off for the year's activities, including hosting a Pennies-a-Pound event in October. The Chapter continues to offer scholarships for flight training, which are open to any male or female student pilot with an earnest desire to further aviation achievements. They will also launch a new Girl Scout Aviation Badge program at Teterboro Airport.

— Shannon Osborne



North Jersey Chapter members pose in front of a World War II era PT-17 trainer, owned by Warwick Municipal Airport Manager Dave MacMillan, center. Photo: Roger Gavan

### MINNESOTA CHAPTER

The Minnesota 99s were honored to host the North Central Section Fall Meeting on September 25-27 at the Anoka County Airport (KANE).

We visited the Anoka Country Airport Tower and then attended a seminar by Mark Schreier, a retired air traffic controller, and viewed, and sat inside, a few different airplanes on display.

The banquet dinner was at the Golden Wings Museum, and WASP Elizabeth (Betty 'Liz' Wall) Strohfus spoke about her life and flying. We also enjoyed seeing the beautifully restored airplanes in the museum. The American Heritage Aviation Foundation brought over the BT-13 they are restoring and naming after Liz. The BT-13 will be donated to the WASP Museum in Sweetwater, Texas, next year.

— Melissa Aho



The 'Nitas' — Vanita Gallo, Anita Hessin and Bonita Ades.

### COLORADO CHAPTER

The Colorado Chapter is so lucky to have The 'Nitas' — Vanita Gallo, Anita Hessin and Bonita Ades. The three women have been members of The Ninety-Nines for a total of 114 years. They are pillars of the Chapter and good friends.

Along with other Colorado members, they attended the Chapter picnic on August 15. It was hosted by Sue Osborne at her Highlands Ranch home. It was a potluck and everyone brought more than enough goodies.

The Poker Run on September 19 turned out fabulously for our first endeavor. Jason Fiala had the winning poker hand.

Several members attended the South Central Section Fall Meeting in Santa Fe October 15-18. Our Chapter newsletter, *Crosswind Chatter*, won first place in the Section newsletter competition for the second year in a row.

— Margot Plummer



Minnesota 99s and WASP Elizabeth Strohfus in front of the BT-13 being restored and named after Elizabeth at the Golden Wings Museum.

## NEW HORIZONS

### PHYLLIS MORRISON BAER Los Angeles Pines Chapter

Phyllis Elizabeth Morrison Baer took flight into eternal life on August 30, 2015.

Always eager to learn more and live more, Phyllis was a lover, a fighter, a student and a teacher who radiated a brilliant light.

Born May 20, 1925, Phyllis was put on this earth to fly. She began dreaming of becoming a pilot at a very young age, received her first pilot certificate at the age of 17 and, including parachuting, took every opportunity to be in the air.

Smart as a whip and always quick to stand her ground, she attended Washington State University in Pullman. Her great interests were physics and music. After joining the U.S. Army, where she worked as a Link trainer instructor, she became a stewardess for Pan American Airlines. She continued to fly privately.

At Pan Am, she met pilot Charles Royal Baer, whom she married in 1951. Together they had four children. After having raised her children, Phyllis became a flight instructor and a test pilot, competed in air races and had numerous cross-country adventures, both solo and with her many pilot friends.

She is at peace now that she has taken flight once again, leaving us all with a piece of her heart, her courage, her strength and her wings.

—Marian Hartley



*Phyllis Morrison Baer.*

ers of the Bird Aviation Museum and Innovation Center in North Idaho, the only aeromedical and innovation museum featuring a large collection of aircraft and unique display of inventions from some of the greatest inventors in history.

Especially touching on the museum property is a memorial from Pam to her husband on the occasion of his 90th birthday, unveiled at a fly-in event before hundreds of friends, pilots and some of the great names in aviation. Pamela and her husband also created a memorial for the WASP, many of whom visited the museum for a fun-filled get together.

Pamela was such a vibrant person, a tireless worker and a friend to all. The Intermountain Chapter and the aviation community lost a dear friend. We extend our deepest sympathy to Pamela's family. She was a devoted wife, mother and grandmother.

She leaves behind cherished friends in the worldwide aviation community. Her legacy will live on forever.

—Annette Orton

### RACHEL HOEKSE KOORN BONZON Los Angeles Palms Chapter

Born on March 22, 1914, in Osaka, Japan, Rachel led quite an interesting life before her final flight to New Horizons on January 9, 2015. In Kobe, Japan, she graduated from the Canadian Academy at age 16 at the top of her class.

Traveling alone to the U.S., she then attended Western Michigan Teachers College, finishing at age 20.

Since teaching jobs were scarce during the Depression years, Rachel returned to a position in Japan. She married sea captain, Dick Koorn, and they and their son left Japan for Java due to WWII.

In 1943, at that time widowed, she and her son caught a troopship to the U.S., where her second son was born. In 1948, Rachel and her two sons traveled to their permanent home in California where she accepted her final teaching position in Santa Monica.

Then, in 1956, second to her first love, music, came flying. She obtained her private, commercial and ground instructor certificates and instrument and multiengine ratings. Rachel held many offices, including Chairman, in the Los Angeles Chapter prior to the merging of the Los Angeles and Palms Chapters.

With help from Sally LaForge, she originated the Back to Basics race, which was very popular. And yes, you *can* fly on three basic instruments safely.

She also volunteered at the Santa Monica Museum of Flying and helped organize the "Women in Flight display." Rachel was a most wonderful person, and knowing her was indeed a privilege.

—Doris Robertson



*Rachel Bonzon.*

### PAMELA BIRD Intermountain Chapter

Pamela Bird unexpectedly received a new set of wings on October 8, 2015, when her Cessna 182 crashed in the Cabinet Mountains in north Idaho. Her friends, Tookie and Don Hensley, perished with her. In the last two years, Pamela and Tookie completed the Air Race Classic across the continent together.

Pamela was born August 19, 1956, in Missouri. She was a recognized commercialization expert and the founder and CEO of Innovative Product Technologies, Inc. of Gainesville, Florida. She helped inventors market their products.

Pamela was the author of "Inventing for Dummies" and over 70 other publications. She was on numerous television shows and featured in many newspapers around the country. She served as the national president of the United Inventors Association.

Pamela and her late husband, Forrest Bird, were the found-



*Pamela Bird.*



## NEW HORIZONS

### BARBARA JEAN EVANS San Joaquin Valley Chapter

Barbara Jean Evans (Good) passed peacefully on September 26, 2015, in Concord, California, surrounded by family.



Barbara Jean Evans.  
Photo: Edwin Evans.

Barbara was born in Coalinga, California, on June 26, 1918. After high school, Barbara attended Northwestern Christian College in Oregon. Barbara married Edwin Evans in 1942. They spent the war years in Dayton, Ohio, working on top-secret government projects. In 1947, they moved to Long Island, New York, where they established Evans Color Lab in New York City.

Barbara worked with Edwin as bookkeeper, payroll clerk and often driver to the rich and famous who visited the lab. In 1948, she became a certificated pilot, as did Ed. They bought a plane for both business and pleasure, flying across the United States, Mexico and Canada.

Barbara joined The 99s, serving as Governor of the NY-NJ Section from 1953-55. She also served on the International Board for six years in various capacities, including Treasurer and Secretary.

She served as vice-chairwoman and treasurer of the Powder Puff Derby (Transcontinental Women's Air Race) for 16 years. Barbara participated in the race on four separate occasions, placing fourth in the final race in 1977.

Barbara was an Amelia Earhart Memorial Scholarship Trustee for over 25 years. She was inducted into the International Forest of Friendship walk of fame in 1988. In celebration of her 90th birthday in 2008, Barbara became the oldest women to take a zero gravity flight.

— Connie (Evans) Sullivan

### TOOKIE HENSLEY AND 49½ DON HENSLEY Rio Colorado Chapter

Tookie Hensley and her beloved 49½ of 62 years, Don, passed away in a small plane accident October 8, 2015, in the mountains near Hope, Idaho. The accident also claimed the life of their dear friend, Pamela Bird.

When Don was thinking of retiring in 1973, Tookie was afraid he would be bored, so she bought them both flying lessons for Christmas. And so began a 42-year love affair with flying, instructing and air racing.

Tookie went on to become a flight instructor with over 30,500 hours and taught thousands of people in the southwest regions of California and Arizona to fly. Tookie was a commercial pilot with airplane single engine land, airplane multiengine land, with tailwheel endorsement, and certified flight instructor CFI and CFII,



Tookie Hensley and her 49½ Don Hensley with their dog Ginger.

a ground instructor and a Designated Pilot Examiner.

Co-owner of Tookie's Flying Service in Mohave Valley, she provided flight instruction, while Don was the commercial pilot for their Part 135 operations, offering charter flights and tours.

Tookie was a member of The Ninety-Nines for over 40 years. She was instrumental in chartering both the Inland California Chapter in Riverside, California, in 1974 and our local Chapter of the Rio Colorado in Arizona. Tookie served in every capacity as officer and champion of women pilots.

She was awarded the prestigious Amelia Earhart Scholarship in 1985 to advance her training by adding Certified Flight Instructor to her ratings so she could begin her 30-year career, sharing her joy of flying with her students.

In 1988, Tookie was inducted into the International Forest of Friendship in Atchison, Kansas, and Don was inducted in 2009. For the past six years they have been Safety Judges for NIFA competitions.

Just as the ink was drying on her pilot certificate, Tookie discovered air racing. She was entry 99 of 102 in the 1975 Powder Puff Derby. She and Don participated in hundreds of local races. Tookie continued to race in women's air races and participated for 24 years in the Air Race Classic, finishing in the Top 10 at least nine times. In 2002, Tookie won the Air Race Classic with Anne Honer.

Their zest for life is unmatched and an inspiration to all of us who knew them to live life to its fullest. Blue skies and tailwinds, Tookie and Don.

— Pam Rudolph

### *Final Flights for Our 49½s*

*Alistair Campbell* — Pat Campbell,  
New Zealand Section, October 3, 2015



# Ottawa 2016

**99s International  
Conference  
July 5-10**

*Photo: Rideau Canal in Ottawa  
by Julien Hautcoeur*