

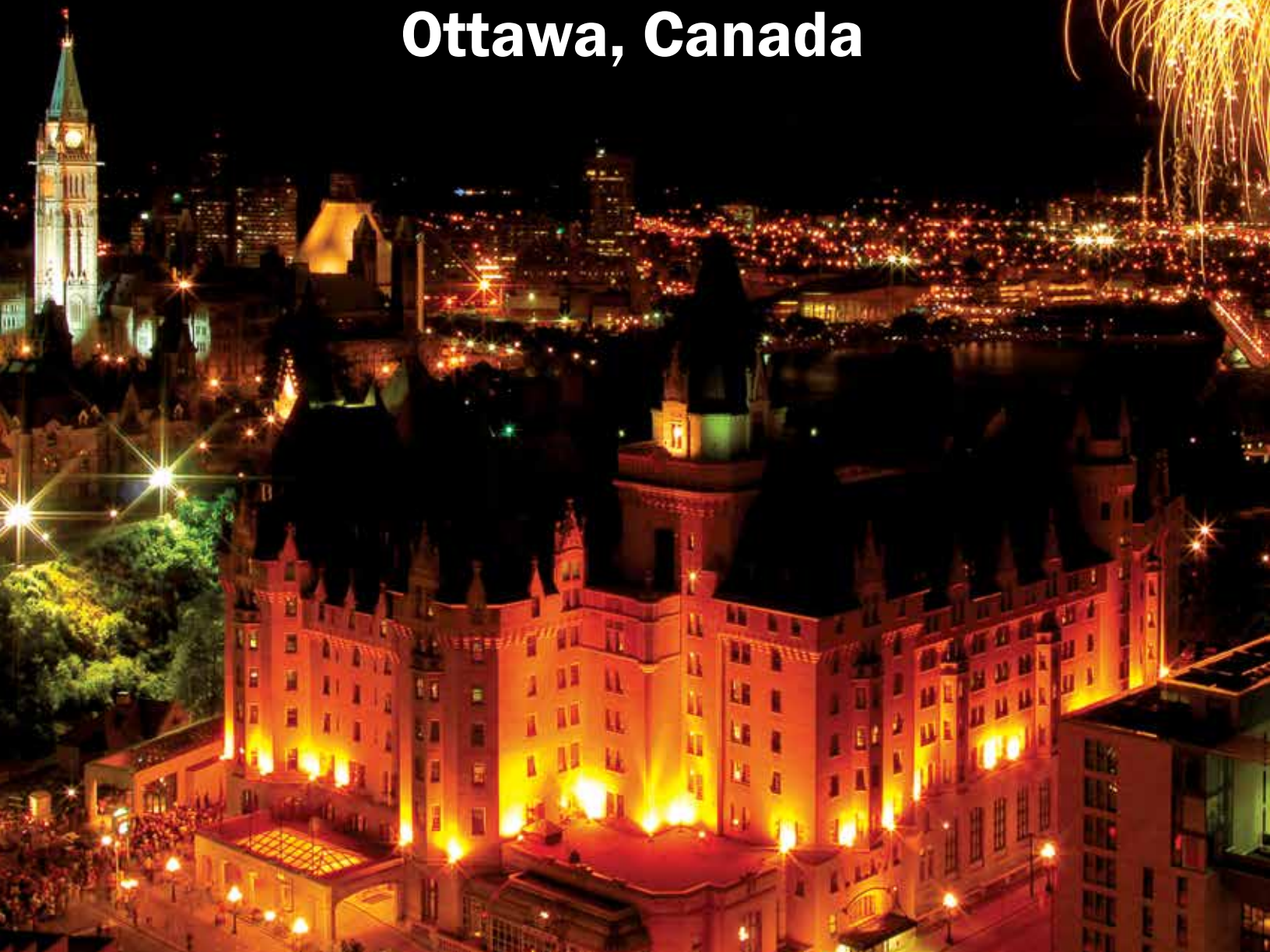
# 99 News



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

March/April 2016

**99s International  
Conference  
July 5-10  
Ottawa, Canada**





99 News

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

**The 99 News**

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(please use the new form)

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

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## On The Cover

For this year's International Conference, 99s will be heading north to the beautiful city of Ottawa, the capital of Canada. Join other 99s from around the world for a fun and information-filled week July 5-10. When not focusing on 99s events, attendees can explore Canada's proud heritage at the many famous landmarks and museums. Enjoy the beautiful Rideau Canal that winds through the city, browse farmers markets and chic shops, and savor Ottawa's culinary offerings.

*On the cover: Every year on July 1, Ottawa celebrates Canada becoming a country separate from the British Empire. The all-day event features a flyby by Canada's Snowbirds and fireworks at nightfall. Photo: RHIMAGE*

# PERPETUAL CALENDAR

## 2016

### APRIL

- 22-24 **Southwest Section Spring Meeting**, Riverside, California.
- 29-30 **New England Section Spring Meeting**, Meriden, Connecticut.
- 29-30 **New York-New Jersey Section Meeting**, Long Island, New York.

### MAY

- 13-16 **Southeast Section Spring Meeting**, Daytona, Florida.
- 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.
- 17-19 **International Forest of Friendship, 40th Anniversary**, Atchison, Kansas. This year's theme is World Friendship Through Flight. Visit [ifof.org](http://ifof.org) for more information.
- 21-24 **Air Race Classic**, Prescott, Arizona to Daytona Beach, Florida. More info: [air-raceclassic.org](http://air-raceclassic.org)

### JULY

- 5-10 **2016 International Conference**, Ottawa, Canada. Visit [99sottawa2016.com](http://99sottawa2016.com).
- 7 **East Canada Section Meeting**, 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.

- 16-18 **South Central Fall Section Meeting**, Oklahoma City, Oklahoma. Hosted by the Oklahoma Chapter. Contact Charlene Davis, 580-821-6731 or [cdluvs2fly@hotmail.com](mailto:cdluvs2fly@hotmail.com).

## Picture Perfect



What's the first thing we look at in a magazine? The photos, right? They intrigue us, they delight us, they entice us to read the story behind them. But they can also be a challenge for both the photographer (usually *you*) and the magazine design staff. That's because not many of us are familiar with pixels and how they relate to dots per inch (I've no doubt confused many of you already!).

So without going into detail, let's just say you need to set your camera on the highest possible setting when taking photos for 99 News. The higher the better, because we can always reduce a photo and have it look good, but enlarging a small photo makes it blurry and often unusable.

If you want to check the size of your photo, look at the file properties: save the pic to your computer, then point to that file with your cursor. It will show you the dimensions in pixels and the file size, for instance, *Dimensions: 1500x1200; Size: 148 MB*. The lower the dimension size, the smaller the photo will be. After we convert the 1500x1200 photo so the printing press can reproduce it at 300 dots per inch (don't worry about that), we have a usable 4x5 inch photo. A size of 1500x2100 pixels is the equivalent of a 5x7 pic.

So, think big when you're taking pictures, even just snapshots at Chapter meetings. And if you have questions, send me an email any time, [danclar@comcast.net](mailto:danclar@comcast.net).

— Danielle Clarneaux  
99 News Associate Editor/Graphics

## CORRECTION

In the January/February issue of 99 News, in the International Conference section, page 12 was a duplicate of page 11. The correct information is on page 18 of this issue. For more Conference information, please visit [www.99sottawa2016.com](http://www.99sottawa2016.com).





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

## EDITORIAL AND PHOTO GUIDELINES

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

For additional submission guidelines, log on to [ninety-nines.org](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).

## EDITORIAL POLICY

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Laura Abraham, left, and Colleen Whitehouse do an oil check before leaving Lee Airport. Along with Colleen's grandmother Peggy Doyle, they were on an adventure flying to all airports in Virginia.



International Director Cathy Prudhomme and her granddaughter Bernadette.



French Section Member Donatella Ricci recently set the World Altitude Record in an Autogyro.

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# President's Page

BY MARTHA PHILLIPS, International President



In the January/February issue of the 99 News, you received information on the upcoming annual International Conference to be held in Ottawa, Canada, in July. I hope you have already registered to take advantage of the Early Registration discount or are now making your plans to attend.

The main purpose of any of our Conferences is to have an Annual Business Meeting where the members get a chance to hear reports from International Board members, officers of the four 99s Trusts and the various Committees. The membership is presented with the financial reports, results of elections and given the right to vote on certain items such as biannual elections of Directors and any amendments to our Bylaws, Standing Rules or ratifications to Board decisions.



*Ninety-Nines and friends enjoy a scenic hayride at the 2013 International Conference in Bozeman, Montana.*

wonderful hospitality by the Sections hosting the Conferences. In Bozeman, Montana, in 2013, many members planned side trips to Yellowstone and Glacier National Parks and enjoyed the wide-open countryside. In 2014, the Mississippi river rides, plantation tours and culinary tours were highlights for the attendees.

Last year, we were welcomed to Munich, Germany with castles, romantic roads and fantastic Bavarian food. This year we are already looking forward to seeing the cosmopolitan Canadian capital city of Ottawa, with side trips to Montreal and the St. Lawrence River. While tours of local attractions are enjoyable, attendees have also been treated to aviation museums and the chance to fly over new territory and see the area from our favorite vantage point – in the air.

But one of the greatest parts of attending the International Conferences is the chance to make acquaintances with 99s from all over the world and get together with friends you've made over the years. Sharing our love of flying and our hangar flying stories instantly brings members together in a common bond that is unique, and the Annual Conference is the place for that to happen.

I do sometimes hear a comment that attendees would rather not have to deal with amendments, but our organization depends on the fact that any changes must be presented to all for decisions. Our Bylaws and Standing Rules are like living, breathing documents that obviously have to be amended over the years as changes occur in aviation, FAA rules and other dynamics that affect our organization. For that reason, since not every member is able to attend, we send our delegates to represent our Chapters and Sections.

While our Conferences do center around the Annual Business Meeting, there is so much more that occurs. Besides the Awards Banquet and the presentation of the scholarship winners by the Amelia Earhart Memorial Scholarship Fund Trustees, each Conference includes seminars and meetings, as well as tour options that highlight the host area and aviation.

Just in the four years that I have been President, we have had great destinations and have been treated to



*International Members enjoy the festive flair of New Orleans at the 2014 International Conference.*

# Accomplishing Goals

## Sharing a Passion

BY PEGGY DOYLE, Old Dominion Chapter

### Peggy's Story...



*Peggy and her granddaughter Colleen at Ingalls Field, their next to last stop.*

**O**n March 10, 2009, I received the first stamp in my passport for the Virginia Aviation Ambassador Program. “The Program is designed to encourage pilots to fly to all of the airports in Virginia and visit the aviation and transportation museums.” Driving to the airports is also acceptable if flying isn’t safe on the day you want to go or for those who are not able to fly.

There are three levels of awards. To get the Gold, one must visit 66 of Virginia’s Public-use Airports, visit four aviation museums, attend one safety seminar in Virginia and attend the Virginia Regional Festival of Flight. The prize is a leather flight jacket. There is also a Silver and Bronze level, but my eye was on the Gold.

That was almost seven years ago. When I started, I had no idea how I was going to get to all of those airports, especially the four down on the southwestern tip in mountainous terrain. It seemed an awesome task, kind of like learning to fly, which brings me to my story...



Laura Abraham, Chief Flight Instructor and Director of Randolph Macon Academy's Flight School in Front Royal, Virginia, and I had flown a few times in search of the Ambassador stamps. We had been trying for weeks to find a weekend when we could fly down obtain all those difficult-to-get stamps. We knew it would take an overnight trip to travel the length of Virginia and back, so weather and time were factors.

Finally, the perfect weekend was at hand. My granddaughter, Colleen Whitehouse, had recently expressed an interest in flying and was earnestly hitting the books and applying to The Ninety-Nines after attending her first meeting in January. She was so excited and pumped that Laura suggested we take her with us and give her an introduction to the adventure and joy flying can bring.

Colleen jumped at the chance. With Colleen in the left seat, Laura in the right and Nana (me!) in the back, we taxied around the snow banks left on the ground from the blizzard of 2016 and lifted off into the crisp, blue sky. I could feel Colleen's excitement as Laura handed her the controls. It was the first time she had been in a small plane since she was four years old.

As we climbed to altitude over the ridges and headed south to Grundy, our planned stop 2½ hours away, Colleen got her first lesson in the effects of wind on her nose. She learned the difference between true airspeed, calibrated airspeed and ground speed and the difference between track and heading. With headwinds of up to 50 knots, our ground speed slugged to 64 at one point. It was going to take longer than we thought. Another lesson in time and distance and fuel burn became real. We reached Grundy in no record time.

Unattended, Grundy is a 2,256 x 60-foot runway positioned on the top of the mountain in Buchanan County, Virginia. The elevation of the runway is 2,304 feet msl. It was not the highest elevation that we landed, but with a vertical dropoff each end, it got our attention.

After we found the box containing the sought-after stamp, Colleen and I switched seats to give me a short field takeoff and landing practice at our next destination, Lonesome Pine. A friendlier airport at 2,684 field elevation and 5,280 x 100 feet, I didn't embarrass myself in front of my granddaughter! The airport is located in Wise, Virginia, home of the University of Virginia, Wise campus, which probably accounts for the nice field.

With Colleen again in the left seat and more confident of her taxi skills, she moved on to takeoffs, and we headed to Lee County, our most southwestern destination. With CAVU all the way, the scenery was spectacular. We looked down on the Appalachians and Cumberland Gap with scatterings of homes and farms nestled in the valleys. My thoughts turned to, "How do they make it?" The winding roads snaking across the ridge seemed to have no beginning and no end. How did they fare in this most recent storm? This was rugged terrain with rugged Americans.

We had planned to overnight in Abingdon. Laura's friends and their little girl, Harper, were waiting at Virginia Highlands as we landed just before dark. Laura stayed with her friends while Colleen and I found a Comfort Inn for \$79 a night, not bad! Colleen and I walked over to the Brew and Pub and had dinner with the local soccer team. They were a motley crew looking like they

had just taken a communal mud bath. It was a fun to be there with part of the local gentry.

Sunday brought another gorgeous day and, now with tailwinds, we were going to have a quick trip northeast to gather more stamps for Colleen and Laura. I had accomplished my goal. My feeling of success was quickly replaced with the joy of sharing my granddaughter's experience. Her intensity, focus and discovery helped me relive those moments long ago when I took my first flying lesson.

During those two days, we stopped at 12 airports gathering stamps. With the sun setting in the west, our next-to-last stop was Ingalls Field. The airport sits on top of the mountain with steep drop-offs at both ends of the runway at an elevation of 3,793 ft. msl. With the sun in her eyes and warnings of the possibility of wildlife including bears on the runway, Laura made another perfect landing.

Colleen was now taxiing like a pro and taking off and landing with assistance. She had experienced crosswinds and crabbing, slipping and flaring. She learned the wisdom of a go-around at night in the mountains when the approach didn't feel just right. It was a goldmine of experience for Colleen and an adventure I will hold dear. Collecting all the stamps was the mission that took seven years but, in the end, it was the journey that mattered.

**See Colleen's story on the next page...**



*Laura and Colleen celebrating at Lee Field, the furthestmost airfield in southwest Virginia.*

# Colleen's Story...



BY COLLEEN WHITEHOUSE, Old Dominion Chapter

**M**y first time flying was scary, and I am sure everyone reading this can remember as well the butterflies they had when they first flew. When my Nana told me to take the left seat, I thought she was nuts. Did she really trust me enough to be in that seat? That was not even the scariest part of the day, though. After takeoff, Laura told me to take the controls and fly the plane.

My stomach dropped. How could these two women trust me with their lives in this little C172? Surely they were bright, both being instructors, so I just did what they told me to do and prayed for us all. All my independent studying could not prepare me enough for an actual flight though, because when I was in the hot seat all I could think about was, "Don't stall and we won't die." Needless to say, I was less than confident about flying at first.

I think the best part about this trip was that I got to learn from two very patient and intelligent teachers with whom I felt comfortable. We had a blast just hanging out in the sky and on the ground while we collected stamps from 12 different airports. I got to take off about 10 times from some of the most beautiful airports, meet the most interesting people at the FBOs, and Laura even helped me land a few times.

I learned more in the two days I spent flying than I did in my weeks studying my books because these two women I look up to took me under their wing and showed me how amazing flying actually is. By the end of the trip I was flying without fear and

so very excited about collecting 12 stamps from the 12 airports where we touched down.

I am looking forward to collecting the rest of my stamps with Laura so we can both get our leather jackets like my Nana, but I am mostly excited about taking another cross country trip with these fabulous ladies I admire so much and seeing what else they can teach me.

My confidence in flying has bloomed and I am already addicted to the rush I get when I take off and climb thousands of feet above the ground. I love the community of women pilots in which I have become immersed and the unbelievable amount of support I get from them. It makes the experience of being a student pilot less intimidating and a lot more like a crazy, fun adventure.

*Colleen's wings were a special Valentine's gift from her boyfriend.*





# Welcome New and Returning Ninety-Nines!

## Welcome Back Members

Allen, Barbara, Coachella Valley  
Badis, Darnella (F), Aloha  
Blake, Penelope, Santa Clara Valley  
Cavagnaro, Catherine, Middle Tennessee  
Close, Deanna, Chicago Area  
Cole, Laura, Utah  
Collins, Beverly, Eastern New England  
Creveling, Katie, Old Dominion  
Decker, Kelly, Ventura County  
DeHaan, Vici, Colorado  
Dorau, Brigitte, Austrian Section  
Ebhardt, Amelia, Florida Suncoast  
Ellsworth, Jenifer, Greater Seattle  
Florio, Kate, Rio Grande Norte  
Frank, Courtney, Dallas  
Graham, Jessica, Aloha  
Green, Kimberly, Russian Section  
Hems, Gwen, First Canadian  
Herwald-Schulz, Iris, Paradise Coast  
Hill, Marnie, Fort Worth  
Hivick, Fonda, El Paso  
Ibrahim, Manaal, Old Dominion  
Jarding, Elizabeth, Northwest Section  
Jarrell, Cathy, Military Internet  
Kotlyar, Valentina, Russian Section  
Landon, Kasiri, Antelope Valley  
Marina, Antoinette, Keystone  
Mattei, Antoinette, Las Vegas Valley  
McAnnally, Monique (F), San Fernando Valley  
McNutt, Dava, Greater Seattle  
Mesick, Regina, St Croix Island Paradise  
Meunier, Leigh, Eastern New England  
Misner, Nancy, Houston  
Morris, Joanna, Houston  
Paluzzi, Victoria, Las Vegas Valley  
Piper, Terry, Ventura County  
Ponce, Annabelle, San Joaquin Valley  
Prante, Suzette, Phoenix  
Sanders, Carolyn, Wichita Falls  
Schamel, Jacquelyn, Kentucky Bluegrass  
Scrivner, Kathleen, NOLA  
Sharp, Susan, Daytona Beachin Eagles  
Smith, Rebecca, Austin  
Street-Ely, Linda, Houston  
Surina, Heather (F), Hampton Roads  
Ward, Diana, Mt. Shasta  
Waters, Mary, North Central Section  
Weidner, Heron, Hampton Roads  
Welch, Chelsea, Las Vegas Valley  
Wheeler, Linda, New York-New Jersey Section  
White, Jacqueline, Greater Kansas City  
Wood, Katherine, Colorado  
Zehm, Laura, Monterey Bay

## Welcome New Members

Adams-Peake, Laurie, Dallas  
Alcock, Marnie, Greater St. Louis  
Alcorn, Margaret (F), Kentucky Bluegrass  
Alexander, Carol, Lake Charles  
Ambs, Kryn (F), Michigan  
Anderson, Leanne, Marin County  
Atwater, Chelsea, Yavapai  
Awen, Kaida (F), Middle Tennessee  
Bae, Deborah, Fullerton  
Balkan, Grace (F), Phoenix  
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Booe, Caitlin (F), Indiana  
Brevard, Michelle (F), Colorado  
Bucci, Julia (F), Chicago Area  
Burke, Pamela, Sugarloaf  
Burwen, Diane, Paradise Coast  
Campbell, Christa, Florida Goldcoast  
Caner, Lale, Arabian Section  
Carbonari, Amanda (F), Colorado  
Cardarelli, Shanyssa (F), Intermountain  
Carpenter, Janet, Daytona Beachin Eagles  
Carroll, Connie, Purple Sage  
Centenera, Ciara (F), Georgia  
Coffman, Jenna (F), Colorado  
Cole, Amber (F), Spaceport  
Collins, Hannah, Shenandoah Valley  
Cortina, Patricia, Ventura County  
Cost, Kelsey (F), Greater Seattle  
Craddock, Edith, Maple Leaf  
Curtis, Carrie, Mat-Su Valley  
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Hutchison, Katherine, Coyote Country  
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Jacobson, Lindsay, Connecticut  
Jauschneg, Andrea, Florida Suncoast  
Johnson, Yokahoma, Delaware  
Johnson, Sarah (F), Eastern Pennsylvania  
Jones, Daria, Eastern Pennsylvania  
Jozwiak, Nanette, Waterloo on the Grand  
Kassir, Farah (F), Arabian Section  
Kaur, Anne, Santa Clara Valley  
Kim, Ji, (F), Aloha  
King, Shelby, Sedona Red Rockettes  
Kinimaka, Malia, Long Beach  
Kocis, Desiree (F), Eastern New England  
Kropfl, Peyton (F), Ventura County  
Kryvult, Natalia, Arabian Section  
Lambert, Janise, Orange County  
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Richardson, Jessica (F), Indiana Dunes  
Ridder, Rachel (F), Shenandoah Valley  
Riley, Jennifer (F), Hampton Roads  
Rimes, Caroline, Florida Firstcoast  
Rincon, Cinthia (F), Shreveport  
Ripley, Celeste (F), Phoenix  
Roberts, Lily, Arkansas  
Roberts, Robin (F), Daytona Beachin Eagles  
Roberts, Sherri (F), Indiana Dunes  
Romberg, Abby, San Diego  
Ruan, Abigail (F), Santa Maria Valley  
Rusinowski, Anna, Maple Leaf  
Sandison, Carolyn, Aloha  
Schlosser, Courtney, Ambassador  
Shomo, Anne (F), Long Beach  
Smith, Allison, Kansas  
Smith, Kathleen, Memphis  
Spiller, Nia (F), Kentucky Bluegrass  
Starr, Sahara, Tucson  
Stednitz, Emily (F), Bay Cities  
Stephenson, Sophia (F), Wisconsin  
Sterling, Isabella (F), Greater Kansas City  
Sturmann, Lilian (F), Eastern New England  
Subers, Margaret, Mat-Su Valley  
Sudyn, Sarah, Western New York  
Svec, Sara, (F), San Fernando Valley  
Swaringen, Jeanne (F), San Diego  
Szabo, Trimbi, Colorado  
Teasley, Jessica, Kitty Hawk  
Terrell, Shirley (F), Old Dominion  
Thomas, Emily, NOLA  
Treese, Jennifer (F), Greater Seattle  
Tsai, Jenny, Santa Clara Valley  
Updyke, Rachel (F), Indiana Dunes  
Vian-Ward, Michelle, Greater St. Louis  
Viney, Remington, Wisconsin  
Vinson, Shannon, Tucson  
Wadden, Jalyn, Arabian Section  
Wallace, Lauren, Long Beach  
Wanamaker, Jennifer (F), Sleeping Giant  
Ward, Sharon, Austin  
Webb-Martin, Samantha (F), Paradise Coast  
Weborg, Kaitlyn (F), Wisconsin  
Weibert, Christina, Montana  
Whitehouse, Colleen (F), Old Dominion  
Widener, Joan, Kansas  
Wiggle-Meakins, Amanda, Arabian Section  
Winter, Erika (F), Kentucky Bluegrass  
Wollow, Jessica, Colorado  
Wyrick, Laurel (F), Dallas  
York, Annika, Hampton Roads  
Zeeb, Amanda, Michigan



*Cathy in her favorite plane, an A36 Bonanza, when she was a new pilot in the early '80s.*

## Director Cathy Prudhomme

BY JACQUE BOYD  
Rio Grande Norte Chapter

*Cathy Prudhomme is one of the newest members of The Ninety-Nines International Board of Directors. She was elected and took her place on the Board in July, 2015, during the International Conference in Munich.*

*I asked Cathy several questions concerning her membership in The Ninety-Nines, her motivation in learning to fly and a little bit about her background. Cathy is one of the most upbeat women I've ever met. The tone of her answers will truly open a window into who she is. Let's hear her in her own words.*



*Six-year-old Cathy.*

### ***Why did you learn to fly?***

Until I was about 10 years old, I lived in Farmingdale, on Long Island, New York. I was one of five children, and often on a summer evening, my father would load up all of us kids in the car to go for a ride – and give my mother a few minutes of peace and quiet.

One of our favorite destinations was Zahn's Airport, a small field, now closed, in Amityville. For a half hour or so we would watch the planes in the pattern.

Looking back now, I realize that although nobody in my family was involved in aviation, my dad must have harbored a fascination with small planes that he inadvertently passed along to me. And, I still recall how much I loved the TV show "Sky King"!

I began flying lessons when my own children were very young. My husband took up flying so he could more efficiently travel to oil field locations, and I did not want to be left behind in this new adventure. At that time, I was not working outside the home, and learning to fly presented both a challenge and a sometimes welcome break from the responsibilities of caring for two young children.

Once I achieved my certificate, it was my membership in The 99s that continued to stoke my interest in aviation and provide opportunities to fly.

My favorite plane is the A-36 Bonanza. For many years my husband and I owned a 1970 model. It was a work plane, a family plane and a race plane in the Mile High Air Derby, the Great Southern Air Race and the ARC. I do not like being plane-less now!

***Cathy has been an active Ninety-Nine from the get-go. Cathy got her private pilot certificate in late 1982 and added her instrument rating in 1984.***

I joined The 99s as soon as I earned my certificate. I began attending Houston Chapter events while I was still a student pilot. The Houston Chapter has been my one and only Chapter.

I have served as the Houston Chapter Secretary and Chairman and also chaired many Chapter events and committees. I have served as the South Central Section Secretary, Vice-Governor, Governor and am now the Immediate Past Governor. At the International level, I chaired the Awards Committee for two years and am



now co-chairing the 2017 International Conference. I was thrilled to be elected as an International Director in July.

I was fortunate to join a Chapter with members who enjoyed attending Section meetings and International Conferences and encouraged new members to attend too. So, while still a new member, I learned a lot about The 99s as an international organization.

The first International Conference I attended was held in New Orleans in 1983; I had been a member less than a year at that time. A highlight of the trip was lugging large floor fans to New Orleans so the Houston Chapter could demonstrate how pretty the decorative wind socks looked that we were selling at the Fly Market!

Attending Section meetings and International Conferences opened my eyes to a larger vision of the organization and instilled a great sense of pride in being a member. I had been a member for many years before running for a Section office, but once I began participating on the South Central Section Board and attended some meetings of the International Board, I realized what a huge privilege it would be to serve at the Section level, and perhaps the International level.

***We all have lives outside of aviation. I asked Cathy to tell a bit about her career and her education.***

My whole career has been in education. I think I have always been a teacher at heart. My family moved from the Northeast to Houston when I was in junior high school. I attended the University of Texas at Austin, where I received my teaching certificate with a major in English and a minor in history.

I have never taught at the elementary level but have taught just about every grade level between sixth and twelfth. Most of my experience is in junior high English. I became interested in gifted education and eventually left the classroom to work in the Department of Gifted and Talented Education in Katy ISD, a large suburban school district west of Houston.

For the last few years I have been the Instructional Officer for Gifted and Talented and Advanced Academics, a role in which I have the opportunity to develop curriculum for advanced courses, deliver presentations to parent groups and present professional development to teachers.

***Our personal lives take us in many directions.***

I married for the second time in June, 2012, and am so thrilled that Carlton loves The 99s and attending 99s events. A huge blessing for me is that he is happy to plan our summer vacations around the International Conference! I have two grown sons, who as young children spent a fair amount of time around The 99s as well. John lives north of Houston with his wife Krissy and three pre-school children. My younger son Jim, wife Kristin and baby Bernadette live further away, in Rye, New York.

***Cathy's answer to my "Do you have anything else you'd like to add?" says everything about her dedication as a 99 and a member of the International Board of Directors. She is a tremendous addition to an already dynamic group of women.***

Ninety-Nines' membership has enhanced my life in so many ways. Because of The 99s, I have met amazing people, forged lifelong friendships and traveled to places I would never have seen without The 99s. As an educator, I value deeply the idea of being a life-long learner, and The 99s provides so many opportunities to meet that goal.

I am happy to be a point in my life when I can give back just a little bit to the organization that has given me so much.



*Cathy, Reni Moczygemba and Linda Horne recently in San Antonio, Texas, checking out venues for the 2017 International Conference.*

*Below: Cathy's wedding in June 2012: "When I met a man who enjoyed going to 99s' events, I knew I should marry him!" She is surrounded by her children and grandchildren.*





# To Your Health

BY DR. PETRA ILLIG  
Alaska Chapter

## **The new CACI Guidelines:** *Reducing Certification Delays For Low-Risk Medical Conditions*

**T**here comes a time in almost every pilot's life when some sort of medical condition pops up. It's hard to know what to report on one's FAA medical application – what is important enough to warrant disclosure? And will this trigger any red flags by the FAA? Will you have to go see your doctor before your flight physical? Can your AME issue the certificate, or does it have to be “approved” by the FAA first? What reports will they need? And most importantly, how long will it take before you finally receive your certificate?

To address these issues, the FAA has created a new category of certification for “low risk” medical conditions – but first let's go through the logic of how they got to this “simplified” version of certification.

If a new medical situation is more than just a short-lived, temporary situation from which you should fully recover (such as a bad cold or a simple broken bone), it may bear aeromedical significance. This is because some medical conditions, or the medications used to treat them, can potentially interfere with safe flying.

The FAA has identified 15 major disqualifying conditions, which include a variety of heart diseases, serious mental disorders, neurological disturbances, diabetes and substance abuse/dependence. Despite the seriousness of these diagnoses, for the most part, the FAA will usually certify if it can be shown that the condition is stable with low risk of incapacitation AND if the medications or treatment are not disqualifying.

For such conditions, the AME cannot issue a certificate, but the FAA can issue a time-limited certificate under “Special Issuance Authorization.” Depending on the nature of the medical condition and the desired medical certification class, this can require extensive medical records and invariably results in substantial delays.

Fortunately, many common medical conditions and the medications used to treat them are very low risk to aviation safety. And because the population is aging (including pilots!), these conditions have become more frequent and therefore are causing more paperwork and delays. The FAA has acknowledged this and has

created a certification category called “Conditions AMEs Can Issue” or CACI. Currently there are 15 specific CACI medical conditions:

- Arthritis • Glaucoma • Migraine and Chronic Headache
- Asthma • Hepatitis C- chronic • Pre-Diabetes
- Bladder Cancer • Hypertension • Prostate Cancer
- Chronic Kidney Disease • Hypothyroidism • Renal Cancer
- Colitis Kidney Stone(s) • Testicular Cancer

What does this mean to the pilot who has been diagnosed with one of these conditions? Of course, the condition must be stable and the medications used may not be disqualifying. But the big advantage is that the AME may issue a regular certificate and not have to wait for FAA's approval. No more Special Issuance certification delays, no more pesky expiration dates on the medical certificate! If otherwise qualified and the pilot provides the necessary documentation, the AME may issue the certificate on the spot. The AME is not even obligated to forward these records to the FAA but is required to review them, make sure they meet specifications, explain the details on the application (Form 8500-8), and keep copies of the treating physician's records.

As you can appreciate, each one of these conditions has its own unique specifications, but in general, the reports from the treating physician must:

- Be current (90 days or less)
- Briefly summarize the medical condition
- Document the medications used (including dosage)
- Verify that the condition is stable
- Verify no adverse effects from medication(s)
- Include copies of pertinent laboratory reports

You can find more details on CACI guidelines and a list of the disease-specific specifications on the FAA website at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/aam/ame/guide/certification\\_ws/](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/certification_ws/)

Caveat: many pilots and their treating physicians think that the CACI rules have eliminated the need for these reports – but that is not true. The take-home message here is that the requirement to provide current status reports from the treating physician remains the same, but now the AME may issue the medical certificate directly out of the office if the report verifies the pilot is qualified under the CACI rules.

The FAA is also looking to add more of these “low risk” medical conditions to the CACI list in the future, so stay tuned if your medical condition is not yet listed. If you have any questions as to whether your medical condition meets CACI specifications or still needs to be handled under Special Issuance, please contact your AME or your FAA Regional Flight Surgeon's office. They can help you so that you arrive at your flight physical examination prepared and depart with a medical certificate in hand!

To your health!

*Dr. Petra Illig has become the ‘go to’ Aviation Medical Examiner for pilots with medical issues, having given countless presentations and written numerous articles on aviation medicine to and for doctors and the pilot community on local, national and international levels.*



# Donatella Ricci Sets World Record Height In Autogyro

By Monika Stahl  
Governor German Section

**F**or more than 10 years, the World Altitude Record with an Autogyro was held by a man. That changed on November 8, 2015, when French Section Member Donatella Ricci set a new record in Italy.

The previous record was fixed at 26,407 feet (8,049m), having been achieved by Andrew Keech in 2004 in the USA. Donatella's World Record was set at 27,556 feet (8,399m), breaking the previous record by 1,149 feet (350m).

Donatella is an instructor at an airfield close to Venice (Capposile, Club Papere Vagabonde) and has been flying fixed and rotarywing aircraft, as well as the autogyro, for more than a decade.

The idea for the record attempt came to Donatella in January last year, after the classic first-of-the-year flight with a member of my flight club. Since then she devoted herself to planning, studying and testing the attempt.

In August, with special authorization from the Italian Civil Aviation Authority (a NOTAM to climb up to FL280 in a controlled airspace), she began altitude training, at which point she discovered several problems that needed to be solved before attempting the record. There was the limited availability of oxygen present in the atmosphere at that altitude, causing difficulties breathing and also for the engine itself. There was also the very low temperature that affects both human and mechanical systems.

Finally, with the support and encouragement given to Donatella by many, she reached the record breaking altitude of 27,556 feet, validated by the International Aeronautical Federation (FAI).

Donatella said, "The panorama and the feeling flying at that height is incredible and very difficult to explain in words. It's a mixture of admiration and fear, surprise and curiosity, pleasure and respect."

"At the moment I reached the top of my flight, on Sunday, I took a second to realize that I was doing something that wasn't

permitted to everybody and that I was a really privileged person. To say thanks to God in that moment was the only reasonable thing to do."

A last and funny note about this great achievement is that Donatella, just after having reached the top of the flight, was so enthusiastic and happy that she tried to communicate to the ATC operator, saying: "I succeed, I did the record!" Unfortunately, all attempts to speak with Treviso were negative due to radio temperature problems. She also tried to speak with the base airfield, but she received the same negative result.

Without hesitation and without losing the moment, she decided to take a selfie, keeping alive the incredible moment and the scene in front of her eyes.



*French Section Member Donatella Ricci sets a new World Altitude Record with an Autogyro.*



## Pilot Careers:

# A Special Place For Us

BY DONNA MILLER  
International Careers Committee

*"There is a special place in hell for women who don't help other women."*

— Madeleine Albright (Former Secretary of State and Ambassador to the U.N.)

I thought that quote was interesting and very powerful. Clearly, Ms. Albright has not spent much time with women pilots. Everywhere I look in our pilot community, I see women reaching out to other women to offer support, encouragement, instruction, scholarships and camaraderie, and it makes me proud to be among them.

This past holiday season I saw several posts in a Facebook group called FAST (Female Aviators Sticking Together) from women offering a place at their Christmas tables for sister pilots who may be stuck in a hotel room during a layover. It touched my heart to see total strangers reaching out to one another knowing that once they met, their mutual love for aviation would fill in the awkward silence.

I see women participating in the 99s Network Digest offering advice and suggestions or job opportunities that they hear about. These forums are the brainchild of Jenny Beatty, who never got furloughed from her airline job after 9/11 but wanted to help the

women who did. Fifteen years later, this seed has grown and expanded into several different forums. I always look forward to Bits 'n Pieces. It's not candy, but it is a delicious morsel I savor several times a week. It is a collection of, well, bits and pieces of flying lore that our own Marion Nauman posts in the 99s Network Digest. I'm not sure where she finds these aviation gems, but the articles can fill an entire afternoon if you let them. The 99s webinars are a helpful tool for an amazing number of topics, including the PPLI, which is a women-mentoring-women program unique to The 99s.

I also love that when you go to any aviation event there seems to be a gathering point for women pilots. The 99s booths at various fly-ins turn into a family reunion of sorts. We can catch up on the latest news from other Chapters and of our latest flying adventures.

Aviation has for so long been a male-dominated profession. But even in the General Aviation world, it hasn't been that long since Airventure at Oshkosh provided a ladies' area where women could do arts and crafts while the men reveled in all things aviation. Now the women are in the middle of it all, while providing guidance for young girls through the Kidventure program. Another feature at Oshkosh is Womenventure, which has become one of the fastest growing segments there, showing the world that women finally have a seat at the table.

Perhaps Madeleine Albright is right. But if there is a special place in hell for women who don't help other women, then there must also be a place in heaven for the amazing women who do. And my guess is that it is crowded with women pilots.

## TRAINING MILESTONES

Melissa Bendo – Private  
First Canadian Chapter

Callie Billingsley – Instrument  
Texas Dogwood Chapter

Kathryn Bost – Tailwheel Endorsement  
and CE 560 SIC Type Rating  
Carolinas Chapter

Shannon Christensen – Commercial  
Aloha Chapter

Lisa Corsetti – Single-Engine Sea  
Santa Clara Valley Chapter

Mary Fairbanks – Multi-Engine  
Commercial Instrument  
Sutter Buttes Chapter

Kjersti Kittelson – Multi Engine Sea  
Minnesota Chapter

Jessica Lowery – B737 Type Rating  
Texas Dogwood Chapter

Agata Pares – B757 & B767  
Bay Cities Chapter

Jennifer Perdigao – Solo  
Long Beach Chapter

Beth Robinson – Private Pilot  
Sleeping Giant Chapter

Erin Seidemann – Commercial  
Multiengine, New Orleans Chapter

Shelby Shulz – Solo  
Colorado Chapter

Connie Smith – Instrument  
Rio Grande Norte Chapter

Sara Svec – Private  
San Fernando Valley Chapter

Val Westen – Solo  
Marin County Chapter

Karen Wade – Solo  
Lake Charles Chapter

Karen Young – Private  
Rio Grande Norte Chapter

Send your  
accomplishments to  
[news@ninety-nines.org](mailto:news@ninety-nines.org)







Lisa Cotham shows Jeannette Player how to submit new student pilot applications to the FAA Civil Aviation Registry using IACRA, the web-based Integrated Airman Certification and Rating Application.

# New Student Pilot Certificate Process In Effect April 1

BY LISA COTHAM  
New Orleans Chapter

When most of us started flight training, we learned that we had to have a medical certificate and a student pilot certificate, so we went to our local medical examiner and came out with a combination certificate, FAA Form 8420-2, which doctors issued as a convenience for the applicant. We proudly presented it to our instructors so we could solo.

But think about this: student pilots in hot air balloons or gliders and now light sport aircraft don't have to have a medical, so how did they get their student pilot certificate? They went to their local Flight Standards District Office (FSDO) or a Designated Pilot Examiner (DPE) with a completed Airman Certification and/or Rating Application, FAA Form 8710-1, and came away with FAA Form 8710-2, a pre-numbered Student Pilot Certificate.

That decades-old process has changed as a result of the Intelligence Reform and Terrorism Prevention Act passed by Congress in 2004. This post-9/11 Act included a section on aviation security and is the basis for the Department of Homeland Security, Transportation Security Administration vetting airline passengers against the Federal Government watch list. FAA was obligated to implement changes to comply with this Act.

Effective April 1, 2016, all persons seeking a Student Pilot Certificate will need to submit a completed application to the FSDO, a DPE, an Airman Certification Representative (ACR)

associated with a Part 141 flight school, or any flight instructor. Aviation Medical Examiners will no longer issue a combination certificate.

The person receiving the application will verify the applicant's identity on the form and submit it to the FAA Civil Aviation Registry, Airman Certification Branch, in Oklahoma City. The FAA prefers that applications be submitted using IACRA, the web-based Integrated Airman Certification and Rating Application. This electronic version of the 8710-1 will immediately transmit the application to the FAA and speed up the process.

Once the application is received, TSA will conduct a security background check. Upon successful completion of that check, which could take three to six weeks or longer, the applicant will receive a plastic student pilot certificate identical to the certificates held by all U.S. airmen. Just like your pilot or mechanic certificate, the new plastic student pilot certificate will never expire.

Student pilots who already hold a paper certificate may continue to use the paper certificate. The paper certificates will expire according to the expiration date on the certificate. If a student pilot elects to apply for a replacement plastic certificate, they will be charged \$2 for the replacement; the initial issuance is free.

Because the new student pilot certificates will be plastic, instructors will endorse the student pilot's logbook only. After April 1, 2016, all CFI endorsements must be placed in the student's logbook even if the student has a paper certificate.

One of our members, a balloon pilot and instructor, asked how to use IACRA since balloon instructors do not hold a flight instructor certificate. If you are a commercial balloon pilot who provides instruction, you should register in IACRA as a Recommending Instructor. You will get a message that advises that you may only process certain applications. Just follow the instructions and you will be able to use IACRA to accept student pilot applications.

This new process will take a little more planning on the part of the student and instructor. No longer can you run to the doctor for your combination certificate and solo that afternoon. Due to the lag time for TSA vetting, it would be wise for a new student or one whose paper certificate is about to expire to apply well in advance so there will be minimal disruption in training. Remember, the student must have the student pilot certificate in order to solo.

You can find the final FAA rule at <https://www.federalregister.gov/articles/2016/01/12/2016-00199/student-pilot-application-requirements>.

A photograph of a Student Pilot Certificate form. The form is titled "STUDENT PILOT CERTIFICATE" and includes fields for "BIRTH DATE", "HEIGHT", "WEIGHT", "HAIR", "EYES", "SEX", "ZIP CODE", "SIGNATURE OF EXAMINER OR INSTRUCTOR", "DATE EXAMINER'S DESIG. EXPIRES", "STUDENT PILOT'S SIGNATURE", and "EXPIRATION DATE". The form also includes a "LIMITATIONS" section and a "REMARKS" section. The certificate number "22-357400" is printed in the top right corner.



# 99s 2016 Conf

## “LIMITLESS SKY!” - 2016 Conference Live Webcast

Excitement is building to reach our funding goal and bring you a unique, never before produced simulcast seminar. Here is a preview.....

Join in on this unique and lively seminar to be broadcast simultaneously to aviation organizations and educational institutions around North America.

This forum, led by renowned Canadian broadcaster Dini Petty, will uncover the many facets of a dynamic and diverse aviation and aerospace industry through the stories, challenges and solutions of a panel of pioneering women leaders in these fields. This experience is targeted to the young women of today who may dream about aviation but need the confidence, inspiration and motivation to get on board.



We can always use your support! If any members wish to join the funding pledge, or know of an individual or company who would like to become involved, please contact Joy Parker Blackwood at [parwood@sympatico.ca](mailto:parwood@sympatico.ca) or 416-877-2083 for details. With your help we can get the next generation of women off the ground!



**Dini Petty**

Dini Petty is a Canadian television and radio host. At 22, wearing a trademark pink jumpsuit and working for Toronto radio station CKEY, she became the first female traffic reporter to pilot her own helicopter. She clocked 5,000 hours as pilot-in-command of a Hughes 300.



Looking to make the most out of your time in Ottawa but have already registered? Adding tours or excursions to your registration is easy. Find the tours you'd like to take on the

Conference website [www.99sottawa2016.com](http://www.99sottawa2016.com) and register for them. Since you have already registered, you don't need to re-register for the conference. Simply fill in the personal information you initially used to register in the fields provided so we can match up your records, select the tours you want and proceed to the billing area. You will only be charged for the items you select, and you can visit the site any time to add more!

You can book your hotel room via the online registration form at any time without re-entering your personal information, or re-registering for the conference.



# Conference Update

March/April 99News issue



**Special  
99s offer**

Look at the Sponsorship/Trade Show offerings on the conference website. If you have

a company you wish to promote, consider displaying your products and/or services at the Trade Show at the Non-Profit rate of \$250.00.



**We're  
Searching for  
Volunteers**

We can use lots of volunteers for all aspects of the conference. If you wish to add your name to the list, please contact Joy Parker Blackwood: [parwood@sympatico.ca](mailto:parwood@sympatico.ca) or 416-877-2083.



We are looking for neat stuff for the Silent Auction. If you have ideas and can contribute, please contact: Lisa Bishop: [delhipeople@sympatico.ca](mailto:delhipeople@sympatico.ca) or 226-931-1787.



## **Advertise in the Conference Program**

### **Business card size**

\$100.00 CDN      Size: 3.5" x 2"

### **Quarter page**

\$250.00 CDN      Size: 4.25" x 5.44"

### **Half page**

\$500.00 CDN      Size: 8.5" x 5.44"

### **Full page**

\$1,000.00 CDN      Size: 8.5" x 10.88"

### **25 word text box**

\$25.00 CDN

Please contact Roman Szostak – [roman@myriadinc.com](mailto:roman@myriadinc.com) for opportunities or secure your booking at [www.99sottawa2016.com/adregister.php](http://www.99sottawa2016.com/adregister.php).



## **Remember!**

Visit the conference website regularly for content notices and updates.

**[99sottawa2016.com](http://99sottawa2016.com)**

## TOURS

### FULL DAY TOURS

Visit to Canada's Cold War Museum with lunch, beer tasting and tour of Brewery Museum

Enjoy a guided tour of this once secret facility. A huge 4-storey bunker buried deep under a hillside, 40 minute drive from downtown Ottawa. Known as the Diefenbunker, it got its nickname from Canadian Prime Minister John Diefenbaker, whose government decided to construct the facility in the late 50's to house crucial elements of Canadian government should nuclear war have broken out. The Diefenbunker Cold War Museum has been named Canada's most significant Cold War site. This National Historic Site of Canada is an underground nuclear bunker built in secrecy during the height of the Cold War between 1959 and 1961. As the Central Emergency Headquarters, it was meant to house top government and military officials during the risk of a nuclear attack.

Tours of this incredibly unique facility take visitors through a time warp to 1960s-era government rooms, living quarters, and cryptographic areas. Some of the focal points include the Prime Minister's suite, the War Cabinet Room, the CBC Radio studio, and the Emergency Government Situation Centre.

Lunch, Beer Tasting and Brewery Museum Tour

Les Brasseurs du Temps is one of the region's most popular brew pubs where you can taste some truly unique beers. The brewery produces their beer on site from top quality ingredients. By producing locally, they ensure the freshness of beer, glass after glass. You will take a tour of the Brewery and hear about the history of brewing in the region from local brew masters as you tour the Museum. Then sample six of the unique beers that are brewed on-site while your brew master explains the different aroma and flavours of each one while enjoying lunch.

### Montreal, one of the world's great cities

Join your tour leader and board your motor coach for a two-hour drive to Montreal where you will discover the history, evolution and unique atmosphere of Montreal, the second largest French speaking city in the world.

You will meet your Montreal guide on Queen Mary Street, just in front of the impressive Saint-Joseph's Oratory, a Roman Catholic shrine. After a short drive to Beaver Lake on Mont Royal, you will find yourself high above the City. There you have an opportunity to stretch your legs and enjoy a spectacular view of the city skyline.

On the Plateau of Mont Royal and in the Latin Quarter, you will discover the distinctive lifestyles of the different ethnic groups that make up this truly cosmopolitan city. Your guide will tell you the history of Montreal and describe the sites as you will pass by Jean- Drapeau Park (Saint Hélène and Notre-Dame Islands), site of the 1967 World Fair, Expo '67. There you will drive slowly by the beautiful floral park, the Gilles-Villeneuve Racetrack, home of the Montreal Formula One Grand Prix of Canada.

Enjoy the magnificent avant-garde architecture of downtown Montreal as you pass by the Financial and Commercial district, as well as the brand-new International Quarter.

Finish your tour in Old Montreal, the birthplace of Montreal, an area rich in architectural details dating back to the 17th Century. Your guide will walk you to a local restaurant where you will enjoy lunch before spending some time on your own exploring before boarding your motor coach and returning to Ottawa.





# Applications Open For Karen Johnson Solo Scholarship

The Ninety-Nines and EAA will award a \$3,000 Karen Johnson Solo Scholarship to provide a young woman (age 16-20 at any time during 2016 calendar year) who wants to learn to fly with financial support for flight training through first solo and beyond.

In addition, the winner will receive a King School flight training course to prepare for the written exam and check ride. We will award the scholarship during the WomenVenture activities at EAA AirVenture in Oshkosh on July 27, 2016. The deadline for applications is July 1, 2016. Additional information, a scholarship flyer and scholarship rules can be found at <http://kjsoloscholarship.com>.

The Solo Scholarship has proved to be an effective outreach and recruiting tool. We advertise it nationally through EAA, AOPA and other aviation organizations as well as to college aviation departments. We encourage each applicant to join The 99s and

apply for the AEMS Fly Now Award.

Since we began offering the scholarship in 2013, we have received over 150 applications from young women with a passion for aviation, many of whom have since joined The 99s. Please share this information with anyone you know who has a friend or daughter who might be interested in applying for this scholarship.

The 99s are grateful to Lightspeed Aviation Foundation, the Ventura County Chapter, EAA and the King Schools for their support of this scholarship and to Ennect Event and Elliance for hosting the scholarship website.

Last year's winner is Sydney Hedrick, a freshman at Chandler Gilbert Community College in Arizona and a member of the Phoenix Chapter. She shares her enthusiasm and excitement below in an essay she wrote after her first solo flight.

— Susan Liebler, Ventura County Chapter

## Scholarship Helps Fulfill Lifelong Dream

BY SYDNEY HEDRICK, Phoenix Chapter

**T**his scholarship is helping me earn a Bachelor of Science degree in Commercial Aviation (fixed wing). It will put me on a journey to fulfill my lifetime dream. As early as three years old, if you saw me, I was on top of my dad's shoulder, high up in the air with a big chipmunk-cheek grin on my face. Being in the air was where I belonged. Then, at age 13, I set foot into a Cessna 210 for a joy ride from a family friend. From the moment the nose pitched up, I knew I wanted to be a pilot. My passion for aviation has encompassed my whole life. I cannot imagine doing anything else.

I have already started working toward my goal of becoming an airline pilot. During my senior year of high school, I took aviation classes at East Valley Institute of Technology. And by the time I graduated from Highland High School this past spring, I had already completed 14 college credits that apply to my associate's degree.

I was accepted at Chandler Gilbert Community College (CGCC), which has a partnership with the University of North Dakota (UND). Chandler offers a two-year degree program with the option to continue flight training and receive a four-year aviation degree at UND. I started this program in the fall, and on August 7, 2015, I began my flight training. I was flying and attending ground school three days a week. A few months after my start date, I was soloing, and soon after that I received my private pilot certificate. But, I'm not stopping there. I will continue getting licenses, ratings and endorsements until I can call myself an airline pilot.

The total cost to earn a private pilot certificate from CGCC is going to be approximately \$12,358. But if we look to the future – with all four years of college, the flight time, the ground school, books, tuition and student fees – for me to get my commercial certificate and for me to be an airline pilot, the cost will be roughly \$150,000. Paying for college and flight hours is going to be tough. My parents are not in a financial position to help out a lot, but they are willing to let me live at home to help save money. I also intend to continue working at my part-time job to pay for flight hours and college.

Although the numbers sound scary, this plan can become reality. My goal in life is to serve people, and being an airline pilot is one of the ways I believe I can really help. I have courage and determination, and I am prepared to go beyond whatever it takes to be a pilot.

Throughout my life I have realized that no matter what obstacles are in my way, I can fly over them.



*Sydney's first successful solo flight is celebrated with the traditional shirrtail-cutting ceremony administered by her flight instructor.*

## KATHY FOX INDUCTED INTO CANADA'S AVIATION HALL OF FAME



Kathy Fox.

Canadian Section Ninety-Nine Kathy Fox was recently inducted into Canada's Aviation Hall of Fame (CAHF).

The CAHF will induct four new members at its 43rd annual gala dinner and ceremony June 9, 2016, at the Canada Aviation and Space Museum, Rockliffe Airport, Ottawa.

Kathy and other inductees are selected for their contributions to Canada's development through their integral roles in the nation's aviation history. She will join the ranks of the

220 esteemed men and women inducted since the Aviation Hall of Fame began in 1973.

Kathy has dedicated her entire life to the aviation community in Canada, both through personal activities in flight instruction, sport aviation and sport parachuting fields, and in her professional capacities in the promotion and advancement of flight safety.

She has had an outstanding career in the air traffic control community. At NAV CANADA she reached the highest level of management. Following her retirement, she went to the Transportation Safety Board where she was appointed Chairman in 2014.

Kathy has been active with The Ninety-Nines and is past Governor of the East Canada Section. She has introduced young girls and women to aviation through various free flight programs.

— Deborah Smith

## MAYCAY BEELER CHIEF FLIGHT INSTRUCTOR AT TRIAD AVIATION ACADEMY

MayCay Beeler, Kitty Hawk Chapter, is now Chief Flight Instructor for FAA Part 141 Pilot School Triad Aviation Academy/TAA Flight Training at Piedmont Triad International Airport.

MayCay is a 30-plus year member of The 99s, thanks to Evelyn Bryan Johnson (Mama Bird), who gifted MayCay with her first year's membership dues upon passing her private pilot check ride with Mama Bird as the DPE.

She is a seasoned FAA Certified Flight Instructor, Airline Transport Pilot, FAA Safety Team (FAASteam) Representative and record-breaking pilot. She was named 2015 FAASteam Flight Instructor of the Year by the Greensboro FAA Flight Standards District Office, as well as 2016 Flight Instructor of the Year for the district.

— MayCay Beeler

## EMILY HANRAHAN HOWELL WARNER INDUCTED INTO IRISH AMERICAN HALL OF FAME

Emily Hanrahan Howell Warner was added to the Irish American Hall of Fame in the Science category.

On April 10, 1973, Emily became the first woman hired by a U.S. scheduled airline carrier as a pilot and took the controls of the Frontier Airline 737 flight #379A. In 1974, she became the first woman member of ALPA (Air Line Pilot Association). By 1976, Emily became America's first female airline captain. That same year, the Smithsonian National Air and Space Museum permanently enshrined her airline pilot uniform in Washington, D.C.

Over the years, Emily has been named Amelia Earhart Woman of the Year, been inducted into the National Women's Hall of Fame, named a Living Legend of Aviation and was enshrined in the National Aviation Hall of Fame.

— Penny Hamilton



## Name That Pilot!

Can you name this 99 who was the first woman to circle the globe solo? Her airplane hangs in the Smithsonian Air & Space Museum. See page 29 to see if you know your 99s history!

## Are You Outdated?

The 99s online Directory is a terrific resource for networking with 99s in other Chapters. We do not sell or share the Directory information with third parties; it is only available to our members. We know that many members have new email addresses and some of the Directory information is outdated.

With your current email address we will be able to keep you updated on:

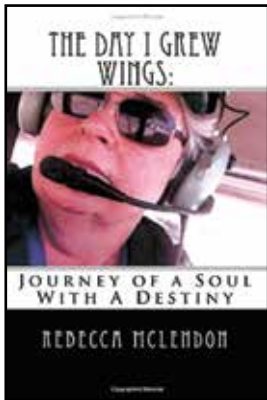
- Scholarships
- On The Centerline
- Dispatch
- 99 updates such as a new phone number.

You can update your email address and other contact information by sending an email to [hqmanager@ninety-nines.org](mailto:hqmanager@ninety-nines.org).

— Susan Liebler



## REVIEWS



### *The Day I Grew Wings*

by Rebecca McLendon  
Texas Dogwood Chapter

Available from Amazon — \$17.99 in paperback. Also available in Kindle Format.

According to McLendon, “It all began when we decided to get an airplane. I looked forward to riding with my husband over the countryside and enjoying the scenery. But one day he dropped the bomb. He told me I would need to learn to fly the plane.”

This is a familiar scenario to a number of our members. One way or another, they became a pilot. She says she felt out of control and uncomfortable, so she took the familiarity of her spiritual background and found a new kind of comfort. She took each of her flight lessons and coupled them with spiritual applications. Her writing is straight-forward and honest.

Visit her author’s page at [http://www.amazon.com/Rebecca-McLendon/e/B00K0HRJQ6/ref=dp\\_byline\\_cont\\_pop\\_book\\_1](http://www.amazon.com/Rebecca-McLendon/e/B00K0HRJQ6/ref=dp_byline_cont_pop_book_1) for more information.

*Editor’s Note: Rebecca McLendon also released a new book in June, “Settling In: At Home In My Sky.” It is available from Amazon.*

### *Other Publications/Videos by 99s*



### *Beyond the Powder*

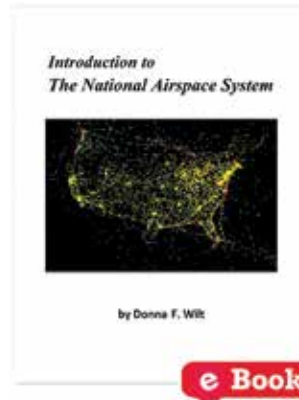
The PBS documentary film *Beyond the Powder*, directed by Ninety-Nine Kara Martinelli, was recently released on DVD and BluRay.

Beyond the Powder is a one-hour film documenting the 1929 Women’s Air Derby and the women who continue to fly the cross-country race today as the Air Race Classic. The film highlights the societal and aviation challenges women faced in 1929,

exploring the history of the race, while comparing the race as it is flown today. The documentary also includes an interview with Denise Neil-Binion, Director of the 99s Museum of Women Pilots.

Filming wrapped in 2014, following that year’s Air Race Classic with over 50 teams of women pilots. The film is now available at [flightcinema.com](http://flightcinema.com).

### *Introduction to the National Airspace System*



Donna Wilt, Chairman of the Spaceport Chapter, has just published a book, *Introduction to the National Airspace System*.

It is a survey of the different aspects of the National Airspace System including air traffic control, airports, airspace, electronic navigation, operations and procedures, regulations and how information is disseminated to user of the system.

It is available at [www.asa-2fly.com/Introduction-to-the-](http://www.asa-2fly.com/Introduction-to-the-National-Airspace-System-P2315.aspx)

[National-Airspace-System-P2315.aspx](http://www.asa-2fly.com/Introduction-to-the-National-Airspace-System-P2315.aspx). Donna is a professor at Florida Institute of Technology and wrote the book for teaching her class. All of the pertinent information is now in one place for students and instructors.

— Bobbi Lasher

## LETTERS

### *A HIGH JUMPER*

The whole January/February issue of 99 News looks great, but Ashley’s story, “Wildland Firefighter,” is outstanding. My only disappointment was that Ashley didn’t say that she went to college on an athletic scholarship – as a pole vaulter. Which tells you a lot about Ashley.

Gene Nora Jessen  
Idaho Chapter

### *A SPECIAL 50<sup>th</sup> 99s ANNIVERSARY*

Because I am presently in St. Petersburg (Florida, not Russia), I was happy to attend a meeting of the Suncoast Chapter with Sophia Payton, the first 99 I ever met!

At the time, she was helping on the ramp at the Michigan Small Race in 1965, and I asked her what that unusual logo was on the front of her big orange apron. She told me and gave me a contact number for a 99 in the Chicago Area Chapter, where I was voted in (yes, voted in after attending three required meetings) to become a member at the January 1966 meeting.

So it was special to me to celebrate my 50th anniversary as a 99 with the very first 99 woman pilot I had ever met. And it is truly special to have all of you wonderful 99 sisters for all these years.

Ellen O’Hara  
Chicago Area Chapter Chairman



*San Fernando Valley Chapter members get ready for a wacky day at Pasadena's annual Doo Dah Parade.*

#### **SAN FERNANDO VALLEY CHAPTER**

San Fernando Valley Chapter members were their usual outrageously festive selves at the Doo Dah Parade in Pasadena, California, on November 22, 2015. A fun and funky event, each parade promises new and unusual floats and marching organizations.

Our flight line of parade planes and drum line crew and banner holders did an outstanding job. We solicit sponsors and attach their names to the airplanes. The money contributed by the sponsors is added to our scholarship fund.

If you missed being with us, make sure you join us in making a parade plane for next year and join in on the raucous fun. It truly is hilarious and a great fundraiser!

— *Lilian Darling Holt*

#### **FLORIDA SUNCOAST CHAPTER**

The Chapter's Christmas party was arranged by Charleen Jaffe, and a good time was had at the famous Columbia Restaurant, Ybor City. Southeast Section Governor Myra Bugbee and several members from other Chapters attended.

Our Chapter participated in the Section's WASP Fund Raiser at Chili's on December 7. The revenue helps with the cost of bringing the WASP to Sun 'n Fun.

In January, our meeting was held at the 99s Building at Lakeland Linden Airport. It was a day for remembering one of our members. We dedicated the Nancy Wright Memorial Bench that was donated by our Chapter in honor of Nancy who made many contributions to The Ninety-Nines.

If you are attending the Sun 'n Fun fly-in this year, be sure to stop by the 99s Building, plan on attending the WASP luncheon and attend our Chapter meeting on Saturday.

— *Sophia M. Payton*



*From left, standing: Ginger Adelstone, Marilyn Shafer, Marie Grein, Alice Paddock, Patricia Hange, Janice McWilliams, Dominique Mellow, Sophia Payton, Ellen O'Hara and Barbara Strachan, Florida Suncoast Chapter Chairman. Sitting on bench: Barbara Sierchio and Barbara Yeninas. Sitting on floor: Myra Bugbee, Southeast Section Governor.*



## CHICAGO AREA CHAPTER

### *Illinois Aviation Expo & Safety Seminar*

The Chicago Area Chapter 99s ran another successful IFR/VFR Safety Seminar on January 30. This is an event that we have been hosting or co-hosting since the late '70s.

In recent years, the co-sponsors have been the FAA-DuPage FSDO, the FAAS Team and the Illinois Department of Transportation, Division of Aeronautics. It has evolved to the point where between 150 and 450 of our local area pilots have attended and come to expect excellence year after year.

The State of Illinois has been experiencing a budget lockdown, and this year, without a great deal of notice, our Chapter was told there would be no funding assistance, whereas in previous years the hotel expenses were covered by the Division of Aeronautics. We decided as a Chapter to step in, provide the funding and continue the tradition.

Our Annual Chicago Aviation Expo, IFR/VFR Safety Seminar, requires speakers on useful and pertinent topics in three separate conference rooms. The Expo part of our event allows local and regional aviation vendors and organizations to present themselves in their best light to the many pilots present.

Our Chapter funded the cost of the event through vendor table sales, 50/50 raffle ticket sales and donations from supporters and attendees. We managed to cover our costs and show a very small profit, which will go into our education fund for the future.



Madeleine Monaco took charge of this project and worked closely with Carol Para of the Division of Aeronautics, along with Chapter members Leslie Prellwitz, Rita Adams, Diane Cozzi, Jill Mann, Deanna Close and Natalie Berman. Other members present to both work/and or attend the sessions were Marylou Erikson, Donna Klein, Mary Lindstromberg, Deb Meznarsic, Elaine Tao and Lora Yowell.

We had good weather, and the vendors were set to go when over 250 pilots and companions started flooding our space in the morning. Our 99s were given a standing ovation by the audience when told that we had funded the event in full.

We are very pleased to have continued the tradition of excellence in education provided by the Chicago 99s and hope to do it again.

— Madeleine Monaco



*Photo above: Leslie Prellwitz, left, vendor chairman, and Madeleine Monaco, event chairman.*

*Left: Ninety-Nines Lora Yowell, left, and Natalie Berman, both professional pilots, at the Aviation Universe table.*

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

### LONG BEACH CHAPTER

On December 13, 2015, four planes flew to Brackett Field airport in La Verne, California, and were met by Iris Critchell, a founding member of the Long Beach Chapter.

Iris greeted each arriving plane and then enjoyed lunch with all 12 of us. She told us she would be celebrating her 95th birthday the following weekend on December 21. As a teenager, she went to the 1936 Olympics to compete in diving. Traveling to the event, she met Louie Zamperini, a fellow competitor. They were friends for many years (his story was told in the book and movie *Unbroken*.) Iris served as a WASP in World War II, retiring to teach and flight instruct.

All of us left inspired by Iris, especially since she is still an active flight instructor, flying her own plane with a student or friend. She is busy, but not too busy to meet and have lunch with fellow 99s.

— Laurice Churchill



From left, front: Laura Otero, Iris Critchell, Laurice Churchill. Standing: Linda Howard, Margaret Nichols, Maggie Smith, Alice Kawakami, Jennifer Perdigao, Anne O'Brien and Tina Ziolkowski — all pilots!



Houston Chapter 99s celebrate 30 years of consecutive monthly safety meetings. From left, Stacy Lesikar Martin, Cathy Prudhomme, Carol Brackley, Becky Nickell, Anne Rogers, Elizabeth Frankowski, Sophie Thibodeaux and Shelly Lesikar de-Zevallos.

### HOUSTON CHAPTER

A special celebration was held on September 22, 2015, at West Houston Airport in celebration of 30 years of consecutive monthly safety meetings sponsored by the Houston Chapter and the West Houston Airport.

The first safety meeting was held on the fourth Tuesday of June, 1985. The Houston Ninety-Nines have held a monthly safety meeting on the fourth Tuesday of each and every month

(except December) since that date.

At the “30 Years of Safety” celebration, the contributions of the organizations and individuals who have participated in these meetings were recognized and acknowledged, including West Houston Airport, Houston Chapter Ninety-Nines, AOPA Safety Foundation, and the FAA through its Wings Program.

About 60 people attended the celebration, where all enjoyed a light meal provided by the airport and a cake provided by the Houston Ninety-Nines. The program began with a big surprise for airport owner Woody Lesikar when the FAA presented him with the prestigious Wright Brothers Master Pilot Award.

During the safety portion of the program, Cathy Prudhomme spoke on behalf of the Houston Chapter and did a great job of informing the group about The Ninety-Nines, our Mission Statement and how sponsoring these safety meetings fits into that Mission.

Then Cathy presented Carol Brackley with 18 long stem roses in honor of her leadership as Chapter Safety Chairman and as a FAAS Team Lead Representative for the greater part of the 30 years. The Airport also presented the Houston Chapter Ninety-Nines with a lovely plaque in appreciation and recognition of their dedication to aviation safety. We plan to place the plaque in The Ninety-Nines display case at the airport. It was a great evening and a great celebration of aviation safety.

— Carol Brackley



*Arabian Section members raise awareness of The Ninety-Nines at the Bahrain Airshow. In the center is Alan Peaford, editor-in-chief of Arabian Aerospace magazine and a huge supporter of the Arabian Section. He is holding an award of appreciation for his continued support of the Section.*

*Below right: Captain Hadeel Khamash celebrates her command on a Royal Jordanian Airlines Airbus 320.*



#### ARABIAN SECTION

About 25 members of the Arabian Section participated in the Bahrain Airshow on January 21-23. We were able to raise awareness, introduce The Ninety-Nines, share our goals and achievements and, most important, we were able to welcome four new pilots into the Arabian Section.

We also congratulate our member Captain Hadeel Khamash on achieving her command on the Airbus 320 with the Royal Jordanian Airlines. Hadeel is the third female captain in the history of Jordan. We are very proud of Hadeel and her achievement.

— Alia Twal



#### OLD DOMINION CHAPTER

The Old Dominion Chapter completed a Compass Rose at Front Royal, Virginia (KFRR) in October. Chapter Chairman Laura Abraham coordinated the event. A local surveyor donated his time, and the paint was provided by a Chapter member. Several of Laura's students from the Randolph Macon Academy assisted.

— Judy Shaw

## SPACEPORT CHAPTER



*Charter Member Ann Conway.*

The Spaceport 99s gathered on December 5 to celebrate their 50th Anniversary. The Spaceport Chapter was chartered in 1965 by 13 women. Now, 50 years later, there are 64 members.

Special members in attendance at this celebration were charter member Ann Conway and Nancy El-Hajj. Nancy, who is now in her eighties, has logged over 14,000 hours as a pilot and is still an FAA examiner flying regularly.

Others are engineers with PhDs, while others work at Rockwell-Collins in Melbourne and at the Kennedy Space Center. Several women are retired.

A few of our members have built or restored their airplanes and a good number own or have owned a variety of aircraft over the years. Our members learned to fly at different stages of their lives—some in their 20s and others in their 50s, and have come from several countries around the world.

The Spaceport Chapter has been awarding scholarships

since 1978 to women who are advancing their aviation education. In that time, \$31,744 has been presented to deserving women who want to make aviation their career. The Chapter also introduces young girls to aviation through different local events.

We are always looking for new pilots to join our group. If interested, check out our website at [www.spaceport99s.org/](http://www.spaceport99s.org/).

— *Bobbi Lasher*



*Spaceport Chapter members gather to celebrate their 50th Anniversary.*

## SLEEPING GIANT CHAPTER

The Sleeping Giant Chapter met in December for some Christmas cheer and to celebrate Chapter member Beth Robinson's latest accomplishment – achieving her PPL. Beth was awarded the Fly Now Award in Spring 2015 and has been working diligently alongside her instructor and fellow Chapter member Liz Wieben.

— *Emily Crombez*



*Above, Liz Wieben, Beth Robinson, Katy Herridge and Emily Crombez in front of Emily's aviation inspired Christmas tree.*

*Left, Beth Robinson in the hangar at Thunder Bay airport with a newly acquired private pilot certificate.*



### SUGARLOAF CHAPTER

The Sugarloaf Ninety-Nines participated in the Paws and Planes Day function with Turbo the Flying Dog. The event was held at the AOPA National Aviation Community Center at Frederick Municipal Airport, Maryland, on December 12, 2015.

Members demonstrated the use of aviation headsets, talked about the history and purpose of the Ninety-Nines and shared medals from the Air Race classic. Lin Caywood and Sandra Feliciano manned the booth while four other members assisted in various other activities.

— Sandra Feliciano

*Sandra Feliciano talks with young girls who attended the Paws and Planes Day event.*



### MINNESOTA CHAPTER

December 2015 and January 2016 have turned out to be a busy time for the Minnesota 99s.

The 26th Annual Tree of Hope took place this year on December 5 at the Maple Lake Airport (KMGG) where, besides a special visit by Mr. and

Mrs. Claus, 22 airplanes flew in for the event, 66 volunteers were on hand to sort and pack over 2,700 toys (108 bags), which were then delivered to 39 hospitals in Minnesota.

We also held our Annual Holiday Party and Meeting (plus potluck) at Modern Avionics at Flying Cloud Airport (KFCM) on December 12. We celebrated all we had accomplished this past year and started to schedule events for 2016.

Sadly, on January 9, 2016, we lost 49½ George Sugden. George was a huge supporter of aviation in Minnesota and of The 99s.

We are happy to report that in January Kjersti Kittelson received her multiengine sea rating. Congratulations, Kjersti! Also, WASP Liz Strohfus (Elizabeth “Betty Wall” Strohfus) was interviewed on the local ABC affiliate KSTP and in the *Fairbault Daily News* in January for her support of the WASP being buried in Arlington National Cemetery.

Tracy Lovness was on the cover and had an article about her flying in the January 2016 issue of the *Minnesota Flyer*. Lastly, we would like to welcome new members Natasha Stenbock Kawalek and Robin Giguere.

— Melissa Aho



*Minnesota 99s gather for their Annual Holiday Party and Meeting at Modern Avionics, Flying Cloud Airport (KFCM) on December 12, 2015. From left, back: Laura Herrmann, Elaine Morrow, Kathleen Berg, Monika Bell, Deb Thompson, Carly Gallman, Melissa Aho, Chris Kocinski, Tracy Davenport, Kjersti Kittelson and Patti Sandusky. Front: Jan Trover, Natasha Stenbock Kawalek, Cheryl Daml and Marcy Drescher.*

*Editor's note: We are sad to report that Elizabeth Strohfus flew to new horizons on March 6. We will have a full obituary in the next issue of 99 News.*



*Adding your name to the Wall of Wings will help support the 99s Museum of Women Pilots.*

## The 99s Museum of Women Pilots Resumes Fundraising Campaign

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

At the turn of the 21st Century, the 99s Museum of Women Pilots established the Wall of Wings fundraising campaign, and by all accounts the program was a resounding success with 464 donors helping the museum fulfill its mission to preserve the history of women in aviation.

The fundraiser ran from 2000 to 2008 before it was closed out, and the generous donations made by individuals, Chapters and Sections were appreciated then and now. Your continued support through the years has allowed the museum to continue to share with others the significant contributions women have made to aeronautics.

Although the fundraising campaign was closed in 2008, there are 56 spaces still available on the Wall of Wings. The Museum has decided to reestablish their fundraising efforts

with the hopes of filling the Wall of Wings to its capacity. This is an excellent opportunity for individuals or groups to show their support for the 99s Museum of Women Pilots. Names of individuals or groups can be inscribed on the wings and installed for a donation of \$999.

In addition to the Wall of Wings program, groups or individuals may also support the museum by sponsoring one of the oak benches found throughout the museum (see photo above). There are currently five benches available for sponsorship. The cost to sponsor a bench is \$1,999.

Whether donating to the Museum through the Wall of Wings program or by sponsoring a bench, your contribution to the 99s Museum of Women Pilots is important, and funds raised by these programs will allow the Museum to continue to tell the story of The Ninety-Nines and their continued efforts to support and promote the advancement of women in aviation.

For more information on how you can support the museum through these programs, please contact the Museum's Executive Director Denise Neil-Binion at 405-685-9990 or [museum@ninety-nines.org](mailto:museum@ninety-nines.org).





## TIME TRAVELS

### IT ALL STARTED IN THE '20s

BY GENE NORA JESSEN, Idaho Chapter

"Ninety-Nines," they ask. "Pilots, you say?" "Yep, we're female pilots, from all over the world. We fly EVERYTHING, from the little Yellow Cub to space ships."

It all started back in the twenties when air racing was the rage – men only, of course. The women decided to have their own race in 1929, which not only put them on the map but energized them to work together promoting flying jobs for women. There were just over a hundred certificated women pilots in the U.S. then, and 99 of them met the deadline to respond (it became not only U.S. but international). Silly names were suggested for the new group, but decorum prevailed and they settled on the charter number name, though membership was immediately opened to other qualified women.

Louise Thaden originally kept the group together, but soon Amelia Earhart allowed them to trade on her famous name and became The 99s' first elected president. The charter members were a colorful group of strong adventurous women, including Pancho Barnes who ran guns while disguised as a seaman before turning to a somewhat less dangerous job flying for the movies, Phoebe Omlie who joined a flying circus as a parachute jumper, and Bobbi Trout who paid for her flying by operating a filling station and going on to capture multiple flying records.

The women not only succeeded in flying airplanes, but friendships and support among the group highlighted their being 99s. That nurture within the group continues today.

"Pilots, you say?" You bet! Visit The Ninety-Nines Museum of Women Pilots in Oklahoma City to discover more about us, or go to [ninety-nines.org/99-news-magazine.htm](http://ninety-nines.org/99-news-magazine.htm) to browse past issues of 99 News going back to the 1930s. It's a work in progress and more issues will be available soon.



*Pancho Barnes, one of the founding 99s.*

**Name that Pilot: If you answered Jerrie Mock to the "Name That Pilot" challenge on page 20, congratulations, you know your 99s history!**

## NEW HORIZONS

### BETTY JUNE OVERMAN BROWN WASP

#### Kadahdin Wings Chapter

Betty Brown flew to new horizons on December 12, 2015. Betty was a member of The Ninety-Nines since 1985.

She was born in Atalissa, Iowa, on June 18, 1923, and later moved to Michigan where she attended school. She joined the WASP program and reported to Avenger Field in Sweetwater, Texas, in February of 1944. After she received her wings in September,



*Betty Brown.*

she reported for duty at Aloe Field where she towed targets for aerial gunnery practice flying a 600 horsepower AT-6. She considered the AT-6 one of her favorite aircraft and enjoyed seeing them fly overhead in formation at fly-ins.

After the war, Betty met Ronald Brown. They were married in 1948 and were together for over 65 years. Betty and Ron enjoyed a beautiful partnership and loved the outdoors. They flew all over the country in their 1958 PA-18 Piper Cub and enjoyed flying to Sun 'n Fun and Oshkosh, Wisconsin. Ron passed away in July of 2014.

In 2010, Betty traveled with her children to Washington, D.C., where about 175 WASP accepted the Congressional Gold Medal for their service during World War II.

In June, Betty celebrated her 92nd birthday in Vermont with some of her 99s friends and her son Tyler. Her family was first, and her WASP and 99s friends were very important to Betty for the rest of her life.

Due to health issues, she reluctantly heeded her doctor's orders not to travel. It was exceptionally difficult for Betty, as she missed her friends. And we will now greatly miss Betty.

— Bobbi Roe, Greater Seattle Chapter

— Tyler Brown, Betty's son

### EVELYN LUNDSTROM

#### Santa Clara Valley Chapter

Evelyn Lundstrom recently flew to new horizons, with family by her side.

Evelyn was born on September 3, 1918. She worked as a civilian on instrument repair in Florida in the 1940s and learned to fly at Palo Alto Airport in 1957 in a 65 HP Stinson. She went on to fly in a variety of aircraft, including Pipers, Cessnas and even a French STOL aircraft, the Rallye-Minerva.

Evelyn joined The 99s on June 28, 1968 and became a Life Member. She was Treasurer of the 1977 International Conference in San Francisco. She flew in many air races, including the AWTAR (today's Air Race Classic) in 1972 and 1976 and the Palms-to-Pines, among others.

— Staff

## NEW HORIZONS

### MARY FALSTROM Long Beach Chapter

Mary had been a friend for so long that I've forgotten how long. She was the kind of person who always met you with a warm smile and a few friendly words.

We saw Mary and Rich, sometimes with their dog Molly, at many local events. Usually it was 99s meetings and potlucks, music shows, Del Amo Flyers libations and dinners, a wine tasting, and we even saw them at the gym. So we will miss her lovely smile in many different locales.

Mary was a longtime member of the Long Beach Chapter. She served as our Treasurer for a long time and was a strong supporter of aviation projects, participating in aviation events, including several cross country races. She volunteered at the museum here, supporting and enjoying aviation activities.

It was obvious that Mary loved to fly and that she treasured her red Super Decathlon, N50576. It was the right size for her to fly by herself, and she went out as often as she could. The love of flying is hard to explain, and I think it includes pride in knowing "I can do that!" and then the exhilaration, the feeling of satisfaction and excitement when you are in the air. We have such a beautiful place to fly that it is addictive to launch and enjoy.

I hope Mary is flying high and happy in smooth clear air on her flight west.

— Laurice Churchill



Mary Falstrom.

### VEE SHAWVER GORDON Kansas Chapter

Vee Gordon, 92, flew to new horizons on May 24, 2015, holding the hands of her sons.

A long time member and benefactor, Vee took a sincere interest in the repairs and improvements to our Headquarters building to which she made generous donations over time.

Vee also took the trouble to travel frequently to Oklahoma City in order to participate as a member of the Building Maintenance Committee, where her banking and financial expertise enabled her to make significant contributions.

We all remember her "no nonsense" personality and her belief in "let's get it done" or "if we need it, let's do it."

We have lost a dear friend and ally and our thoughts are with her family and loved ones.

— Pat Prentiss



Vee Gordon.

### JOYCE AUTRY HARDING Western Washington Chapter

Joyce Harding flew to new horizons on Christmas Day, 2015. Born July 5, 1937, the fourth child of Bizzell and Ellie Autry, Joyce was raised on timber and tobacco land in North Carolina.

Joyce learned to fly during the mid-'50s at Stephens College in Columbia, Missouri. Her mother thought she was sending her to this exclusive women's college to become "a lady."

Little did she know that Stephen's had a well-known flying program. So, unknown to "Mama," Joyce not only achieved a private certificate but went on to earn her commercial certificate. Joyce met her future husband, Ray Harding, while in Columbia, married and moved to Pennsylvania, where she became a member of the Eastern Pennsylvania Chapter in 1961. During that time, she gave birth to two sons, Jeffrey and Gregory.

In 1963, her husband was transferred to Seattle where Joyce joined the Western Washington Chapter. She proved valuable to the Washington 99s in that she had experience working on air races in Pennsylvania and could help out with the first Powder Puff Derby that started in Seattle. She was one of the founding members of the Greater Seattle Chapter.

Joyce was not the type to run for office, but she was the one who was always there when a job needed to be done and done well. Continually recruiting, Joyce was responsible for many new women pilots joining The 99s.

Even though Joyce was diagnosed with multiple sclerosis in 1980, few ever knew it because she was so active. She skied, hiked and traveled whenever she could. Only when confined to a scooter were her activities limited. She attended the annual International Conferences, took many cruises to the Mediterranean and Caribbean, as well as the South Pole, Alaska and China.

Joyce received Greater Seattle Chapter's Barbara Green Award for Courage in the 1990s. She was recognized for her strength, patience and endurance while suffering multiple health issues. She was an inspiration to everyone who knew her.

— Carolyn Carpp



Joyce Harding.

### LOUISE KOKESH Chicago Area Chapter

Louise Kokesh, Chicago Area Chapter Chairman from 1967-1968, passed on to New Horizons December 1, 2015. She was a Life Member of our Chapter. Her family said she really enjoyed being a Ninety-Nine.

— Chicago Area Chapter



## NEW HORIZONS

### BETTY MARTIN

#### Memphis Chapter

Betty Martin passed away peacefully at Avow Hospice in Naples, Florida, on January 12, 2016. She was 94 years old and was a member of The Ninety-Nines for many years.

Betty learned to fly in her early years and loved keeping in touch with her fellow flyers. Betty leaves her brother-in-law Bill and many friends with precious memories. Good-bye sweet Betty, you are soaring and reaching out to touch the face of God.

— Carol Ralston

### NANCY MAYES

#### WASP

#### Carolinas Chapter

Nancy Lenora Mayes, WASP, Lt. Colonel-Retired, USAF Reserves, age 95, died peacefully at her home in Charlotte, North Carolina on January 27, 2016.

Nancy was born in Newberry, South Carolina, on January 2, 1921, to John Bernard Mayes, Sr. and Agnes Summer Mayes. She grew up in Newberry and attended the Newberry schools. She graduated from Winthrop College in 1942.

Following graduation, Nancy taught school for a year before being accepted into the WASP program, receiving her pilot wings with the class of 44-W-10.

Nancy served in the United States Air Force Reserves from 1948-1978 and was the only woman in her unit. She retired as a Lieutenant Colonel. Following her service with the WASP, she joined the Red Cross and served in the Philippines and then Japan with Pacific Air Command United States Army (PACUSA).

Throughout her career, Nancy was a charter member of the Women Military Pilots Association, now known as Women Military Aviators, Inc.

— Connie Tobias



Nancy Mayes.

### MARTHA ANN READING

#### Dallas Chapter

Martha Ann Reading was born in Dallas, Texas, on June 7, 1920, and passed peacefully at her ranch near Glen Rose, Texas, surrounded by her family.

She learned to fly in 1946 at Mustang Field in Dallas, Texas, in a tandem model Aeronca trainer. At the time, she was a Civil Engineering Draftsman for the Texas Highway Department. Over the years, she also flew Cubs and Cessnas. She and husband Bob, her favorite navigator, owned an Ercoupe, which they inscribed with "Martha Ann." They later purchased a Piper Tri-Pacer.

She had a distinguished record with the Civil Air Patrol, which she joined in 1951. She quickly rose through the ranks, eventually becoming the first woman to achieve the rank of Lt. Colonel. Martha Ann managed communications for the CAP Southwest Region and designed one of the official women's uniforms.

Martha Ann joined the Texas Chapter in 1947. This Chapter was split into several regional Chapters in 1957, the Dallas Chapter being one of them. Thus, Martha Ann became one of 16 charter members of the Dallas Chapter.

Over the years, she held every office at the Chapter and Section levels, including South Central Section Governor 1958-1960. In addition, she served on the International Nominating Committee, Headquarters Committee, and held International positions of Secretary and Airmarking Chairman.

Martha Ann participated in many flying activities, including three All-Texas Air Tours, eleven derbies and one All-Woman Transcontinental Air Race.

Martha Ann was an artist, jewelry maker and instructor with an ageless capacity for learning and sharing. She taught jewelry-making, did course work in Rome, Italy, (in her eighties) and was a student at El Centro Community College. She was very proud to be its oldest student, attending until she was 94.

She was active with the Dallas Chapter until her move to Glen Rose in 2014 for health reasons. She assisted with our Girl Scout seminars and baked airplane cookies for the girls. She made beautiful airplane jewelry for our Chapter to sell. Her presence brought joy to our hearts. She was very dear to us, and we miss her very much.

The Dallas Chapter honored Martha Ann's memory with a tile in the compass rose at International Headquarters.

— Holly Barr and family friend Lisa Billings



Martha Ann Reading.

## Final Flights for Our 49½s

George Sugden — Nadine Sugden,  
Minnesota Chapter, January 9, 2016



***Take off, eh!***

**July 5-10, 2016**

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