

# 99 News

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

May/June 2016





99 News

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

**The 99 News**

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## On The Cover

On March 12 at the Oshawa Airport in Ontario, Canada, the First Canadian Chapter and the Durham Flight Centre hosted "Girls Take Flight" to introduce girls and women to aviation as part of the Women of Aviation Worldwide Week initiative.

Approximately 650 people attended, with 168 of the women and girls going on a free flight in a small airplane. Also, there were presentations by inspiring women of aviation, who shared their personal stories and motivated girls to reach for the sky!

Rounding out the event were aviation activities, aviation industry displays and static aircraft displays. See related article on page 23.

Photo by Pamela Johnston

# PERPETUAL CALENDAR

## 2016

### JUNE

- 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.
- 10 Canadian Gold Cup Air Rally 2016**, Rockcliffe Airport (CYRO), Ottawa, to Gaspé Airport (CYGP), Gaspé, Quebec. For information, [www.99sOttawa2016](http://www.99sOttawa2016).
- 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.
- 20 Okie Derby Proficiency Air Rally**, Sundance Airport, Yukon, Oklahoma. Register online, get rally packet at [www.okiederby.com](http://www.okiederby.com). Contact Chairman Heather Dirksen, [hsterzick@gmail.com](mailto:hsterzick@gmail.com); registration, Phyl Howard, [okiephy@flash.net](mailto:okiephy@flash.net).

### 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).
- 23-25 North Central Fall Section Meeting**, Dubuque, Iowa. Contact Elaine Fitch, [eblyes@aol.com](mailto:eblyes@aol.com).
- 29-Oct. 2 Southwest Section Fall Section Meeting**, hosted by the Antelope Valley Chapter.

### OCTOBER

- 7-8 Southeast Section Fall Meeting**, Fall Creek Falls SP, Spencer, TN

### NOVEMBER

- 4-5 Fall Board of Directors Meeting**, International Headquarters, Oklahoma City, Oklahoma.

## Friends of 99s Help Support the Organization

The 99s are excited to announce the new Friends of The Ninety-Nines, Inc. (see full article on page 22). Friends of The Ninety-Nines are individuals, businesses and organizations of all backgrounds and nationalities who share an enthusiasm for aviation and a desire to support The Ninety-Nines. Friends include pilots and non-pilots, males and females, teenagers and senior citizens, students, parents and community members, youth groups and local businesses.

We welcome the first Friends of The Ninety-Nines and appreciate their support!

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

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

For additional submission guidelines, log on to [ninety-nines.org](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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International Director Leslie Prellwitz achieved her private pilot certificate in May 2004. She made sure she received her certificate a few weeks before her husband earned his.



Diann Bauman in Istanbul during her around-the-world flight in a TBM.



Pam Seinturier, backed up by her husband Jerry, served as starter at the Havasu 600 Air Race that honored her parents Tookie and Don Hensley.

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# President's Page

BY MARTHA PHILLIPS, International President

Looking back at the first "President's Page" that I wrote for the July/August 2012 issue of the 99 News, I started off with, "It is both an honor and humbling experience to be elected President of The Ninety-Nines." Four years later, that has not changed, and with this last missive from me, I can tell you that I still consider it an honor to have been able to make this journey. The humbling part? Getting to know and appreciate the talented and accomplished women in



In 2014, Ninety-Nines solicit Lightspeed votes from Oshkosh air traffic controllers who are wearing their signature pink shirts. Ninety-Nines from left are Lin Caywood, Martha Phillips, Darcy Kulesha and Rhonda Tarli.

of the Fly Now Awards started by the AE Scholarship Fund and the improvements made to the Amelia Earhart Birthplace Museum and Museum of Women Pilots are due to the dedication and industriousness of the Trustees and the support provided by our members.

**Financial Support:** The efforts of the membership to get the aviation community to vote for us in the Lightspeed Foundation's Pilot's Choice contests provided \$54,000 over the last six years to help finance our outreach through public relations, face-to-face contact and trade show participation. It took lots of work by our members to get thousands of online votes.

**Upgraded Technology:** Headquarters has undergone upgrades in our equipment, communications and database. An increased presence in social media, a lineup of interesting webinars and a mobile app for our smartphones have increased our outreach.

So I congratulate you, the members, on the work you've put in, the financial support you've given and the time you have devoted to keeping The 99s an organization of which we can all be proud. I must also express my great appreciation to the members who have been on the International Board of Directors, the members who have taken positions as Trustees for our four Trusts, and the members who have served as Committee Chairmen or as part of those committees during my term.

Looking forward, I can feel confident in handing over the reins to Jan McKenzie, who moves up from the Vice President position. I know that she and the members of her International Board of Directors will make great strides in continuing the growth of the organization and keeping its position as the premier group for women pilots.

this organization and having the opportunity to represent them to other aviation organizations and potential members.

Here's just some of what you, the members, have done in the last four years:

**Growth in membership:** In a time when other aviation organizations have seen declines in membership, you have increased our membership, slowly but steadily. Starting a new Section in China and the impressive growth of the Arabian Section are outstanding memories.

**Support for our Trusts:** Reaching the one million dollar mark (and beyond) for the Endowment Fund, the success



*"With this last missive from me, I can tell you that I still consider it an honor to have been able to make this journey."*



The endowment fund's topping \$1 million was celebrated at the 2014 International Conference in New Orleans.



# Leslie Prellwitz: International Board Member

BY JACQUELINE BOYD  
Rio Grande Norte Chapter

*Leslie Prellwitz is one of the newest Directors on The Ninety-Nines International Board. She was inducted at the 2015 International Conference in Munich, Germany. Leslie is a member of the Chicago Area Chapter. She joined the Chapter in 2003 as a Student Pilot and then earned her private pilot certificate in May 2004 and her Instrument Rating in November 2006. She's been a busy member of her Chapter, serving as Secretary, Vice Chairman, Flying Activities Chairman and Girl Scout Day Co-Chairman at the Chapter level. She's also served multiple terms as Secretary for the North Central Section.*

*Leslie shares with readers her motivation to learn to fly and the circumstances that have shaped her aviation life.*



*Leslie at about age seven.*



*International Board Member Leslie Prellwitz.*

**M**y father was a mechanic in the Air Force, and I had early inklings of wanting to learn to fly, but two things prevented that. I didn't see any military pilots who wore glasses (I'm terribly nearsighted), so I thought you had to have perfect vision to fly. And, I never saw any female military pilots, so part of me thought there just wasn't any opportunity for girls, let alone nearsighted girls, to fly.

After Dad retired from the military, I thought on and off about flying but never took any concrete steps to start training. I didn't have the money, connections or other aviation family history to inspire me, so I focused on more 'practical' ways of making a living.

*Leslie is the fourth of five children – all girls – and she is the only pilot in the family. It was clear that her family has influenced her life choices.*

Education was always valued as a way to advance in life, and we were encouraged to get as much as we could.

As people of color growing up in their generation, I think that Mom and Dad both knew that opportunities to do some amazing things wouldn't come along every day and not to pass them up. They encouraged us, no matter what we did, to always give it our best effort. Not succeeding wasn't frowned upon as much as not trying. And I think that came in handy when learning to fly. I didn't see many female pilots when training, and female pilots of color were rarer still. I drew on those early influences to keep moving ahead, even when societal norms might have written a different outcome for me.

*Leslie attended the University of Chicago, receiving a Bachelor's degree in Statistics as well as an MBA with a dual concentration in Finance and Accounting from the Business School. Her career has been spent in healthcare, in the areas of analytics, strategy, education and consulting.*

Forward to my 30th birthday: my husband had heard me talk sometimes about wanting to fly, but he knew I hadn't done anything about it. So, for that birthday, I got two choices – an invitation to go skydiving (working in healthcare, I saw no intrinsic value in jumping out of a perfectly good airplane, let alone in an endeavor that may lead to broken bones), or take an introductory ride in a plane to see if it was really for me.

I chose option two, and we went up to Palwaukee Airport (PWK) for my intro ride in a Cessna 150. I was pretty scared walking out to that little two-seater with the flight instructor, thinking it looked more like an egg than I was comfortable with, even questioning aloud if it would actually get off the ground. He assured me it would.

The takeoff was scary, but things got better as we took a flight down the Chicago lakeshore, doing a low pass at Meigs (sniff!) and coming back. Once we landed, I was

hooked – the light switch had been flipped! Aside from requesting a slightly larger airplane for training (started out in Beechcraft Sundowners), we were off to the races.

I actually had to take a three-year break in my training due to changes in jobs and houses, but got back in, training in a Cessna 172 at Clow International Airport (1C5). Much of the training I'd done before came back pretty quickly. I learned about life in a high-wing aircraft, and the highs and lows of that – tougher to refuel but always some place for shade on a summer day.

As I restarted my training, my husband was working on staff at a community college. As his wife, I had the opportunity to attend a continuing education private pilot ground school there for no tuition, just the cost of books and supplies, which I already had. As I got more into it, Grant started watching how much fun I was having and thought that it might be good if he sat in on a class or two, just to understand charts, perhaps help out if we were going someplace together (yeah, right!).

Then, as with any training, the book learning always sticks better when you're doing some of the practical training as well. He thought it would be good to learn "just a basic thing or two about how to control the airplane, in case there was an emergency." Then, I would agree, good plan, but I wasn't fooled. (Did I mention that we tend to be somewhat competitive? Just a wee bit...)

So, given my fun in aviation, he actually followed me into it! We had the same instructor for our primary training, teaching both of us at the same time. I'm sure we kept him well clothed and fed that spring and summer and full of stories about training a husband/wife team.

All was going well until it was time for the private pilot checkride; we were both getting to the same stage at about the same time. I went to our instructor, Brian, to explain one key requirement:

Me: Brian, you do understand that I need to get my private pilot certificate before Grant does, right?

Brian: Why is that?

Me: Because if I don't, you will have one less student for instrument training, and Grant will have no home to go to...

I earned my private certificate at the beginning of May 2004; Grant earned his at the end of May 2004!

Since getting our certificates and ratings, we've been pretty lucky to experience the joys of general aviation, and it's really placed vacation in a new perspective. Some of our earlier long-distance experiences were island-hopping in the Bahamas, out to Yellowstone and Glacier National Parks (with Cessna 310 time and an instructor), and landing on grass, glaciers and beaches in New Zealand (connecting with my first 99s International Conference!).

These are places we would never have experienced had we not been pilots ourselves. And it's not just for long distances. I can fly in one hour the distance it would take about three hours to drive, so it really expands your options on shorter trips. If we start early, we can fly to South Florida in about eight hours with good weather – no more 24-hour drives!

In addition to flying myself, I also like to participate in educational opportunities for the younger set, to 'give back' a little of the joy I've experienced. Perhaps I can spark a little flame in a young girl who had a similar circumstance that I did – not a long line of aviators in the family, kind of interested but never seeing anyone she could relate to. How different it could be for her to be able to see that someone, who can be there to say, "Yes, you CAN do this!"



*Leslie had the honor of briefly wearing Amelia Earhart's watch that had traveled in 2010 to the International Space Station via the Space Shuttle Atlantis. The watch was featured at a Girl Scout Aviation Day, says Leslie, and it was "fantastic to pair our founder's history with our organization's future."*

*Leslie with husband Grant in 2005 on their way home after flying in New Zealand. "We actually got a gate at Christchurch!"*







*Diann in front of the Eiffel Tower in Paris.*

The TBM is a single engine, turboprop plane capable of flying at flight levels over 18,000 feet. It is equipped with Garmin flat panel displays. The airplane gets its name from a combination of Socata's home base of Tarbes, France, and the "M" stands for Mooney. Mooney was French-owned when the design of the TBM was initiated.

Planning a trip of this magnitude is a herculean task. It was up to the pilots to meet the travel requirements, which included photos, crew badges, uniforms (which are needed in many foreign countries for respect), vaccinations, visa applications, first aid kits, oil and parts for possible maintenance issues of the aircraft, communications equipment, navigation charts, survival equipment for over water flights and more. Diann and Tom documented their adventure on their blog site and communicated in real time on the Internet through Spidertracks so friends and family could follow them around the world.

Diann normally flies a Cessna 172 as PIC, so in preparation for this trip, she checked out in the right seat with practice landings in the TBM.

Air Journey representatives preceded the participants at each stop, making sure all arrangements went smoothly, including ground handling, customs and immigration and pre-arrangements for fuel. These aircraft use jet fuel. Avgas is almost non-existent in most of the world, as General Aviation is rare. English is the language of ATC – that is if you can understand the various accents.

# Diann Baumann: Around the World by TBM

BY MARCIA K GITELMAN, Spaceport Chapter

**S**ometimes dreams come true in spectacular fashion. For Wisconsin 99 Diann Bauman and her husband Tom, their dream-come-true was an around-the-world flight in May 2015.

This wasn't their first big aviation adventure. Diann and Tom, who live in Milwaukee, Wisconsin, and Florida, have flown together to Alaska, Puerto Rico, Columbia, Ecuador, the Galapagos and Panama. They have made three North Atlantic crossings. Diann has been a private pilot since 1983 and Tom since 1979. Tom also has an instrument rating.

Their 2015 trip was a 75-day flying adventure, circumnavigating the globe in their TBM 850. They started and ended in Milwaukee. The official trip, sponsored by Air Journey of Fort Lauderdale, Florida, started in Quebec City, Canada, and ended in Seattle, Washington. They were accompanied by three other aircraft.



*Flight navigation was accomplished using a glass panel display to visually see the route in real time, as well as other parameters.*





*Diann and Tom Baumann in the TBM-3.*

They departed Milwaukee on May 10, heading to Quebec City, Canada, to join up with the other planes. On May 12, they started their journey with a North Atlantic crossing for an overnight in Kangerlussuaq, Greenland. From there they proceeded to Iceland, Norway and then on to Paris. North Atlantic crossings, even though there is GPS navigation, are in a no-radar environment. You are required to give position reports.

There are also different “transition” altitudes for IFR flight, not necessarily 18,000 feet as it is in the U.S. It could be anywhere from 6,000 to 11,000 feet. Barometric readings are given in hectopascals. There is no Nexrad available in Europe. They relied upon their on-board radar for most of the trip.

You have to call for permission to start your engine. Then you are given an IFR clearance. This may or may not be on a timely basis. In many places there were extremely high handling charges. In Paris, the charge was 1,248 Euros (\$1,407) for three nights. In Macau, it was \$2,300 per night.

The route from Paris took them to Ibiza, Spain, and to Venice, Italy. The trip continued through southern Europe, Egypt and the Middle East before crossing over into Asia. Stops included India, Thailand, Bali, Indonesia, Singapore, Cambodia, Laos and Vietnam. From Vietnam to Hong Kong they had to go commercially because of typhoon predictions. Typhoon warnings actually occurred three separate times on the trip. This also caused several route changes. Flight planning was always completed by all four of the planes participating.

After returning to Vietnam from Hong Kong, they continued the trip with stops in Macau, Taiwan, Japan, and on to eastern Russia. For much of the trip in Asia, the temperature was over 100 F. Once they reached Russia, it cooled off. They proceeded to fly the coast of Russia until they crossed back into the U.S. in Alaska.

Their longest day of flying was leaving Russia, from Petropavlovsk to Anadyr to Anchorage. Seattle was the end of the organized trip and the longest leg. Welcome to the Lower 48!

A flight from Seattle to Milwaukee via Great Falls, Montana, completed their round the world flight. They were then officially “Earth Rounders.”

Diann’s role in the right seat was quite involved. She and Tom truly worked together as a team. Primary for successful

completion was assisting with navigation by switching and/or confirming radio channels, spotting traffic, weather and runways. Once on the ground, there were customs papers to be signed, fuel to be confirmed, slips signed, baggage managed, the plane secured (tie downs and windshield coverings) and Spidertracks monitored at every stop. Add to this, Diann was chief photographer and blogger as well as documentation organizer. She was one very busy pilot.

The statistics of this trip are impressive: 26,689.9 nm; average ground speed 276.4 kts; 96.5 hours flying time to visit 26 countries in 75 days. The fastest ground speed was 374 kts. There were 15 significant water crossings of greater than 200 nm. Twenty-seven cans of Prist (fuel system icing inhibitor) were added and six quarts of oil used. The only significant maintenance issue was that the weather radar unit had to be replaced in Singapore.

Diann has posted many pictures and descriptions of this exciting experience on the Internet for all to enjoy and maybe think about doing the same. These can be viewed at <http://tomanddiannaroundtheworld2015.com>.

Is this something Diann would like to do again? She was not so sure. Even though this was the experience of a lifetime, she quipped, “Maybe he could do it with his next wife.” However, Tom and Diann are considering joining Air Journey’s 30-day around-South American trip in 2017.



*Diann in Russia.*



*From left, First Officer Subharangi Singh, Captain Ramya Kirti Gupta, Carol Munch, Debby Cunningham, Captain Kshampta Bajpai and First Officer Amrit Namdhari.*

## All-Female Air India Flight Crew Meets With 99s

BY CAROL MUNCH,  
Santa Clara Valley Chapter

March 8 was International Women's Day, and Air India marked the occasion by sending the first female flight crew on its longest non-stop route: 17 hours and 14,600 kilometers, from New Delhi to San Francisco International Airport (SFO). Debby Cunningham and I were looking forward to meeting the crew in San Francisco. The crew arrived on Sunday, March 6, but it wasn't until March 8, after persistent phone calls to Air India, that arrangements were finally made for us to meet the women at 8:15 a.m. on their day of departure, March 9.

Entering the International Terminal, we saw a group of four female pilots with Air India uniforms, one of whom I recognized from a photo. It turned out they were the crew of an Air India flight that had just arrived, not the women we were to meet. Nonetheless, we introduced ourselves and found them pleasant and interested in The Ninety-Nines, though none were members.

Due to the confusion, we were some 15 minutes late for our intended visit, which was nice but short. We invited them to contact us upon their return if they wished to meet with some of the Bay Area 99s for a chat or a tour of the area. They told us they were interested in interacting further, as well as in joining The 99s. They planned on speaking with Harpreet de Singh, Indian Section Governor and President of Indian Women Pilots Association, about membership in The 99s.

Both Debby and I were glad we braved the rain and traffic to greet them. We each e-mailed Ramya after our visit so she can contact us and provide our information to the others. We found them all to be very engaging and delightful women who seemed genuinely pleased we had taken time to visit with them.

As Debby remarked on our way home, it would be very interesting to learn their stories about how they became pilots. We hope we will have that opportunity in a future encounter.



*The all-female Air India flight crew (first four on the right) join other Air India pilots who landed earlier at San Francisco International Airport.*





# To Your Health

BY DR. PETRA ILLIG  
Alaska Chapter

## What Women Should Know About The Zika Virus

**Y**ou are vacationing with friends on a beautiful beach in Costa Rica or delivering airfreight to San Juan, Puerto Rico. Or perhaps you want to join in the excitement of the summer Olympics in Rio de Janeiro. As a woman, what do you need to know about your risk of exposure to the Zika virus?

Zika virus is transmitted primarily through the bite of an infected *Aedes* species mosquito. They typically breed in household containers holding water, even as small as a bottle cap on a kitchen table. They are aggressive daytime biters and feed indoors and outdoors near dwellings, so mosquito nets over beds for night time protection are not very helpful. Nonhuman primates and humans are probably the main reservoirs of the virus, and human-to-mosquito-to-human transmission occurs during outbreaks.

Most infected people have no symptoms, but some experience various combinations of fever, rash, muscle/joint pain, inflamed eyes and headache, usually mild, and lasting a few days to a week. Rarely is it severe enough to require hospitalization, and death is very uncommon. There is no vaccine yet to prevent it and no specific anti-viral treatment once infected. So, why is there such alarm for such a seemingly mild infection?

Zika virus infection in women is linked to a tragic congenital abnormality in newborns called microcephaly. That is exactly what you think it means – abnormally small heads and brains in babies born to infected mothers. Furthermore, there have been cases reported of Guillain-Barre syndrome, which is a serious, often fatal, progressive paralytic condition, in both men and women following suspected Zika virus infection. However, Guillain-Barre syndrome is also linked to many other flu-like illnesses, so the association with Zika is not yet proven. One thing is clear – there is something about the virus that attacks nerve tissue, but the mechanism is still not understood.

What began as a small, smoldering infection in rhesus monkeys in the Zika forest of Uganda in the 1940s followed by a few limited human infections a few years later, this virus spread

to equatorial regions of Asia in the 1970s and 1980s. Still, only sporadic human cases were noted rather than any outbreaks. In 2007, a large local human outbreak occurred on the island of Yap in the Federated Republic of Micronesia (western Pacific), with further spread to other western Pacific islands. By March 2015, Brazil reported unusual clusters of an unknown viral infection that ultimately was found to be Zika. Shortly thereafter, Brazilian health authorities reported an alarming increase in babies born with abnormally small heads to women who had been ill with a flu-like illness during their pregnancy. In December 2015, Puerto Rico reported its first confirmed case. So far, there is no known Zika transmission by mosquitos in the continental U.S., but travel-related cases have been reported. There are currently no known cases along the U.S.-Mexico border either.

It is also important to point out that sexual transmission of Zika virus from infected males to female partners has been reported. The virus has been recovered in semen as long as two weeks, and RNA particles of Zika as long as 62 days. Until more is understood about sexual transmission, the U.S. Centers for Disease Control and Prevention (CDC) recommends that pregnant women with male partners who live in or have traveled to an area with Zika should either use condoms correctly and consistently or abstain from sex for the duration of their pregnancy.

Any woman concerned about infection with this virus during pregnancy should immediately consult her doctor and be evaluated for possible infection and neurologic abnormalities of her fetus. The CDC provides blood test kits, and these samples should be sent to the appropriate state or local health departments for processing.

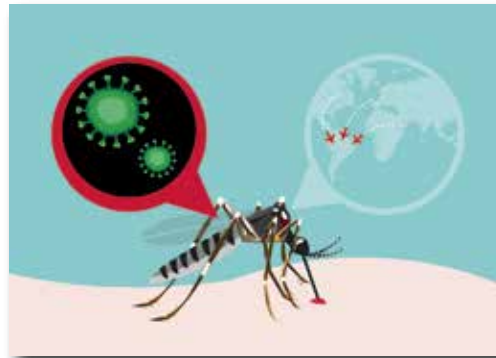
Until recently there was a large backlog of samples that resulted in results not being available for at least three weeks, but currently the CDC has caught up, and results can be available in less than one week if handled appropriately. To learn more about Zika virus infection, CDC established the U.S. Zika Pregnancy Registry and is collaborating with state, tribal, local

and territorial health departments to collect more information.

Although CDC recommends that pregnant women in any trimester not travel to an area where Zika virus is known to occur, a degree of protection may be offered by wearing long sleeves and pants and using EPA-registered insect repellents containing ingredients such as DEET, picaridin and IR3535. These are considered safe for use during pregnancy when used in accordance with the product label. CDC recommends that women who may have been infected to wait at least eight weeks after their symptoms first appeared, and men wait until six months afterwards, before engaging in sexual activity to get pregnant.

For more information, visit CDC's Zika website (<http://www.cdc.gov/zika/index.html>) and CDC's Zika Travel Information webpage (<http://wwwnc.cdc.gov/travel/page/zika-information>) for the most updated information.

*To your health,  
Petra*





*Happy racers and their fans pose just prior to the start of the inaugural Havasu 600 Air Race*

## Havasu 600 Air Race Honors Don and Tookie Hensley

BY PAM RUDOLPH, Rio Colorado Chapter



*Tookie and Don Hensley.*

**F**orty years ago, as the ink was just drying on her pilot certificate, Tookie Hensley discovered air racing! She was entry 99 of 102 in the 1975 Powder Puff Derby with Gloria Huffman, flying out of her home base of Riverside, California. What an adventure for a new pilot. Her love for air racing continued, and she and husband Don participated in hundreds of local races before they flew on to new horizons.

In March, eleven teams gathered at the Borrego Valley Airport (L08) to participate in the inaugural Havasu 600, the Hensley Memorial cross-country air race. The Havasu 600 Air Race is loosely modeled on Claire Walters' Palms to Pines race that was established in 1970 and ran for 40 years. Each year, this co-ed race will start in a different location with a course of approximately 600 nm. The race will terminate every year in Lake Havasu, Arizona, and be hosted by the Rio Colorado Chapter, of which Tookie was a charter member.

The Coachella Valley 99s and Viki Cole, the airport manager at Borrego Valley, hosted this year's Start. The airplanes began arriving at this desert airport first thing Thursday morning, some to be handicapped, all to be inspected and impounded awaiting Friday morning's Start. We were entertained by local aerobatic pilots practicing their craft for their upcoming competition in April.

With inspection details complete, racers gathered at the Borrego Springs Resort for a pilot briefing on the race route, airspace, fly-by details and safety. Then a little St. Paddy's day celebration, along with socializing by the pool and hangar flying.

Friday morning dawned cool and clear. After a weather briefing, it was off to our airplanes for engine start and taxi for take-off. About 20 of Don and Tookie's family members assembled just down the runway with the green and white checkered flag to start us on our way.

Two days, three states, five flybys, 600nm – we were off! Across the Salton Sea, our first flyby came up quickly: Chiriaco Summit, California (L77), less than 40 miles away. Next flyby was Wickenburg, Arizona (E25), and the opportunity to stop for fuel before turning north to overfly the Grand Canyon on our way to the overnight stop in Mesquite, Nevada (67L).



When we landed in Mesquite, there was a party going on. The local car club, the Over the Hill gang, had brought out their classic cars for a show and shine, and then to shuttle us to the hotel. But first, the Mesquite Fire Department brought out their grill and barbecued carne asada for street tacos, tables were decorated with a South of the Border flavor, sombrero brims filled with homemade cookies.

After overnighting at the Virgin River Hotel and Casino, we were shuttled back to the airport by the Over the Hill Gang for our 8 a.m. departure. The sun was shining a golden light on the Grand Canyon as we made our way down to Indian Hills Airpark (2AZ1) near Salome, Arizona. What a challenge to find the runway among the narrow streets and homes of the airpark.

The Finish was in sight as we flew up the Colorado River for the final flyby at Lake Havasu, Arizona (HII). After tying down the planes, we enjoyed an afternoon on the lake, paddle boarding, kayaking, or just people watching under the London Bridge.

As the sun set, it was time for the banquet and presentation of awards. Shannon reminded us of how Don loved the flybys. Tookie was always cautioning him, "Now Don, you are supposed to be at 200 feet for this flyby" And Don would get that wicked gleam in his eyes and head on down to 50 feet AGL. We had three teams receiving a special Don Hensley award: purple chocks that they just about snagged on their flybys!

The winning lineup was:

- Tail End Charley: Rita Limmer and Rose Hanan (Redwood Coast Flyers 99s).
- A Top Ten Finish: John and Frances Irwin (Rio Colorado 99).
- 9<sup>th</sup>: Steve Getter and Vince Beltran.
- 8<sup>th</sup>: Jamie Tanabe (Fullerton 99) and Justine Harrison (Rio Colorado 99).
- 7<sup>th</sup> Allyn Auck (Rio Colorado 99) and Alison Warner Colburn.
- 6<sup>th</sup> Nora Feddal and Jacqueline Harris (San Fernando Valley 99s).
- 5<sup>th</sup> Denise Jennings and Dana Glidden (Fullerton 99s).
- 4<sup>th</sup> Pam Rudolph and Lindsay Eddy (Rio Colorado 99s).
- 3<sup>rd</sup> Leslie Ingham and Debby Cunningham (Santa Clara Valley 99s).
- 2<sup>nd</sup> Royce Clifford (Palomar 99) and Melissa Sliffe.
- 1<sup>st</sup> Shannon and Diana Stebbens.

We know Don and Tookie were smiling down on us. Racing was their passion, and the Rio Colorado 99s has dedicated the Havasu 600 Air Race to their memory and are racing to honor them.

Proceeds from the race are funding the Don and Tookie Hensley Memorial Scholarship Fund. The Hensley family has asked the Chapter to manage this fund and use it towards offering flight instruction to a worthy individual.

One of Tookie's great joys was being a flight instructor. She used to say, "I still love being able to make someone's dream come true!" What better way to honor her, than to continue to give the dream of flight in her and Don's name.

Plans are in the works already for the next race, tentatively scheduled for November 9-11, 2017. Save the date! Hope to see you there.

## Congratulations To The Top 3 Winners!

*From top, left to right:*

*1st: Shannon and Diana Stebbens.*

*2nd: Royce Clifford and Melissa Sliffe.*

*3rd: Debby Cunningham and Leslie Ingham.*





# AE Luncheon Raises Funds for Birthplace Museum

BY RAMONA BANKS, Alabama Chapter Chairman

Every year for the past 20 years, the Alabama Chapter of The Ninety-Nines and the Zonta Club of Birmingham have hosted the Amelia Earhart Luncheon in January. All proceeds are donated to the Amelia Earhart Birthplace Museum in Atchison, Kansas.

The Amelia Earhart Birthplace Museum is the birthplace and childhood home of Amelia Earhart. The house has been under The Ninety-Nines' care since 1984.

The 2016 Amelia Earhart Luncheon was held on January 30 at the Southern Museum of Flight in Birmingham, Alabama. The speaker for the luncheon was Mary Alice Beatty Carmichael, the daughter of aviator and writer Mary Alice Beatty. In 1931, Mary Alice and her husband Donald flew a scientific expedition in a single engine, pusher-type amphibian over the Andes Mountains to find a better route for flights in South America for the airlines.

Mary Alice shared her mother's love of aviation and adventure. There were close to 70 attendees this year, and \$2,161 was raised for the Amelia Earhart Birthplace Museum.

The luncheon originated in 1997 with Sheri Coin Marshall, author of *One Armed Pilot*, as the speaker. Over the years, there have been many exciting speakers for the luncheon, including aviation authors, a WASP and a WAVE, a world-champion skydiver, a 53<sup>rd</sup> Weather Reconnaissance Squadron hurricane hunter, a storyteller who presented *The Intrepid Birdmen*, *The Fighter Pilots of WWI*, air traffic controllers and Powder Puff/Air Race Classic air racers. The venue has changed over the years, with the Birmingham YMCA hosting it for 11 years.

The primary person behind the luncheon since its inception is Nancy Miller-Borg. Nancy has been a pilot since 1970 and joined The Ninety-Nines that same year. Nancy is both a Ninety-Nine and a Zontian, just as Amelia was. The Amelia Earhart Birthplace Museum has a special place in Nancy's heart. She served two terms on the Board of Trustees for the Amelia Earhart Birthplace Museum in the 1990s. Under Nancy's guidance, the Amelia Earhart Luncheon has raised over \$19,500 for the Amelia Earhart Birthplace Museum.

With support from people like Nancy Miller-Borg, the Amelia Earhart Birthplace Museum will continue to be a place for people to learn about Amelia and other women in aviation.



*The Amelia Earhart Luncheon was hosted at the Southern Museum of Flight. From left, Elizabeth Grady, Project Manager of the Southern Museum of Flight, Mary Alice Beatty Carmichael, speaker, and Nancy Miller-Borg, Amelia Earhart Luncheon Chairman.*



*Alabama Chapter of The Ninety-Nines, From left, front: Nancy Miller-Borg, Holly Roe, Judy Bursleson, Caroline Hodges, Harriett Hall. Middle: Jordan Garner, Hilda Ray, Wendy Rose, Myra Sullivan. Back: Chelsie Sloan, Ramona Banks, Nicole Banks, Peggy Colvette-Pepper.*





## Pilot Careers:

# Making Your Wildest Dreams Come True

BY DONNA MILLER  
International Careers Committee

*It's as if you're pounding on the massive doors of the kingdom of your wildest dreams. At first lightly, even respectfully, then, losing patience, louder and louder. You pray. You plead. You beg. You ask. You cry. You wail. And just on the other side of the door, your faithful, adoring subjects silently writhe, some quietly crying, all intensely feeling your frustration and loneliness. Yet they remember all too well how, on the day you left, you made them swear not to ever open the door, so that you might discover for yourself... that it was left unlocked. —The Universe (Mike Dooley)*

**W**ow. That is a very powerful image. And when it comes to aviation, we know it is true. We have all faced our own obstacles to becoming a pilot. How many times have you heard, "I always wanted to be a pilot but it was too expensive"? I don't know many pilots who didn't make huge sacrifices to get where they are. And for women, even more so. Because in general we make less than our male counterparts, a larger percent of our incomes is paid for each hour of flight training.

But somehow, you did it. Think about the times you felt like you were sitting with your back against those massive doors, truly believing that learning to fly or becoming a commercial pilot was beyond your reach, even though it was just on the other side. You contemplated other goals that would be easier to obtain. But they wouldn't be achieving your dream. They wouldn't feed your soul the way you knew aviation would.

So you got creative. You worked harder. You applied for scholarships and did everything you could think of to pry open that door. And just when you thought it was beyond your reach,

you tried the door handle just one more time. And this time, it turned. You heard the door creak. You saw the light on the other side through the crack, and you felt inspired to push it open. You probably didn't even really know what was on the other side of the door. You didn't know how truly amazing it would be.

What I love is that once you are on the inside, there are more doors of opportunity available to you. You see the possibilities, and this time, because you know you can do it, you pursue them with excitement. The choices are endless. The world of aviation is filled with options we didn't even know existed. Corporate? Airline? Military? Air Ambulance? There are international opportunities, and volunteer opportunities abound! There are mentors and teachers and advisors to guide us.

You just had to get inside those massive doors, and once you do, there are people there to support you on our journey. And all you had to do was to open the door. Here's the most amazing part:

*The massive door was made to believe, just like any other obstacle you may ever dream up.*

## TRAINING MILESTONES

Sable Abitbol – Private  
Montreal Chapter

Louise Franco – High Performance/  
Complex Endorsement  
Bay Cities Chapter

Diane Grizzard – Private  
Ventura County Chapter

Jeanette Hibpshman – CFI  
Sutter Buttes Chapter

Amy Johnson – CFI  
Manitoba Chapter

May Lillo – Solo  
Ambassador Chapter

Monique McAnnally – Solo  
San Fernando Valley Chapter

Heather McCoy – hired as SkyWest  
First Officer  
Reno High Sierra Chapter

Angela Munoz – Solo  
Orange County Chapter

Kim Nobles – Private  
Orange County Chapter

Jennifer Petersen – Private  
Antelope Valley Chapter

Falak Raja – Solo  
Arabian Section

Lindsey Scott – Part 135 Checkride  
Las Vegas Valley Chapter

Emily Stednitz – Solo  
Bay Cities Chapter

Hannah Umberger – Private  
Antelope Valley Chapter

Sandra Urias – Solo  
Antelope Valley Chapter

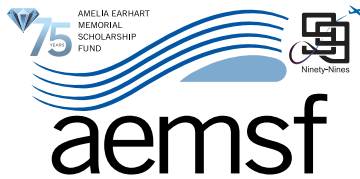
Karen Vaughn – Private  
Orange County Chapter

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



# 99s 2016 Conference Update

May/June 99News issue



Congratulations to the Amelia Earhart Memorial Scholarship Fund Trustees for 75 years of providing scholarship funds to our members, by our members! Celebrate this landmark achievement on Friday, July 8.



Our mascot is anxiously awaiting your arrival in Ottawa, along with the real Red Serge clad RCMP officers!

## Deputy Mayor, Mark Taylor

Meet Ottawa's Deputy Mayor, Mark Taylor, who will be welcoming us all to Ottawa at the official conference opening "Welcome Reception" on Thursday, July 7.



## Flying in your own aircraft?

Rockcliffe Flying Club at Ottawa/Rockcliffe airport (YRO), is providing us with special conference rates: no parking fee, membership fuel rate of \$1.71 including HST (subject to change without notice), and ramp personnel designated to our delegates arrivals and departures. **NOTE:** If you have already registered but have not indicated your arrival/departure dates and times yet, please don't forget to send us these details so we can be sure to meet you at your designated airport for transfer to the hotel and back.



99s members who wish to sell 99s items at the Trade Show will now have a special booth rental rate of \$100.00 for the three Trade Show days – July 7, 8 and 9! Contact Joy for payment processing: [parwood@sympatico.ca](mailto:parwood@sympatico.ca) / 416-877-2083.

## Remember!



Remember to refer often to the conference website for important and exciting updates!

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



# Welcome New and Returning Ninety-Nines!

## Welcome Back Members

**Binder, Ilse**, Austrian Section  
**Booker, Linda**, Tulsa  
**Booth, Michelle**, Ambassador  
**Colomb, Nanette**, NOLA  
**Cullen, Nancy**, Kansas  
**Gregerson, Mia**, Western Washington  
**Harris, Mary**, Dallas  
**Hughes, Kathryn**, All-Ohio  
**Irvin Connorton, Lori**, Blue Ridge  
**McNiff, Marion**, Ventura County  
**Meredith, Tammy (F)**, Placer Gold  
**Nelson, Nicola**, Manitoba  
**Parker, Colleen**, Arabian Section  
**Pemberton, Melissa**, Placer Gold  
**Peters, Marilyn**, Phoenix  
**Purcell, Kim**, Alameda County  
**Schurr, Connie**, San Fernando Valley



*New member Ilonka DeGroof, Southeast Section. She is formerly from the Netherlands and England.*

## Welcome New Members

**Dugger, Erica**, Long Beach  
**Ahluwalia, Gobind**, Arabian Section  
**Badley, Rebecca**, Dallas  
**Barragan, Maria (F)**, Coachella Valley  
**Bassie, Erin**, Sutter Buttes  
**Bentson, Lisa (F)**, Rio Grande Norte  
**Berge, Jill**, Minnesota  
**Box, Azalea (F)**, Coachella Valley  
**Burnett, Mary**, Florida Firstcoast  
**Cameron, Judith**, First Canadian  
**Cannon, Lisa**, Emerald Angels of the Gulf Coast  
**Carpenter, Rosemary**, Florida Goldcoast  
**Cherwinski, Heather**, Fort Worth  
**Cole, Terri**, Shreveport  
**Connell, Andrea**, Santa Clara Valley  
**Courchene, Dannielle (F)**, Katahdin Wings  
**Cusimano, Mary (F)**, NOLA  
**Davie, Natasha (F)**, Australian Section  
**Davis, Anne (F)**, San Gabriel Valley  
**De Groot, Ilonka**, Southeast Section  
**Dwiggins, Kristen (F)**, Kitty Hawk  
**Evans, Vicki**, Scioto Valley

**Ezzaame, Ema (F)**, Montreal  
**Firpo, Elan (F)**, Redwood Coast Flyers  
**Firth, Taryn (F)**, Old Dominion  
**Foster, Lisa (F)**, Fort Worth  
**Friberg, Bryli**, Reno High Sierra  
**Froemsdorf, Amy (F)**, Aloha  
**Graham, Kelli**, Kitty Hawk  
**Gregory, Monet (F)**, Aloha  
**Hamm, Kristina (F)**, Orange County  
**Hannon, Lisa**, Paradise Coast  
**Jaff, Tara (F)**, Arabian Section  
**Jimenez, Sonia (F)**, San Gabriel Valley  
**Kuklock, Jennifer**, Reno Area  
**LaRock, Beth**, Inland Empire  
**Larson, Nancy**, Oregon Pines  
**Lippert, Barbara**, New York Capital Region  
**Lohneis, Jenna (F)**, San Fernando Valley  
**McMurray, Emma**, Las Vegas Valley  
**Meyer, Julia**, Colorado  
**Moshier, Grace**, Florida Suncoast  
**Mukhamedova, Alena**, Arabian Section  
**Muzi, Xu**, China Section  
**Myers-Burton**, Charlotte (F), Old Dominion

**Nelsen, Andrea (F)**, Minnesota  
**Novack, Margaret**, Spaceport  
**Page, Audrey (F)**, Ventura County  
**Possell, Jane**, San Diego  
**Raymond, Amy**, Fort Worth  
**Rosenkranz, Rashell**, Greater Seattle  
**Ruiz, Christina (F)**, Palomar  
**Short-Lintern, Stephanie**, NOLA  
**Smolik, Amanda (F)**, Fort Worth  
**Snowden, Cetekia (F)**, Fort Worth  
**Stenberg, Rylee**, Oklahoma  
**Swaringim, Whitney (F)**, Colorado  
**Teel, Gloria**, Las Vegas Valley  
**Waters, Naia (F)**, Ventura County  
**West, Shannon (F)**, Eastern Ontario  
**Whitaker, Sherita (F)**, Fort Worth  
**Wierenga, Kiki (F)**, Ambassador  
**Wilderom, Brittany (F)**, Ventura County  
**Wilson, Stacy**, Ventura County  
**Wood, Emma (F)**, Texas Dogwood  
**Wright, Linda**, Arabian Section  
**Xu, Yixin**, China Section  
**Yeager, Kylee (F)**, Ambassador

# 13 Award Winners Are Ready to FLY NOW!

By Jacqueline Boyd, Amelia Earhart Scholarship Fund Trustee

**T**he Spring 2016 Fly Now Award season marks the first increase in the amount of the award – in fact the award was DOUBLED. The Amelia Earhart Memorial Scholarship Fund Trustees knew that by increasing the award the number of recipients might be smaller, but they were still able to give assistance to 13 Student Pilot Members of The Ninety-Nines. Since the restructuring of the award in 2013, more than a quarter of a million dollars has been invested in our Student Pilot Members – in fact, \$257,000. Including this year's recipients, 92 Fly Now Awards have been presented.

The Trustees have found the success of the Fly Now Award is tremendously dependent upon the relationship between the student pilot and her 99s Chapter. Each applicant is also required to have a formal 99 mentor. The mentor can be any 99 in the applicant's Chapter or Section who is willing to provide support, encouragement and guidance to the student throughout her primary training. The Chapter and Mentor are the first line of help for the Student Pilot in assuring that her application is filled out fully and correctly and submitted to the Trustees on time.

The new amounts for each milestone are as follows.

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

**MILESTONE:** First Solo: \$2,500

**MILESTONE:** Long solo cross-country: \$2,000

**MILESTONE:** Receiving FAA or equivalent flight certificate: \$1,000

Fly Now is available for any initial certificate in any aircraft, including balloons and gliders. All Milestones may not be applicable to every applicant. Milestones will be eligible for payment if not completed at the time of application; there are no reimbursements for what has already been accomplished.

The next Fly Now Award application submission deadline is September 15, 2016. Applicants must hold a student pilot certificate, demonstrate financial need and be officially registered as Student Pilot Members of The Ninety-Nines, Inc. by August 15, 2016 to be eligible to apply for the Fall 2016 Fly Now Award. The application instructions are posted on The Ninety-Nines, Inc. website ([www.ninety-nines.org](http://www.ninety-nines.org)). READ THEM CAREFULLY.



**ANNA BROGOWSKI, NORTH JERSEY CHAPTER**  
New York/New Jersey Chapter, Mentor: Shannon Osborne

I am Anna Brogowski, and I want to be an astronaut and robotic engineer. I am the captain of my high school's robotics team and advocate for STEM in my community. I am an Ambassador for the Girl Scout Board of Directors and speak to young troops about the empowerment of women and have received my Gold Award. I've been a New Jersey 99s member for almost a year and have had a great time meeting other female pilots and participating in events. This award will help me work toward my goals of earning my private pilot certificate and becoming an astronaut.

**ISABELLE DIEP, PHOENIX CHAPTER**  
Southwest Section, Mentor: Emily Johnson

I am happy and humbled, as well as shocked and shaking (a little) to have received this award. My name is Isabelle Diep and for once

I am at a loss for words. As a California native whose life goal has always been to travel as much as possible, my earliest memories were of traveling with my parents and always stopping for a photo in the cockpit. Two Bachelor degrees and several jobs later, I became a flight attendant to fund my altitude addiction. I simply cannot wait to earn my private pilot certificate and beyond, with head and heart held fast in the clouds.







**JENNA FORSETH, BC COAST CHAPTER**  
**West Canada Section, Mentor: Marcia Strang**

A passion combined with curiosity and a lot of respect for aircraft was taught to me at an early age by my father, an airline pilot. I lived abroad as a professional yacht crew member but am now back in Vancouver, Canada, working in the interior design business. The Ninety-Nines welcomed me into their organization in 2014, and it has been an honor to be involved with these women aviation enthusiasts. I'm grateful for the support of my fellow 99s in becoming the first female pilot in my family. Future plans include continuing in aviation to become a flight instructor.

**ALLISON IRWIN, EASTERN PENNSYLVANIA CHAPTER**  
**Mid-Atlantic Section, Mentor: Juliet Lindrooth**

I am so excited for this opportunity to finish my private pilot certificate! Last year I started flying in order to challenge myself and learn a new skill. Happily, I've stumbled upon an entire community of enthusiastic and talented people! As a teacher, I'm using aviation to connect with my students. This first certificate gives me a level of competency and expertise when teaching aviation-themed afterschool clubs. My goal is to continue my flight training by earning an instrument rating and continue connecting with others by teaching aviation-themed courses both for enrichment and as a ground instructor.



**CLAUDIA MARQUEZ, PHOENIX CHAPTER**  
**Southwest Section, Mentor: Ginger Rowley**

I don't believe in limits. I like to trust my sense of adventure. I enjoy the freedom and exploration that comes with not being afraid of change and chasing one's dreams. This is what being a helicopter pilot is to me. During my flight training, I'm very much enjoying the new perspective I'm receiving of the world around me. Winning the Fly Now award is an amazing opportunity that I will take full advantage of to finish my private pilot certificate. My plan is to continue on and receive my commercial license and make a career for myself that I have always dreamed about.

**SARA MAZZARELLA, PHOENIX CHAPTER**  
**Southwest Section, Mentor: Ginger Rowley**

Fear of complacency is my biggest motivator. I never want to look back on my life and regret not having taken a risk. As a precaution, I seize every opportunity. This mindset has taken me backpacking alone through Europe, skydiving, bungee jumping, translating internationally, rescuing stranded skiers, snowboarding in the 2015 USASA nationals, and now flying! If it weren't for this outlook, I never would have started flight training. And if it weren't for The Ninety-Nines, finishing my certification would certainly be much more difficult. Thank you for believing in me!





**THAO NGUYEN, LONG BEACH CHAPTER  
Southwest Section, Mentor: Laurice Churchill**

Ninety-Nines worldwide have repeatedly acted as my super rad sisters who continue to inspire, motivate and instill faith in me to fly. For that, I am forever thankful. I would not have the confidence to achieve my private pilot certificate if it was not for your constant camaraderie and support. Being a first generation Vietnamese American woman in the aviation field is not always easy, but the adversities motivate me to be the change that the world still needs to see. Every flight is like witnessing a miracle...and when I am airborne, I am reminded that the world was created for much more than myself.

**JENNIE PAZNAR, FIRST CANADIAN CHAPTER  
East Canada Section, Mentor: Kimberley Winsor**

My introduction to aviation started five years ago after I graduated university. I was hired at Air Canada as a flight attendant and spent those years traveling around the world. During that time, I met many pilots who were not only inspiring, but they encouraged me to follow my dreams in becoming a pilot. I am currently enrolled in a one-year Professional Pilot Program and will graduate in September with a commercial certificate. I am truly grateful to be the recipient of the Fly Now Award, as it will help me in reaching my goal to become a commercial pilot!



**ABIGAIL RUAN, SANTA MARIA VALLEY CHAPTER  
Southwest Section, Mentor: Diane Pirman**

I am over-the-moon excited and honored to have won the Fly Now Award. I am almost to the point of soloing, and this award will get me many steps closer to earning my wings. Once I get my certificate, I plan to start immediately on my instrument training, commercial and, ultimately, becoming a CFI. I want to thank my dad, my instructor Patrick, the Santa Maria Valley Chapter, and especially my mentor Diane, for the extra support. I never would have made it this far without you all. "Your wings already exist; all you have to do is fly."

**NATALIE SHEMIGON, COLORADO CHAPTER  
South Central Section, Mentor: Emily Salley**

I started working on my private pilot certificate at the end of last August, and it has been the most fulfilling and ecstatic adventure. I started on this path to become a commercial pilot, and after I earn this certificate, I'll start working on my instrument rating. I'm in love with flying, addicted to learning, will never stop taking on new challenges and helping those around me. My goal is to always strive to be the best, safe and meticulous pilot. I am determined to make a difference, and the sky is no longer the limit.







**ISABELLA STERLING, GREATER KANSAS CITY  
North Central Section, Mentor: Nancy Inderwiesen**

I am immensely grateful to be a recipient of the Fly Now Award. Although my journey has had some setbacks, I plan to attain my private pilot certificate in December, when I turn 17. Ever since my first Young Eagles flight, I have fallen in love with aviation. I plan to teach other children to cherish flying and everything the aviation community has to offer. My aspirations for flying are to achieve an instrument rating and integrate into the flight program at The University of Central Missouri. Thank you 99s for the support you've given me to complete my dreams.

**SARA SVEC, SAN FERNANDO VALLEY CHAPTER  
Southwest Section, Mentor: Lisa Fusano**

I am 17 years old and the first female pilot at my high school. I've been interested in aviation since my first trip to Disneyland. At the gift shop, I remember being given a chance to purchase a balloon, and I chose an airplane balloon instead of a Disney character. At the start of my senior year, I took my Young Eagles flight and was hooked on flying. I am so grateful for the Fly Now Award, and I cannot wait to continue flying!



**COLLEEN WHITEHOUSE, OLD DOMINION CHAPTER  
Mid-Atlantic Section, Mentor: Linda Cain**

I have grown up around aviation with my grandparents, but just recently decided I wanted to follow in their footsteps. It's in my blood. Some of my earliest memories are sitting in the cockpit with my grandparents, and I'm excited that I'll be making many more memories in the cockpit myself! I love traveling and adventure, and with my private pilot certificate, I'll have the ability to do what I love. I hope also to get my instrument, commercial and multiengine so I can make a career doing what I love. Thank you for the opportunity to follow my dreams!



**The Sky  
Can Be  
YOURS!**



*"I still remember the day  
Mummy sent my application for  
scholarship for flying without  
telling me and then —  
the sky was mine."*

— Mother's Day tribute by Nivedita Bhasin, shown left with her mother. Nivedita is a member of the India Section and now flies the Dreamliner B787 as Captain and Type Rating Instructor for Air India, based in New Delhi.



# Welcome To New Friends of The 99s!

BY CORBI BULLUCK, International Director

The Ninety-Nines is excited to announce the new Friends of The Ninety-Nines, Inc. After several years of discussions with members, Chapter and Section officers, attorneys and accountants, and after lots of planning and hard work, the Board of Directors has formed the Friends of The Ninety-Nines, Inc., a nonprofit organization whose sole purpose is to support The Ninety-Nines, International Organization of Women Pilots and its mission. Although Friends of The Ninety-Nines is a subordinate of The Ninety-Nines and it has its own bylaws, policies and practices, it is governed by The Ninety-Nines' Board of Directors.

## Who Are Friends?

Friends of The Ninety-Nines are individuals, businesses and organizations of all backgrounds and nationalities who share an enthusiasm for aviation and a desire to support The Ninety-Nines.

Friends include pilots and non-pilots, males and females, teenagers and senior citizens, students, parents and community members, youth groups and local businesses. Ninety-Nines members are also welcome to join. The generosity of Friends helps The Ninety-Nines promote the advancement of aviation through education, scholarships and mutual support while honoring the unique history of women in aviation.

## Membership

Annual membership dues for Friends of The Ninety-Nines are \$50. The Friends' membership year is January 1 through December 31. Because Friends of The Ninety-Nines, Inc. is a nonprofit organization, the Friends' membership may be tax deductible.

### Friends Membership Benefits include:

- Opportunity to share your passion for aviation by supporting The Ninety-Nines.
- Friends of The 99s membership card
- Friends of The 99s lapel pin
- Friends of The 99s baseball cap (first year of membership)
- Friends of The 99s decal
- Annual subscription to 99 News magazine
- Half-price admission to the Museum of Women Pilots
- Half-price admission to the Amelia Earhart Birthplace Museum
- 10% discount in the Museum of Women Pilots gift shop
- 10% discount in the Amelia Earhart Birthplace Museum gift shop
- Option to register to attend The 99s International Conference, seminars, banquet and tours
- Option to register guests to attend The 99s International Conference, seminars, banquet and tours

## Share your passion!

Give a Friends of The Ninety-Nines membership to a family member or friend – or to someone who's dreaming of becoming a pilot! Applications can be found on our website at [ninety-nines.org/friends-of-99s.htm](http://ninety-nines.org/friends-of-99s.htm). Questions about Friends of The Ninety-Nines? Call our Headquarters at 1-844-994-1929 or email us at [Friendsof99s@ninety-nines.org](mailto:Friendsof99s@ninety-nines.org).

2016

## Woman Wise Airmanship Adventure Fly-In Drive-In

### Passion to Purpose



Learning is fun at this "One of a Kind," symposium that boosts flight confidence, skills, and joy. Christina

Tindle, LPC, reveals her Woman Wise Airmanship Model based in neuroscience, positive psychology, contemplative studies, women studies, aeronautical human factors research, and Olympic Mental Training.

This positive-approach highlights women's ways of knowing, learning styles, communication, passion, leadership, upside of negative feelings, taming fear through wonder, increased tolerance for bliss (*yes, you heard me*), and opening learning centers in the brain for faster assimilation of flight skills.

Presentations, flight instruction, class exercises, and laughter culminate with individually tailored Woman Wise Airmanship Flight-Life Plans. We will have our returning massage therapist.

Optional flight instruction available (extra cost): basic back country bush flying, paragliding, intro to tail-wheels, and possible gyro instruction. Fly your own aircraft for instruction or limited aircraft available to rent at symposium. Focused to elevate confidence and skills

Free camping with hot showers and bath house OR limited, affordable group lodging, cabins & teepees available—*Your cost*.

Smiley Creek Idaho (U87)

July 21-24  
AND  
Sept. 8-11

\$335

208-315-3075

or

email Christina at

[backcountryflygirl@gmail.com](mailto:backcountryflygirl@gmail.com)



More information including brochure, testimonies, blog, and registration:

[www.christinatindle.com](http://www.christinatindle.com) (WWAA red tab)

Fun Event Video: <http://youtu.be/7s3y8KnzGbY>





*Porter Airline pilots and Air Cadets (future Porter pilots?) cavort at the photo booth.*

### **FIRST CANADIAN CHAPTER**

#### *Girls Take Flight at Oshawa*

On March 12, the First Canadian Chapter and the Durham Flight Centre hosted “Girls Take Flight” to introduce girls and women to aviation as part of the Women of Aviation Worldwide Week initiative.

Approximately 650 people attended and participated in a wide range of events, including free Fly-it-Forward flights. There were 207 girls and women ready to take flight starting at 10 a.m. – but we were fogged in! The wind was from the lake, and the sun didn’t burn it off until 1 p.m. We gave a short aviation explanation of a ‘ceiling,’ which people found very interesting. Once the fog lifted, 16 pilots flying 11 aircraft gave flights to 168 people.



*Ninety-Nine and Porter Pilot Claire Lemiski congratulates Macy for getting her 'wings' after her first flight.*

The pilots who volunteered their time, aircraft and fuel included 99s, members of Canadian Owners and Pilots Association and flight school instructors. The Durham Flight Centre in Oshawa and Seneca College in Peterborough, in addition to providing the flight instructors, each donated two aircraft and fuel. Almost half of the pilots were women.

Activities included building wooden wing ribs, making balsa wood gliders and balloon powered hovercraft, learning about airport operations and aircraft procedures, seeing a mini wind tunnel in action, trying out a PC Flight Simulator, watching airplanes on air traffic control radar, and using the phonetic alphabet.

There were presentations by inspiring women of aviation, including Erica DiLena, First Officer with Porter Airlines; Patricia Kelly of Nav Canada, Air Traffic Controller at the Buttonville Airport; Captain Cindy Mausser of the Royal Canadian Air Force, former C-17 pilot; Warrant Officer Second Class Patricia Eldridge-Clarke of the Air Cadets; and Aerospace Engineer Silvia Bianchi of Bombardier and her colleague Fabian Grodek.



*First Canadian Chapter 99 Val Marshall with her passengers.*

Also featured were static aircraft displays, several industry booths and not-for-profit businesses were represented, plus an area where the girls could pick up information about military, aviation and aerospace education and careers. They also had an opportunity to apply for a chance to receive one of 15 free first flight lessons.

We were featured on CTV news the evening of the event.

The goal of the Institute for Women Of Aviation Worldwide Week is to foster gender diversity in the aviation and aerospace industries. One way is by giving girls a free discovery flight, and other ways are by exposing them to inspiring women in the industry and by providing them with the information they need to get started. Together, we did all of that!

— Lesley Page  
First Canadian Chapter



*Orange County Chapter members shared their experiences as pilots with two dozen Girl Scouts on their way to obtaining their STEM merit badge.*

### ORANGE COUNTY CHAPTER

On January 21, fearless flyers Irene Engard, Diane Myers, Carol Bennett, Sarah Hufnagel and Angela Munoz of the Orange County Chapter generously shared their experiences as women in aviation with 24 eager Girl Scouts at the quaint Laguna Beach Girl Scout House.

The girls, ages 11 to 15 from Cadette Troups 2165, 402 and 2324, were entranced by personal stories of each woman's passion for flight and the varied paths they have taken with aviation as a career or prime pursuit.

The girls learned about the many different types of aircraft as well as flying professions. They learned how women have positively impacted the industry. Diane shared her experiences from the commercial cockpit; Carol from her Civil Air Patrol search and rescue role and introduction to it via The 99s; Sarah, the finesse women can bring to the field of aviation mechanics; Angela, the thrill of her first solo; and Irene, the inspiration and action that came for her after being told she couldn't fly because she was a girl.

Sarah assembled a great slide show of aircraft and their uses, including aerobatics, firefighting and police work, as

well as integrating stories about women in military aviation.

The girls will carry forward their new knowledge as they pursue their My STEM (science-technology-engineering-math) merit badge, which is a brand new Orange County Girl Scout signature badge.

The steps to completing this merit badge include meeting professionals who use STEM expertise in their fields (our adopted 99s Flight Crew!), developing a new way of doing something using STEM and to experiencing STEM in action.

With a great marketing pitch by Diane, the girls are eager to see and climb aboard aircraft at the upcoming Chino Planes of Fame Airshow and Orange County's own Lyon Air Museum. Many girls are eager to learn more about the Civil Air Patrol Cadet program, as inspired by Carol.

Our visitor 99s were generous with their time and gave each girl a special participation patch with The 99s insignia on it along with pamphlets about the mission of The 99s and CAP. Each girl will wear her 99s patch with pride on their uniform as a souvenir of a wonderful afternoon of sisterhood between The 99s and the Girl Scouts.

— Jean Billyou, Leader Girl Scout Cadette Troop 2165

### MINNESOTA CHAPTER

If all winters in Minnesota were like this past one, everyone would move here! We had a wonderfully mild and warm winter, but we did have great sadness with the loss of WASP and Minnesota 99 Elizabeth Betty 'Liz' Wall Strohfus, who died on March 6 at the age of 96. A great lady, Liz will be missed.

On March 12, we had our winter Chapter business meeting at Fleming Field FBO (KSGS) in South St. Paul, and we were treated to a tour of Wipaire by Amy Gesch. Minnesota 99 Ali-

cia Erickson, who just celebrated her 90th birthday, is leaving the snows of Minnesota to live in sunny California. We wish Alicia well in her move across the country. Congratulations go out to Kjersti Kittelson for winning the Richard J. Santori Memorial Scholarship.

As we head into spring and summer, we're starting to plan for a very busy year with multiple aviation events and airmarkings.

— Melissa Aho



### OREGON PINES CHAPTER

On February 1, the anniversary of Amelia Earhart's 1933 arrival in Oregon, the Oregon Pines Chapter presented "Following Amelia: the Story of Oregon's 99s" for Benton County's Historical Museum's lecture series on 20th century aeronautics in Oregon.

The second weekend of February we took the train to Portland for a luncheon at the historic Multnomah Hotel. There, 15 Ninety-Nines and Zontians from Oregon and Washington commemorated the event in honor of Amelia. We were treated to a video of the reenactment of Silas Christofferson's 1912 flight off the roof of the hotel in a primitive biplane. After lunch, we went to the Oregon Historical Society for a docent-led tour of the research library.

The third weekend of February, we were off to Puyallup, Washington, for the Northwest Aviation Conference & Trade Show. We stayed in a log cabin on American Lake, took a tour of Seattle Air Route Traffic Control Center on Friday, attended aviation seminars and helped staff The 99s booth on Saturday and Sunday.

In March, we played the video "Flight of Fancy" at our Chapter meeting for those who missed "Following Amelia" in February. After reliving the reenactment of the 1912 flight off the hotel roof, we went to the Northwest 99s Board meeting at the Western Antique Aeroplane & Automobile Museum, where the Curtiss Pusher used for the reenactment hangs in the gift shop.

We are planning the Northwest 99s Section Meeting at the unique Edgefield Hotel at the mouth of the Columbia River Gorge in Troutdale. It was originally built as the Multnomah County Poor



Elizabeth Harris examines photos in the aviation archives at Oregon Historical Society during the Chapter's "Following Amelia" tour in Portland. Photo by Debbie Origer

Farm in 1911. Whimsical paintings throughout the meeting and banquet rooms, winery, distillery and spa offer vintage charm. Add this date to your calendar, September 14-17, 2017, and check out McMenamins Edgefield Hotel online at [www.mcmenamins.com/54-edgefield-home](http://www.mcmenamins.com/54-edgefield-home).

— Debra Plymate



Waterloo on the Grand Chapter members toured the Canadian Warplane Heritage Museum in Hamilton, Ontario.

### WATERLOO ON THE GRAND CHAPTER

The Waterloo on the Grand Chapter, East Canada Section based in Kitchener-Waterloo (CYKF), enjoyed a hearty winter breakfast followed by an intriguing historical tour of the Canadian Warplane Heritage Museum (CWHM) in Hamilton, Ontario, on a cold February morning.

Known as Canada's "Flying Museum," the CWHM has preserved over 40 varieties of aircraft flown by Canadians, including one of only two airworthy Avro Lancasters in the world. Through emotional and humbling tales of the trials and tribulations faced by those who have fought for our freedom, we gained an appreciation of the role that many of these aircraft and their crew played in various international conflicts, peace-keeping missions and aircrew training.

With appreciation to our expert tour guides, Len and Frank Creamer, we thank CWHM for keeping the memories of the past alive. Chapter members Erica Schmidt-Weller, Shawna Atkinson, Tammy Merritt, Ying Ying Xu and Heather Jennings were among the attendees.

— Heather Jennings



Greater Seattle Chapter members Eva Parks, Andrea Chay and Marty Vale beside their new banner at the Northwest Aviation Conference and Trade Show.

### GREATER SEATTLE CHAPTER

“Did you bring the Sectionals?” “Is the booth set up?” “Did you bring the new banner?” Fortunately for the Greater Seattle Chapter, the answer to all of the questions was “Yes.”

At the Northwest Aviation Conference and Trade Show in February, our Chapter hosted a booth, put on a Flying Companion Seminar and helped with the Trade Show Information Booth.

Working with the Western Washington Chapter, we “manned” a booth and introduced The 99s to anyone who wandered by. While some members were busy working the booth, others were presenting at the Flying Companion Seminar, which had 28 eager attendees.

— Marilyn Emery

### EASTERN ONTARIO CHAPTER

The Eastern Ontario Chapter had a busy day March 12 celebrating the Women of Aviation World Wide Week Fly Day.

Fly Day was a beautiful, sunny, spring-like day (a little breezy and bumpy). There were over 200 women and girls registered. Not everyone showed up and there were some walk-ins. By end of day, a total of 184 women and young girls were taken on their first flight in a small airplane.

We had six women pilots from our Chapter flying this year, as well as pilots from the Rockcliffe Airport. The registration process was simplified this year and well organized.

Many thanks to the pilots, marshals, boarders, photographers, the Rockcliffe Flying Club and the Canada Aviation and Space Museum.

#### *Girl Guide Aeronautical Badge*

On the morning of March 12, the Eastern Ontario Chapter hosted the Girl Guide Aeronautical Badge presentations in the Main Theatre of the Canada Aviation and Space Museum in Ottawa. Almost 70 Girl Guides and Guide Leaders were treated to a tour of the museum, as well as slide presentations with all the information they need on parts of airplanes, airports and theory of flight. The event was then topped off with an inspirational presentation from Captain Claire Maxwell, a female RCAF helicopter pilot as well as a Guide Leader.

— Susan Begg



East Ontario Chapter member Susan Begg and her happy passengers celebrating Women of Aviation World Wide Week Fly Day.





*Ninety-Nines enjoy the view of Miami International Airport from the catwalk under the cab.*

### FLORIDA GOLD COAST CHAPTER

On the clear morning of March 12, the Florida Gold Coast 99s hosted a tower tour at Miami International Airport (KMIA). In attendance were members of the Florida Gold Coast Chapter, visiting 99s from Indiana, as well as fellow pilot friends from South Florida. KMIA, a class B airport and first in the country for flights to/from Latin America and the Caribbean, boasts a lineup of over 100 air carriers and is the top U.S. Airport for international freight.

Tours were conducted by William Shaw ATSS/PASS (Airway Transportation Systems Specialist/Professional Aviation Safety Specialist). We were given a behind-the-scenes look at the second floor, which houses the air traffic control for the 60-mile radius of KMIA, including Fort Lauderdale and incoming traffic over the ADIZ from the Bahamas.

We were then taken behind the scenes to see how it all comes together and how the backups have backups so communication and radar are never lost between pilots and ATC. Finally we were taken up the elevator to the 23rd floor and allowed a few minutes inside the cab of the tower. When in the cab, we listened and watched as the experienced controllers kept traffic moving on all four of the runways.

As a special treat, we were allowed to go out on the catwalk under the cab, and it was at this point we could speak freely with our tour guide and ask questions as we looked below at the many arrivals and departures.

Arriving back at the conference room, we had a question and answer session with Moses Eshkenazi, Miami Operation Support Manager. Moses spent another 30 minutes answering the many questions we had. His insight into ATC, backed by his 25 years of experience with Miami ATC, was both educational and comical, as he answered our questions that ranged from student pilots up to airline pilots.

Our day spent at the Miami Tower was more proof that ATC is working hard to keep us safe!

— Marcy Lannon

### GREATER KANSAS CITY CHAPTER

On April 15-17, the Greater Kansas City Chapter hosted the North Central Spring Section meeting at the Hampton Suites on the Plaza in Kansas City, Kansas. We had 37 Ninety-Nines (three from the South Central Section) and eleven 49½s and guests.

The weather was perfect for all, especially those flying in and out of Kansas City. Attendees enjoyed local attractions, visiting sites such as the Amelia Earhart Birthplace Museum and Forest of Friendship in Atchison, Kansas, the World War I Museum, the Harry Truman Library, the TWA museum, the Nelson-Atkins Art Gallery, along with a variety of shops and restaurants on the Plaza.

The evening awards banquet was held at the National Airline History Museum at the Charles B. Wheeler Downtown Airport (MKC). The weekend was full of laughter from both new and long-time friends.

“There was lots of excellent discussion around the business we conducted on Saturday, along with extensive networking among Chapter Chairmen, Vice Chairmen, Treasurers and our members who attended,” said Northwest Central Section Governor Minnetta Gardinier.

— Barbara Vanecek



*North Central Section members gather for the Section Spring Meeting. Photo: Jennifer Myren*

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

[news@ninety-nines.org](mailto:news@ninety-nines.org)



*Girls Scouts discover that flying can be fun!*

### FLORIDA SUNCOAST CHAPTER

2016 has been a busy year for our Chapter. In January, we started off with the dedication of the Nancy Wright Memorial Bench at The 99s cottage located in Club Row at Sun 'n Fun, Lakeland Municipal Airport (KLAL).

In February, we celebrated our Chapter's 50th anniversary. Thanks to Janice McWilliams, who made sure we had plenty of

food, Mary Fletcher for making arrangements for the meeting place (KPIE) and Barbara Sierchio for bringing her album that had pictures of many of us way back when we looked pretty darn good! Marjorie Long, longtime member of the Northwest Section in the mid-1950s living in our area, attended and wowed our group with many of her flying stories.

Thanks to Guidi Davis and husband Tom, who hosted our March meeting at the Crystal River Airport-Captain Tom Davis Field (KCGC). Tom took us through an abbreviated version of the most common errors on a check ride.

Our Chapter hosted "Aviation Day" at Clearwater Airpark on March 19. It was our fundraising project and made possible by Jeanne Burklund. Forty-seven girls in the Girl Scouts of West Central Florida Council participated, with 27 signing up for airplane rides. We had Daisies, Brownies, Juniors and a few Cadets, ranging from ages 5 to 12 years.

Manning different stations were Chapter members Jeanne Burklund, Barbara Strachan, Sophia Payton, Ellen O'Hara (Chicago Chapter), Vloria Bektieshi, Mary Ann Claret, Angela Homey and Kay Tucker. The local EAA Chapter 282 participated by having "Young Eagles Day."

— *Sophia M. Payton*

### OLD DOMINION CHAPTER

Old Dominion Chapter 99s were treated to a captivating tour of the enormous Udvar-Hazy Air & Space Center by docent Dave Passmore. Dave is the 49½ of past Chapter Chairman Susan Passmore.

Dave made the tour fun not only because of his extensive knowledge but with his thought-provoking questions to us as pilots. He knew hundreds of planes, each with an interesting quirk or fascinating story. For example, one plane with a spiral-painted nose was a WWII single-seat German Focke Wulf. This particular one was a fighter, while most others were bombers. It was special because it had electrically-operated landing gear and flaps.

The floatplane was an ingenious WWII Japanese Seiran bomber. These were carried inside the bellies of a fleet of submarine aircraft carriers to strike the U.S. mainland traveling via the Panama Canal route. However, they never saw combat because WWII ended while they were en route to the U.S. Interestingly, we also learned how to make a distinction between restoration and preservation. And, along the way, Dave tested us.

The winged Discovery Space Shuttle was the celebrity of the tour with its actual burn scars and all 24,000 heat deflecting thermal tiles.

The Steven F. Udvar-Hazy Center is the Smithsonian National Air and Space Museum's annex at Washington Dulles International Airport in the Chantilly area of Fairfax County,



*At the Udvar-Hazy Air & Space Center: Elise Wheelock, Jennifer Wheelock, Robyn Ludvigsen, Jen Ludvigsen, Barbara Wilper, Laura Abraham, RJ McGlasson, Susan Passmore, Marge Shaffer, Dave Passmore, Dan McGlasson, Rick Koehnke, Debbie Gallaway and Chuck Gallaway.*

Virginia. It's a free museum telling the story of human flight via exhibits of many actual aircraft and spacecraft — and we were like kids in a candy factory!

— *Marge Shaffer*





*Photo left, back row: Adam White, Harlan Jewett, Susan Chairi, Paul Pfister, Joe Blaha, Stephen Campanella. Middle row: Nancy White, Rose Hurst, Tony Hurst, Dodie Jewett, Alice Henry, Chris Kettunen, Darlene Grant, Evelyn Moore, Carol Stocker, Bernice Barris, Meigs Adams, Jim Moore. Front row: Kara White, Sherri Spagnola, Charlene Campanella and Gretchen Bander.*

### LAKE ERIE CHAPTER

The Lake Erie Chapter celebrated its 42nd Charter Banquet/ Pilot of the Year at the Croatian Lodge Party Center on January 10. Kara and Adam White presented the wonderful film they directed and produced, "Beyond the Powder," which tells the story of the first women's cross-country air race in 1929. It is shown through the continuing legacy of the women pilots who still fly the Air Race Classic every year. Kara participated in the 2014 Air Race Classic while filming the video.

Student Pilot Christine Campanella won the Fledgling Award, and Sherri Spagnola received the Achievement Award.

Helen Sammon, our 2015 Pilot of the Year, had been seriously ill for a few months. Because we were not sure if she would be able to receive her trophy at the banquet, several Lake Erie members presented the trophy to her on December 13, 2015.

We had a wonderful day and were able to meet some of her family. As it turned out, Helen was not able to attend the banquet but we were able to video chat with her during her presentation and everyone was able to see and congratulate her. On March 5, 2016, Helen flew to New Horizons.

Helen became a charter member of the Lake Erie Chapter in January 1974 and served as Treasurer, Vice Chairman and was the Scrapbook Chairman for many years. She received the Lake Erie Chapter Achievement Award in 1985 and 1986 and in 1989 received the Pilot of the Year trophy. She was also the 2014 Governor's Service Award winner at the 2014 Spring North Central Section Meeting.

Helen accepted the Pilot of the Year award, saying, "My heartfelt thanks for selecting me as the honoree to receive the 2015 Lake Erie Chapter Pilot of the Year Award. It's been a beautiful and rewarding 66 years being part of the aviation community. I am most honored and privileged to be a life member of the International Ninety-Nines and a charter member of the Lake Erie Chapter."

— Evelyn Moore



*Lake Erie members present the Chapter's 2015 Pilot of the Year award to the late Helen Sammon at a special luncheon.*

### SAN DIEGO CHAPTER

This past month included two events for our Chapter. First was the tour of the USS Midway Museum that was arranged by Kathleen Devlin. The second event was The Ninety-Nines Spring Southwest Section Meeting in April in Riverside, California, which included tours of March Air Force Base and Flabob Airport.

Congratulations to Janette Lanz, recipient of the Nancy Stratford Scholarship, and Ana Mendivil, recipient of the Darlene Kelly Scholarship.

— Leslie Day



*Enjoying the USS Midway tour are, from left, Claudette DeCourley, Yvette Espinoza, JoAnn Raimond, Kathleen Devlin Minor, Annelie Brinkman and Kai Flowers.*

## NEW HORIZONS

### JOAN BOYD

#### North Central Section Member

Joan Boyd, longtime member of the past Central Illinois Chapter and later North Central Section member, passed away suddenly in October of 2015. Joan started flying in 1958 but took time off to raise a family.

She obtained her certificate in 1976 and logged over 1,500 hours. Joan was active in her Chapter and the Illi-Nines Air Derby. She and husband John owned a Cessna 182 Skylane and rarely missed spending time at EAA Oshkosh.

Joan helped promote The 99s at the Friendship Tent in the 1980s. In addition to her love of flying, she enjoyed fishing for the “big ones” in Canada and any kind of adventure travel. In their retirement years, they visited 30 countries in 20 years.

A great life and a great person — always with a smile!

— Rita Adams

### DOROTHY KEEL ETHERIDGE

#### Old Dominion Chapter

Dorothy K. Etheridge, 86, passed away on December 6, 2015, at her home in Houston, Texas. She was born on November 19, 1929, in Bourbon, Mississippi, to Waymon and Ernestine (Pitman) Keel. Dot grew up in Greenville, Mississippi, and graduated from Greenville High School in 1948.

After high school, she became an avid, accomplished professional pilot, a competitive aerobatic pilot, once placing third in the international women's competition, and a flight instructor, teaching numerous local Mississippi Delta pilots and corporate pilots.

She owned and operated one of the Delta's foremost FBOs and Beachcraft dealership. She flew in numerous Powder Puff Derbies, Angel Derbies and Air Race Classic cross-country air races from 1968 through 1983. She also participated in and won many Women's Pylon Races, setting two speed records at the Reno National Air Races and Cleveland National Air Races.

Dot attended Embry-Riddle University, where she received a Masters of Aeronautical Science degree. In 1983 she continued her pilot career as a corporate pilot in Washington, DC. She retired from the FAA as a Project Manager. After a short retirement in Florida, she returned to Washington as an Aviation Consultant to the FAA and BAE Systems.

Blue Skies and Tailwinds, forever, my friend.

— Sue Passmore

## *Final Flights for Our 49½s*

**Glen Morrow** — Elaine Morrow,  
Minnesota Chapter, April 9, 2016

**Daniel Chauvet** — Sarah Chauvet,  
Monterey Bay Chapter, April 21, 2016

### HELEN SAMMON

#### Lake Erie Chapter

Helen Sammon took her last flight on March 5, 2016, to New Horizons. Helen became a charter member of the Lake Erie Chapter in January 1974 and served as Treasurer and Vice Chairman and was Scrapbook Chairman for many years.

She received the Lake Erie Chapter Achievement Award in 1985 and 1986 and received the Pilot of the Year trophy in 1989 and 2016. She became a life member of The 99s in 1986.

North Central Section Governor Minnetta Gardinier recalled, “Helen was the 2014 Governor's Service Award winner at our 2014 Spring Section Meeting. She attended many, many Section Meetings, and at the 2015 Spring Meeting she won our applause for her longevity in The 99s.”

She is also one of the longest continuously serving members of the North Central and International 99s. She joined the organization in January 31, 1950. After researching The 99s database, Minnetta found that Helen was among the top twenty 99s for longest continuous tenure in our international organization (#19). In the North Central Section, she had the fifth longest membership.

Helen's training was done in an Aeronca and a Taylorcraft at Hopkins Airport. She started at Sundorph Aviation and then transferred to Aircraft Service where she received her certificate in 1950. She joined The 99s on January 31, 1950. In 1952, she joined the All-Ohio Chapter and held many offices including Chapter Chairman. She also served as Nominating Chairman for North Central Section and served on the committee to read the minutes at a 99s International Convention.

While a member of the All-Ohio Chapter, Helen assisted the Ohio Aviation Board in their Air Marking program and received a citation from the Division of Aviation C.E.A. Brown. She also worked in Cleveland at the Formula One Races (midget planes) as a scorer and timer.

Helen served as a scorer in Toledo and a Chief Timer for the end of the Air Race Classic in Cleveland in 1976. One of the highlights of Helen's flying was being able to participate in many air races and to fly the All-Ohio Air Tour as a co-pilot in a PT-19.

Flight Instructor/Flight Examiner Tony Hurst said, “I'm so sorry to hear this. She will not be forgotten. God gave her wings before, and now they will be gold wings. God Bless. I know she will be flying with us.”

— Evelyn Moore



Helen Sammon.



## NEW HORIZONS

### ELIZABETH BETTY 'LIZ' WALL STROHFUS WASP

#### Minnesota Chapter

At the age of 96, Elizabeth Betty 'Liz' Wall Strohfus flew to New Horizons on Sunday, March 6, 2016, in Faribault, Minnesota.

As a WASP, Liz ferried military planes in 1943 and 1944. She flew eight different aircraft including the B-17, B-26, P-39 and, her favorite, the AT-6.

At the Las Vegas Army Airfield in Nevada, she flew both heavy bombers and pursuits, towed targets behind a B-26 for fighter target practice and dove at bombers in pursuit aircraft and infantry in the AT-6 for gunnery and anti-aircraft target practice.

She also qualified for missions in the P-39, was a qualified co-pilot for both the B-26 and B-17, and later Liz became the first woman to teach instrument flying to male cadets at the Las Vegas Army Airfield.

After WWII, she was turned down for a pilot's position with Northwest Airlines but worked as an aircraft controller in Wyoming. She returned to Faribault, where she married Arthur Roberts in 1947 and raised five children. After her husband died in 1969, she moved to New York City and worked for the American Cancer Society as a research consultant.

From 1975-1977, Liz and six other WASP lobbied the U.S. Congress for the recognition of the WASP as veterans. She later married and lost Francis Langeslag and Martin Strohfus.

At 71 years young, she became one of the first women to fly in an F-16 out of Duluth, Minnesota, with the Air National Guard; at 82 she piloted a B-17 bomber from Owatonna, Minnesota, to St. Paul, Minnesota; and at the age of 95, a friend put her through 4.5 Gs in an aerobatics plane.

She was inducted into the International Forest of Friendship in 1994 and the Minnesota Aviation Hall of Fame in 2000. Liz also received two Congressional Gold Medals, one for her service as a WASP and the other for her service in the Civil Air Patrol.

Always full of energy, Liz spent the last 27 years traveling around the country telling her story. Liz joined The 99s in 1945. She will be greatly missed by the Minnesota Chapter.

— Melissa Aho



Betty Strohfus.

### JOAN VANREETH Chicago Area Chapter

Joan Vanreeth flew to New Horizons on March 29, 2016.

Joan was born in Salt Lake City, Utah, on September 26, 1928. In her early childhood, the family moved to Oakland, California, where she grew up and always considered this home. She graduated from Fremont High School in 1946 and University of California, Berkeley in 1950. She was a member of Delta Zeta.

She later married Phillip Vanreeth, a Navy pilot. Phil became employed with Trans World Airlines in 1954, and they moved back to Chicago and later the western suburbs, where they raised their family of five children.

In 1969, Joan earned her private pilot certificate, and flying became her passion. She remained an active pilot into her seventies.

— Deane Judd



Joan Vanreeth.

### KAREN YOUNG Rio Grande Norte Chapter

Karen Young had just acquired her private pilot certificate in January 2016 when she flew to new horizons on March 11, 2016, in an airplane accident.

Karen had joined the Rio Grande Norte Chapter in June 2015 as a student pilot and trained avidly in anticipation of flying to Alaska with the friend who perished alongside her.

A Los Alamos native, Karen graduated from Los Alamos High School and subsequently earned a B. S. in Mechanical Engineering, Masters and Ph.D.s in Materials Science, all from the University of California Davis. Employed by the Los Alamos National Laboratory, Karen was hired in 1998 and served as a radio frequency engineer and deputy group leader at the lab's Neutron Science Center.

Only 46 years old, she is survived by two young sons and husband Daniel. Many Rio Grande Norte 99s will recall meeting Karen only recently, but they are sure to recall she was enthralled with everything to do with aviation, even having just built her own weather receiver for in-aircraft use. We will miss her excitement for aviation and enthusiasm for life.

— Susan Larson



Karen Young.



**Take off, eh!**

**July 5-10, 2016**

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